

**TOPIC: Hazardous Mitigation Planning
with Alsina Brenenstuhl**

Time: January 29, 2025 4:30-5:30pm

Join Zoom Meeting

<https://us06web.zoom.us/j/82164496660?pwd=0hp6rjakzCW94oBbcfYKQFFJWjYodn.1>

Meeting ID: 821 6449 6660 Passcode: 606289

**SELECT BOARD MEETING
TOWN OFFICE at 5:30PM
WEDNESDAY, JANUARY 29, 2025**

Join Zoom Meeting

<https://zoom.us/j/96374295063>

Meeting ID: 963 7429 5063

Passcode: 942416

1.	Call to Order:	Establish Quorum:
2.	Accept Minutes of the January 15, 2025 Regular Meeting.	
3.	Visitor's Comments:	<ul style="list-style-type: none"> • <i>Ferry Service Update</i> • <i>Emergency Ferry Task Force Update</i> • Sea Level Rise Update • Update on Municipal Building Project • Update on Up Island Public Safety Garage
4.	Upcoming Meetings and Subcommittee Reports: Planning Board: February 10, 2025	
5.	Town Manager Report:	Correspondence:
6.	<u>Old Business:</u> 1.	
7.	<u>New Business:</u> 1. Open bids for FY25 Summer Gravel. 2. Discuss date for annual town meeting. 3.	
8.	<u>Other Business:</u> 1.	
9.	Approve Warrant: FY25 #16	
10.	Appointments: Board of Appeals: Ben Dove	
11.	Chair Comments:	Individual Selectmen's Comments:
12.	Adjourn	

W: AGENDA 1 29 2025

MEMBERS:

CHAIR Shey Conover 2026	Lauren Bruce 2025	Stephen Pendleton 2027	Melissa Burns 2026	Peter Anderson 2025
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Islesboro Select Board
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DRAFT MINUTES

Members Present:

Chair Shey Conover, Melissa Burns, Peter Anderson

Members Present via Zoom: Vice Chair Lauren Bruce, Stephen Pendleton

Others Present:

Town Manager Janet Anderson, Peter Willcox, Mike Clayton

Others Present via Zoom:

Dick De Grasse, Linda, Elizabeth Hayden, Maggy Willcox, Scott De Grasse, Fred Porter, Dylan Purington, Doug Welldon, Laura Staines Giardino, Murt Durkee, Nita Villarreal

Call to Order: Chair Shey Conover called the meeting to order at 5:30 PM, and a quorum was established.

Minutes of January 2, 2025, Regular Meeting.

MOTION BY M. Burns, seconded by P. Anderson, to approve the minutes of January 2, 2025 Regular Meeting, as written. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

VISITOR COMMENTS/PETITIONS

None.

FERRY SERVICE UPDATE

Peter Willcox reported that the next Ferry Service Advisory Board meeting will be January 23rd. Today, Peter attended an online meeting called by Marjorie Stratton of Vinalhaven, who got together as many islanders as she could. All the islands agreed that sleeping the ferries on the mainland is a poor idea. That was universal. Peter provided a graph done by a ferry service union representative, that shows some data from a ferry service employee survey, about how the crews perceive switching the ferries to the mainland. 75% thought it a bad idea. 48.5% said they would not follow if the plan was put into action. Many crew members live far away, and cannot make the trip every day. There would be a large turnover in staff if this were to go into effect. Peter's feeling is that DOT has not researched this issue thoroughly. They have not done a real survey, and have not seen the potential for what would happen if we switched crews. The schedules also have not been addressed. Someone needs to research what is the possible effect on the existing ferry crews, and will we really get more people. There are three bills before the legislature now having to do with the ferries, but we don't yet know which ones are

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going to affect sleeping on shore. The multi-island Emergency Ferry Task Force (separate from the Islesboro Emergency Ferry Task Force) is keeping an eye on this. The multi-island Task Force today decided not to hire a lobbyist. The survey from the union representative has only been answered by about 2/3 of the existing crew, so the percentages are not final, but it does indicate how they feel about the issue.

Janet Anderson added that she attended the meeting today. They think a lobbyist is a good idea, but they want to wait and see what the legislators propose.

EMERGENCY FERRY TASK FORCE UPDATE

S. Conover reported that we received a letter from DOT Commissioner Bruce Van Note in response to our letter. He is now calling it a long-term conceptual plan rather than a decision he has made, recognizing that there is a lot of work to do before a decision is finalized. We need to keep our foot on the gas, but Shey was pleasantly surprised by the tone of the letter.

Doug Welldon asked if we know the legislative bill numbers, so we can look at them online. S. Conover stated that her understanding is they have been submitted and they're now going through the process to get uploaded. As of yesterday, they had not been uploaded yet. Once we know the LD numbers, we can put them out for people to look at.

Doug also asked if our school has chimed in with a position on this. If the ferry keeps the same schedule but starts from Lincolnville, it will really disrupt the school schedule and the magnet program. Peter Willcox stated he hasn't heard anything from them yet. S. Conover stated we can raise this with the School Board and the Administration to encourage them to make a statement about their feared impacts.

S. Pendleton reported that he did a review of lobbyists. He looked for those who take multiple clients, and found that the governor had previously worked at our town attorney's law firm, Preti Flaherty. They have many organizations that they're lobbying for. They have an ear to the governor's office. We had a meeting this morning. Genevieve McDonald used to be in the legislature. She knows the issues well. We asked them to give us a proposal on the strategies and the approach to create greater public awareness to put pressure on, as well as support the legislative process with the bills we have coming out, and visibility at the governor's office. We received a proposal that outlined what they would do for us for a total of \$20,000, which is inexpensive for that type of service. Waiting is a killer in what we're trying to achieve.

S. Conover added that she was pleasantly surprised when Town Attorney Kristin Collins suggested Genevieve. She is a known entity around the state. She was the representative for North Haven, Vinalhaven, Swans Island, and Isle au Haut. She represented almost every island except for Islesboro in the legislature. She left the legislature to work at Preti Flaherty. She is tuned in to who the players are, to what the politics are of the transportation committee, and what the fears have been in pushing for additional ferry issues in past sessions. She would be a great person to work with to tackle this issue. We received this proposal a couple hours ago. In an ideal world, we would take this to our

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Emergency Ferry Task Force for a recommendation, but we may not want to wait for two weeks to move forward on this. Gabe Pendleton, as chair of that committee, agreed that it would be a good thing to do. We have some work to do to figure out how to go about funding this body of work. They would bill us monthly. We can engage them and have some time to figure it out. She proposes moving forward with conceptual approval of this proposal and requesting for Janet to work with them to outline our terms, so we could potentially have Genevieve attend the Islesboro Emergency Ferry Task Force meeting next week.

L. Bruce asked if there's an option of having other islands, in part, support that \$20,000. Other than the question of where we get the funding, she is in agreement that we move forward quickly. S. Pendleton stated that they did discuss the option of bringing in the other islands. The document says we can bring in a coalition if it works, but we're going to lead with Islesboro. She added that we can start making decisions, and if we come up with a solid plan and strategy that we can bring to the multi-island group, that will help us collectively move forward.

P. Anderson asked if there would be any concern with bringing other islands in at this stage, and risking muddying our message, or is the idea that we are all fighting for the exact same thing? He is inclined to get the ball rolling for ourselves, figure out what Preti Flaherty has to offer and what they're planning, and then approach the other islands with our plan and ask them if they would like to help. S. Conover agreed. If we try to create a strategy with a multi-island committee, it has the danger of slowing the process down. There are many areas where we are unique, and many areas where we have shared concerns. We need to map that out and be as strong as possible where it makes sense to be unified.

P. Willcox stated he thought there was good agreement at the meeting today. All the islands were opposed to Van Note's idea. The fact that Mantinicus and Frenchboro agreed and they don't have a boat sleeping on their islands, was a good sign. He thinks we should go to the group and let them know we're thinking about hiring a lobbyist. That might be the only impetus they need. They were very close to doing it, but they weren't ready to pull the trigger.

J. Anderson added they are all familiar with Genevieve and like her.

M. Burns is in agreement with P. Anderson and S. Conover. The other islands are worried that it's too early to get a lobbyist; they want to do it later, after seeing what the bills before the legislature will be. She thinks it will be in our best interest to have someone in place who knows when those bills are going through. This \$20,000 is only for the first session. They will restart in August, and we may need to come up with another \$20,000. At that time, we can let the other islands know that we have already put our skin in the game.

S. Conover added that we can begin engagement and make it clear to the other islands that we're working out our funding strategy, too. We don't have \$20,000 set aside for lobbying. If it's \$3200 a month, we figure out where the first payment comes from and

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get started. Then we have time to bring other communities along if they'd like to join us. We can be a unified voice without them sharing this lobbyist. Genevieve will be pulling information and feedback from those communities to make our case stronger.

S. Pendleton stated that lobbying with the bills is only one tactic of their strategy. We want to get the visibility, both within the legislative group and the governor's office, as well as in the public sector. These are complementary strategies to supporting legislative action. Next week, if we can get consensus on this, we would set up an initial strategy meeting with Preti Flaherty.

Scott De Grasse asked if there are restrictions on Preti Flaherty's proposal, and if it's strictly representing Islesboro. S. Conover answered that the proposal was prepared for the Town of Islesboro. Genevieve asked specifically about any current existence of a coalition. She was going to have a conversation with a lawmaker who had indicated she would be working with a coalition of legislators. They are open and recognize the multi-community facet of this, but we decided to focus on developing a strategy for Islesboro. S. Pendleton added that Preti Flaherty says the second component of what they're offering is to "organize support through targeted stakeholder outreach and coalition building, within the Legislature, the Administration, and the public. We will seek to bring each community served by the MSFS onboard with these legislative solutions (North Haven, Vinalhaven, Swans Island, Frenchboro, Matinicus), while prioritizing Islesboro throughout the process."

Scott added that he thinks it would be wise to understand what the costs would be to bring on the other islands. Additional funding may be required.

Fred Porter stated he would tighten the screws, and do everything possible to move this forward and not worry about anyone else. We need to prioritize Islesboro, we need to get somebody helping us at the state level, and we need to start now.

MOTION BY L. Bruce, seconded by M. Burns, to authorize Janet Anderson to work with Preti Strategies to finalize the proposal they prepared for us today. Discussion as below. Roll Call. Motion passed, 5 yes, 0 no. Unanimous.

P. Anderson requested a breakdown of how far the \$20,000 gets us. S. Pendleton stated it's a flat fee for the 6-month period. P. Anderson asked if adding another town going to take time away from our lobbyist who is fighting for us. S. Pendleton offered to take the lead on that question.

S. Conover, S. Pendleton, and J. Anderson will figure out next steps. We will ask Genevieve McDonald to attend the I. Emergency Ferry Task Force next week. This is meant to be the strategy group.

Islesboro Emergency Ferry Task Force meeting January 22nd at 4:30.

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SEA LEVEL RISE UPDATE

S. Conover reported that the SLR Committee met last week on January 9th. In light of all the work going into ferry, we talked about how to prioritize Phase I vs. Phase II. Phase I would be raising the road and redoing the revetments, and Phase II would involve a bridge. We have decided to focus on Phase I, and get that built to get us secured as quickly as possible. Then we will pursue Phase II.

MUNICIPAL BUILDING PROJECT UPDATE

L. Bruce stated that the walls are up and mudded. They will start painting in the next couple of weeks.

UP-ISLAND PUBLIC SAFETY GARAGE UPDATE

S. Pendleton reported that we should have a final quote tomorrow for electrical, and a final quote for the project. Murt has been in discussions with the architect, and we do have some clarifications that we have to pull together in the next few days, to make sure the quote aligns with the original requests and requirements, as well as a couple of things that have been brought to our attention by Murt since then.

Scott De Grasse pointed out that the recent fires in California have a lot of people concerned about what can happen when there's an inadequate water supply. Do we know how much it would cost if we wanted to include the plumbing all at one time, and could we raise the funds, or could a contractor donate time? S. Pendleton answered that trying to bring that up again at this point would be detrimental to the project. We have a very tight budget. Lauren and the team did an incredible job of determining what we really need for Phase I. We're getting a good facility based on that. It's a good idea, but we've had that conversation multiple times, and we need to lock this down.

Scott asked if there is a Phase I/Phase II budget that is accessible. Lauren answered that this discussion goes back far and is so convoluted that it can't be answered simply. We've had five bidding phases, where we tried to get the price to a reasonable amount, then went through the Select Board to try a different approach, which was hiring our own construction manager, Northport Builders. They're about to bring us a bid that will get us close to what our community said we wanted to budget.

UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS

- Planning Board: January 27th, 5:00pm.
- Emergency Ferry Service Task Force: January 22nd, 4:30pm.
- Housing Committee: January 16th, 5:00pm.
- Harbor Committee: January 16th, 5:00pm.
- Lighthouse Committee: January 30th

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TOWN MANAGER REPORT

- Packet included Agenda for 1/15/25 and Minutes of 1/2/25 Select Board Regular Meeting.
- Committee Minutes
 - None.
- Correspondence
 - 1/2/25 copy of letter sent to East Shore Drive residents regarding upcoming stabilization project at Loranus Cove. This includes Maple Grove Cemetery's expectations.
 - On Town website: new Emergency Ferry Task Force page: <https://townofislesboro.com/committees/emergency-ferry-task-force/>
 - Ferry Concerns email: ferryconcerns@townofislesboro.com
 - S. Conover thanked Page for such a quick turnaround on this!
 - 1/15/25 email from DOT Commissioner Bruce Van Note replying to the letter the Select Board sent regarding his proposal to berth the ferry overnight on the mainland.
- Manager
 - YTD Exp & Rev reports.
 - Handout: re: lobbyist Genevieve McDonald, PretiSTRATEGIES.
 - J. Anderson would propose to pay for this by transferring back to Ferry Defense Fund \$19,868.89 out of Capital Reserve Sea Level Rise. We put it there 6/22/22. This will need a Town Meeting vote.
 - S. Conover stated that as long as we have what we need for the first month, she would like to talk with the Task Force about funding strategy. We could bring this back to the SB in two weeks.
 - School Superintendent Connie Brown wants to book a joint FY26 budget workshop on March 12 at 5pm prior to the SB meeting.
 - In March, we can move SB meetings back to 6:00.
 - S. Conover would prefer to do it on a different day, possibly on the 19th.
- Warrant FY25 #15

CORRESPONDENCE

Addressed in Emergency Ferry Task Force Update and Town Manager report.

OLD BUSINESS

1. None.

NEW BUSINESS

1. None.

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OTHER BUSINESS

1. None.

APPROVE WARRANT: FY25 #15

MOTION BY M. Burns, seconded by P. Anderson, to approve Warrant FY25 #15. No discussion. Roll Call. Motion passed, 5 yes, 0 no. Unanimous.

APPOINTMENTS:

None.

CHAIR COMMENTS

S. Conover: No comments.

VICE-CHAIR COMMENTS

L. Bruce: No comments.

INDIVIDUAL SELECT BOARD MEMBER COMMENTS

P. Anderson: Congrats to our basketball teams. Home game Saturday, Junior concessions.

M. Burns: No comments

S. Pendleton: Excited about the lobbyist action. This is a huge step. We could end up with a more collaborative approach with DOT.

Motion by M. Burns, seconded by L. Bruce, to adjourn meeting at 6:22 PM. No discussion. Roll Call. Motion passed, 5 yes, 0 no. Unanimous.

Respectfully Submitted,

Carrie Reed
Secretary

NEW



Received: _____, 2025

REQUEST FOR PROPOSALS

FOR: MATERIALS DELIVERED
TO: CONTRACTORS
FROM: JANET ANDERSON, TOWN MANAGER
DATE: DECEMBER 30, 2024

- THE TOWN OF ISLESBORO IS SEEKING PROPOSALS FOR **1,000 CUBIC YARDS OF INCH-MINUS TYPE-A GRAVEL.** MDOT TYPE A GRAVEL WITH NO STONES LARGER THAN 2 INCHES, NO MORE THAN 5% FINES (CLAY).
- THE TOWN WILL CONTINUE TO PURCHASE THE GRAVEL AND PAY FERRY FARES. OUR VENDOR HAS BEEN **DAVIS DIRT WORKS IN MONROE, 520-609-8521.**
- **"SUMMER GRAVEL"** TO BE STOCKPILED AT JACOB COOMBS'S PIT.
- **PROPOSALS ARE DUE BY 4PM ON JANUARY 29TH.** THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY OR ALL BIDS AS MAY BEST SERVE THE INTERESTS OF THE TOWN OF ISLESBORO.
- TOWN OFFICE, P.O. BOX 76, 150 MAIN ROAD, ISLESBORO 04848

Janet Anderson

From: Kate Legere <klegere@islesboro.k12.me.us>
Sent: Thursday, January 16, 2025 10:49 AM
To: Janet Anderson
Subject: Re: Set town meeting date

NEW

Hi Janet,

Both dates are available right now.

On another note, will you let me know when the checks are ready for pick up? Sally is out today (but back on island and OK overall).

Thanks,

Kate

On Thu, Jan 16, 2025 at 9:58 AM Janet Anderson
<manager@townofislesboro.com> wrote:

Good morning Kate,

KINNICUTT CENTER AVAILABILITY

At their next meeting on 1/29 the SB would like to set a date for the annual town meeting.

Either May 3rd or 10th right now - - would either be available?

Thanks Kate

Janet

1/16/2025

Janet Anderson

From: Jason Hall <jasonjhall.me@gmail.com>
Sent: Thursday, January 23, 2025 11:32 AM
To: jon.andrew.emerson@gmail.com;
dandgbond@gmail.com; phwillcox@gmail.com;
breadandiron@gmail.com; Abarker256@aol.com;
rkclark@tds.net; jamielanehersey@gmail.com;
swanisle@tdstelme.net;
townmanager@townofvinalhaven.org;
gabriel.pendleton@gmail.com; gtarkleson@yahoo.com;
jkeiperw@gmail.com; Rick Lattimer;
manager@townofsislesboro.com
Subject: Invitation to meet with crews and MSEA

Dear Select Board and island-based Ferry Service advisory board members;

I am reaching out to you on behalf of the ferry crews of each of the islands we currently serve. We, MSEA-SEIU Local 1989 members, would like to invite you to attend a meeting with us to discuss our mutual concerns about Commissioner Van Note's proposal to tie the ferries up on the mainland at night.

As most of you are aware, Mr. Van Note has conducted a few meetings and sent out letters outlining his plan. What is not being represented accurately is how this will impact us current staff. A survey of MSEA crew members shows that of respondents (at least half of our crew), over 75% do not support this plan and 15% need more information to be able to make a decision. Over 50% of respondents state the proposed changes will severely impact our ability to continue working for the MSFS.

Some of us are islanders, most are not, however we spend 50% of our time on the islands which makes us part time residents. As many of you can attest these permanent crews often have deep bonds and connections to the islands and islanders they serve.

It appears based upon Mr. Van Note's communications that his intentions are clear. He claims in one breath to want the input of the islands then in another states "this is what is going to happen". We as a group feel that we have a shared mutual interest in maintaining the current status of the ferries. It is our hope that through our mutual efforts and information sharing that we can support each other in our common goal.

We look forward to meeting with you to share our thoughts and experiences. We hold our union meetings over Zoom at We will schedule the meeting in the evening about 6:30pm, after our workday ends to facilitate our delegation being able to attend due to our various work schedules. If you are interested

in joining us, please respond to this scheduling poll to identify which evening works best for you: <https://forms.gle/76TTPkJ9kenDU5TK7>.

Respectfully,

Jason Hall, Able Seaman MV Captain Neil Burgess, North Haven
jasonjhall.me@gmail.com

Islesboro Harbor Committee
Regular Meeting
Thursday, October 17, 2024
In- Person Meeting at 6:00 PM, Town Office

APPROVED

1/14/25

MINUTES

Call the meeting to order and establishment of a Quorum:

Chair Ken Smith called the meeting to order and a quorum was established at 6:00 pm.

Members Present: Chair Ken Smith, Earl MacKenzie, Dylan Purington, George Evans, Greg Janney, Gil Rivera and Peter Anderson (6:05pm)

Others Present: Scott DeGrasse, Kerry Pendleton

Others Present via Zoom: Dick DeGrasse, Owen Howell, Josh Conover

Approval of Minutes of July 18, 2024, Regular Meeting.

Motion: To approve Minutes of July 18, 2024, as written, E. MacKenzie, seconded by D. Purington. No Discussion. Motion passed 6 yes, 0 no, Unanimous.

Anyone Wishing to Address the Harbor Committee

None.

Follow-up from Last Meeting

- Ken stated he was supposed to get in touch with the Coast Guard to see if it's a law or just a recommendation that a dock or structure would have to be 100' away from the ferry pen. In Lincolnville, the former harbor master was asked to move his bait shack back away from the ferry, and there was a big discussion involving the Coast Guard and the DOT. He did move his bait shed and mooring. On Islesboro, we had someone who had his mooring between the dock and the ferry pen for many years, and he was asked to move his mooring. Based on these two incidents, Ken got in touch with the Rockland office of the Coast Guard and asked if they could give us an interpretation. After going through several people, they ended up saying that they deal with search & rescue, and not law. They gave Ken the phone number for the regional office in South Portland. He was unsuccessful in talking with anyone there. Ken sent an email to one of his nephews who just finished training with the Coast Guard. He contacted someone who will send Ken something in writing. No answer yet.
- Earl stated he talked with all the fishermen and told them they couldn't put their floats on the shore near the Grindle Point ramp this winter. They could come in for a tide or two to unload, but then they'd have to take them back out. There was a little bit of pushback from one fisherman.
- Dylan reported that at Grindle Point, there was a swamped vessel that the owner was able to pump out and haul out.
- PYY and Ethan Spaulding are scheduled to do repairs on the pier sometime after the gear haul-out.
- No more floats ashore, as Earl said.
- Dylan provided a low-tide photo of some of the moorings at Grindle Point.
- Earl provided some professional drone photos of Seal Harbor and Grindle Point. He will transfer them onto vellum and make charts, with legends and coordinates. Good Deeds in Belfast took the PDF file from the drone and made these photos at no charge to us. Over the course of this winter, Earl will work on these maps.
- Ken asked if we can get it done this year. Earl said that's his goal.

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- Dylan wants to begin to look at mooring placement. He would like to talk with Tina and see if there's a list for moorings.
- Is there a waiting list for moorings? Earl answered that it's up in the air, mostly at Seal Harbor now. He's been telling people that the inner part of the mooring field is full. It's through attrition.
- A couple people have asked Dylan about moorings at Grindle Point. Dylan is telling them they need to get on a list, but doesn't know how that works.
- One person filled out a mooring form at the Town Office. Earl said he spoke with that person and told him we had to see if there was anyone here who is no longer going to have a boat on their mooring.
- Dylan stated that if there is a list, there may be people ahead of this person. Earl doesn't know of any.
- Ken stated that if we get to a point where we have a list, we need to stick with it.
- Earl stated that in the course of doing the mooring field charts, we may find a few moorings that are no longer in use, and spaces will become available.
- Dylan stated some of the moorings can be arranged much more efficiently. Some are too close to each other.
- Some people have told Dylan they've been on a mooring list for years. Earl is not aware of this.

How many moorings are in the Harbor Anchorages, Grindle Point and Seal Harbor?

- Earl stated that Seal Harbor has a total about 75 moorings, with probably about 55 in the inside field. At Grindle Point, there's a total of 51, of which the majority would be commercial fishermen.
- Ken stated that we're one of the few places that doesn't charge a mooring fee.
- Pete asked if charging a mooring fee would streamline this process. Earl stated that when it was brought up a few years ago, there was a lot of push-back.
- Pete stated that if we're at a point where there's so much competition that we have people on a waiting list, it might be time to implement a fee.

How are things going with getting ready for winter?

- Ken asked if the fishermen are accepting of the fact that we don't want to have the collision that we had last year. Earl stated that he talked to all of them, and there was pushback from only one. Earl explained the situation and talked about alternatives, but made it clear this is the way it's going to be.
- Ken asked if the shacks are in better condition than they were last year. Dylan stated that, generally, they are in worse condition, because the fishermen are not making as much money this year. The past three seasons, they haven't been doing as well as in previous years.
- Earl stated that some of the fishermen are now only fishing part time. The serious younger fishermen didn't do that bad this year.
- Dylan stated he acquired a small boat that he can keep in the water this winter.
- Earl stated he will keep his commuter boat in the water this winter.

Harbor Master & Deputy Harbor Master Reports

- Earl stated that there were a couple of boats without stickers, and he didn't know who they belonged to. He put them up in the parking lot. He finally found the owners, and they came to retrieve them.
- There were 36 dinghies with stickers at Seal Harbor this summer. Some put their stickers in odd places, instead of on the transom.

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- Earl spoke with Janet about long-term repairs. We're going to need to replace that pier. Janet is going to get in touch with Gartley & Dorsky for engineering. We need to raise it a couple feet. It was completely under water in the storm last winter. Right now, for the winter, we've got a couple rails that need to be refastened, and planks that need more fastenings.
- Earl stated he has spoken with Josh about changing the incline. He hasn't gotten to it yet.
- There's a Safety Committee meeting next week. Earl will attend. He has created a list for Fred of emergency maritime contacts, such as Coast Guard, Marine Patrol, boat yards, and cell phone numbers for after hours. Dylan and Fred will both have these numbers.
- Ken asked who is the first person who gets called in an emergency. Earl answered that the boat yards have boats in the water, as does Seal Island. Earl has a boat in the water. Quicksilver is not really an option after 8:00pm.
- Dylan stated that Nakomis Nelson is running the boat for the Selendys. His number is on the list. Fred has been working with them for emergencies.
- One of the dinghy floats at Big Tree had a pin come loose. Ryan came down with a pin and fixed it. As soon as we get a few more boats off the floats, Earl would like to take out the extra floats, and leave one dinghy float in.
- Earl will keep his red boat upside down on the float for anyone to use if needed, with oars and oarlocks.
- Ken asked if a gurney would fit in Earl's boat. Earl stated it might fit, but it would be a bouncy ride.
- Dylan stated he was looking at an anytime rapid response vessel in the way of a Parker, with a cabin, but the Town is not interested.
- Ken stated that there is a new DMR experimental lease that was approved today. George stated he looked it up. It's the Lindelofs' lease, at Job Island, the Outer Brackett's Channel, for growing kelp.
- Earl stated that there's another one in the cove on 700 Acre Island.
- Earl added that there have been a few Harbor Master approvals with docks and wave shields. Nothing is interfering with navigation.

Preliminary discussion of the proposed FY 26 Harbor Committee Budget

- Ken asked about topics the members would like to have addressed.
- Earl stated they beefed up the moorings at Grindle Point after last winter. The electrical is upgraded.
- Earl suggested we plan for replacing the pier at Seal Harbor.
- Ken stated that the Town of Islesboro contributes \$15,000 to the Lincolnville budget that helps to pay for renovations. If there are things that we should ask the Town to do, we can include that in our budgets. Ken noticed two big derricks driving pilings on the other side, near the oyster farms.
- George asked about the plan for work that needs to be done at the wharf at Grindle Point. Dylan answered that Ethan Spaulding is going to do railings, and PYY is going to do the beams on the deck. This is to remove and replace rotten beams. It will be under \$8,000.
- Ken stated that this isn't in our budget, but the money may come out of the reserve.
- Pete suggested the Harbor Committee get together a list of projects and estimates, so we know how much we should be asking for.
- Pete added he is hung up on the fact that we don't charge a mooring fee of any kind. We've already come up with multiple projects that are going to be multiple thousands of dollars each. In order to maintain the infrastructure, are we going to be able to continue to go to the Town every year asking for

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\$15,000 to \$20,000? We should think about charging people for the use of these facilities to continue the upkeep.

- Earl stated that the traditional argument is that the people who utilize the facilities should have the larger share of paying for them. We presented this argument when asking to implement a mooring fee in the past. We got a lot of pushback, even though we were only talking about \$25 at the time.
- Dylan added that the repairs that we're doing at Grindle Point are addressing issues of rotting beams. These beams are the same age as the rest of the pier. Raising the pier 2-4 feet to get ahead of sea level rise will be hundreds of thousands of dollars.
- Ken asked if we've received a report from the structural engineer who presumably looked the dock. Dylan stated he hasn't heard back, and doesn't have the contact. He thought Ken had the contact.
- George stated that if the Town of Islesboro yearly ponies up \$15,000 for Lincolnville, what is so unusual about asking the Town to pony up \$15,000 for stuff here. Earl replied that with our budget every year, we do ask for money. Pete stated that the more we ask of the taxpayers, we may run into more pushback. It's worth investigating how we can bring in more revenue to offset these high costs.
- Ken suggested planning to raise as many topics as we'd like to see for the budget discussions.
- Greg stated that if we were showing exactly where the money was going, such as to a year-round life safety vessel, we might get more support for a small mooring fee.
- Josh Conover stated that a mooring fee is key to making the working waterfront on Islesboro function, and we shouldn't just keep it to the Town harbors, but put a fee on every mooring around the island. There are close to 1,000 moorings. Northport, Lincolnville, and Belfast all charge for moorings across their whole shoreline. It's important that people realize that the waterfront is our access to the mainland. The fee should probably be \$50. The infrastructure needs a lot of work, not just a band-aid.
- Kerry Pendleton stated he came to discuss the Ordinance.
- George asked about the most current issue of the Ordinance. The most recent revision is 2019.
- George asked Carrie to look up Chapter 142, relating to the floats on the shore. We found §142-20, Rules and Regulations:
 - Q. *Floats are not allowed at any time within any of the shore areas unless:*
 - (1) *It is for a structural repair and written permission has been granted by the Harbor Master or Deputy Harbor Master and then the float is only allowed on the shore area for one week. Under unusual circumstances the Harbor Master (or Deputy Harbor Master) may extend the privilege for one additional week. [Amended 11-20-2019]*
 - (2) *It is September 30 through May 1.*
 - R. *A clear unobstructed passage 50 feet wide shall be maintained between the Grindle Point launching ramp and the east face of Float GP-D. No tackle, gear, floats or mooring shall be permitted in this passageway.*
- Discussion about this Ordinance.
 - Earl stated that this is a decision the Harbor Master can make based on safety and damage.
 - George stated the Ordinance does not disallow floats in the winter. There is a conflict of what the Harbor Master is trying to do, and what the Ordinance states.
 - Earl thinks the Harbor Master has the ability to override this. He thinks it's with permission.
 - Ken stated if the intent of the Ordinance is one thing, the Harbor Master can't overrule intent.
 - Earl stated we could change the Ordinance to put it completely in the affirmative.
 - It would take a Town vote to change the Ordinance.
 - Kerry Pendleton stated the Harbor Master needs to do this right.
 - Dylan suggested sufficient offshore moorings to keep the floats off the rocks.

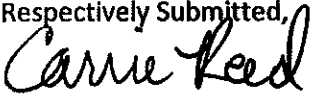
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- Josh stated that the way he reads the Ordinance is that the Town has always allowed floats to be put on the beach from September 30 to May 1. Some people abused that last year, but you can't change the Ordinance without a town vote. You shouldn't punish the fishermen. It sets a bad precedent for Islesboro supporting working waterfronts and the local economy. The west side of the ramp looked bad because that was left to get out of control with junk floats. But others were taking care of their floats and cleaning up.
- Earl suggested perhaps we allow floats only on the east side of the ramp with a certain distance from the ramp. How can we ensure that they'd be adequately secured offshore? Josh stated that it's at the expense of the fishermen, and it's not the Town's job to try to protect personal property; it's the Town's job to make sure it's cleaned up properly. The problem isn't which side of the ramp, it was the junk floats that were brought in.
- Earl stated the ramp needs to be kept clear. There seems to be room on the north side.
- Josh stated he and other attentive fishermen will do their best to keep the floats in good condition.
- Ken feels we need interpretation of the Ordinance from the Town attorney.
- Earl is willing to compromise on this. He sees the fishermen's point and understands the history. We can't have stuff going over the ramp and butting up against the roadway again. He doesn't know if we can count on everyone to do the right thing.
- Ken stated it behooves us to enforce the Ordinance the way the people voted for it. They expect us to carry it out.
- Dylan stated we should strongly encourage the fishermen to set adequate offshores, and set them east of the ramp. Keep the ramp open and keep derelict floats off the shore.
- Scott DeGrasse asked about derelict floats and if there is any way to build inspections into the Ordinance. He's seen floats on moorings that are half sunk. Those are a navigational hazard. Earl added that we could deem these floats not safe to put on shore.
- Earl suggested that maybe fishing floats can be put on shore with Harbor Master approval. Kerry is fine with that.
- Pete stated that he is concerned that this is adding to the Ordinance without proper process. We should not be trying to interpret the Ordinance to make a decision tonight. We should check with the attorney first. Perhaps we need to have an emergency/special Harbor Committee meeting rather than wait for the next regular meeting.
- Josh thinks Earl's suggestion sounds like a change to the Ordinance. He would rather see a junk float on the beach than on a mooring where it will break apart and wreck an expensive boat. A change needs to take place, but we need to change the Ordinance properly.
- Dylan stated that derelict floats are like derelict vessels, and they are hard to deal with. The Town already doesn't have money for what we need.
- Josh stated that this rolls back to charging a user fee for a mooring all the way around Islesboro. That money would stay in the Harbor fund for floats and improvements to the infrastructure.
- Earl stated that his understanding is that the Harbor Master has the authority, if something is derelict or hazardous to navigation, or in the shoreland areas, to ask someone to take it out.
- George stated that what Earl wants to do makes a lot of sense and is well intended. He doesn't want to do nothing. It makes sense to compromise with significant offshore moorings and putting the floats farther east. In the meantime, the Ordinance doesn't allow the Harbor Master to say they can't put floats there.

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- Earl will call the fishermen again and say that they've got to be on the east side, clear of the ramp, and adequately secured out. He will inspect how they are secured. If there's a problem, the fishermen will have to clean it up within a reasonable time.
- Ken will talk with Janet about getting a legal opinion. We need a clarification.
- Gil stated that if anyone wants to change the Ordinance, we need to get started soon. Town Meeting is in May.
- Pete suggested scheduling another meeting in three or four weeks. This sounds unresolved.
- Ken will get back to everyone if we need another meeting in a few weeks.

Motion to adjourn meeting at 7:16 pm by E. MacKenzie, seconded by G. Rivera. No discussion. Motion passed 6 yes, 0 no.

Respectively Submitted,

Carrie Reed, Secretary

Islesboro Energy Committee
Regular Meeting
Tuesday, December 10, 2024
In-Person and Zoom Meeting at 5:15 PM

APPROVED
1/14/25

MINUTES

1. Call to Order

Chair Harriet Bering called the meeting to order at 5:15 pm.

2. Establishment of a Quorum

Quorum was established with over 5 members

Members Present: Vice Chair Bill Thomas, Holly Fields, Dick DeGrasse.

Members Present via Zoom: Chair Harriet Bering, Janis Petzel, Cressica Brazier, Myra Sinnott, Trevor Blackford (5:23)

Members Absent: Monica Mullins, Melissa Burns, Ex Officio

3. Approval of minutes from previous meeting

B. Thomas made a few corrections. In the approval of the minutes of October 8th, discussion, he added "continue to keep data." On Page 2, 2nd paragraph from the bottom, made clearer to say, "which makes installation of heat pumps problematic." On Page 5, 2nd to last bullet point, changed to "codes understood by the people who are designing the homes." Further down, "Existing homes are not going to be impacted by new codes." We took out "unless they are conditional."

Motion: To approve Minutes of November 12, 2024, as amended, B. Thomas, seconded by J. Petzel. No further discussion. Roll Call. Motion passed, 7 yes, 0 no. Unanimous.

4. Quick Updates on On-going Projects/Old Business

a. Library update—heat pumps and solar (Cressica)

- Cressica reported that we are still working on both the solar contract and the heat pump quotes. No update.
- Harriet reported that a couple of committee members are meeting with SolarLogix tomorrow about the library contract. They are ready to go ahead. .

b. Municipal Building Project Update (Cressica)

- Cressica stated that we are still working on approvals for the grant and the solar array. We have a couple more months of that work.
- No updates on Up-Island Public Safety Garage. They have a meeting tomorrow.
- Harriet reported that she heard from someone (she thinks it was Fred Porter) who wants to make sure that someone from the Energy Committee is in touch with the team as this moves forward.

c. EV Charger update (Monica/Holly)

- No update. Holly believes there will be no change until they move forward with the Health Center.

d. Maine utility policy/rates update (Dick)

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- Dick reported that he's had a lot of contact with the Utility Commission in the last few days, to see if we can get a Time-of-Use rate for battery charging for new ferry. The CMP rates are about half-price off-peak. Dick is trying to find out which company serves the ferry. NextEnergy and New Brunswick Power both offer off-peak rates in their own service area, but not in Maine. The Utility Commission suggested we file a petition with the Board, as soon as we discover who the supplier is for the ferry, for off-peak power, so they can charge the future batteries.
- Dick will follow through and send flyers on off-peak equipment.
- Dick stated he will have to come back to the committee, maybe even before the January meeting, to see if we can adopt a resolution for the Utility Commission for off-peak power for the island as a demonstration to work with a microgrid.
- Maine Power Options (MPO) contract: Harriet stated that in a group email there was concern that the Energy Committee as a whole makes a recommendation to the Select Board. Dick has been doing all the work on this, but we need to run it by the rest of the committee before finalizing it.
- Dick stated he plans to attend the Select Board meeting on December 18th, and hopefully have the results of the Maine Power Options use of power for the last 12 months for the municipal accounts. They are in the process of putting that together.
- Janis asked when the MPO contract needs to be signed for the next rate guarantee. Dick answered that he will present the information at the Select Board meeting on December 18th. He's been asked to postpone any decision on that until the Select Board meets. At that point, we'll have a new rate from Constellation and MPO. If the Select Board votes no, we will get the standard offer.
- Harriet stated it would be helpful to circulate that information to the rest of the Energy Committee before presenting it to the Select Board, to make sure the rest of the committee is in agreement. Dick replied that he won't have the quote until the day of or the day before the Select Board meeting.
- Bill added that it would be important for the committee to have the information prior to having a conversation together, so that everybody understands before we give a committee response.
- Holly noted that Dick said he's not going to have the quote until the day before the Select Board meeting, so how can we agree before it's submitted?
- Dick suggested that if the MPO quote is less than the standard offer, we have the SB approve the contract for at least 12 months. If it's more than the standard offer, don't do anything. The municipality goes back to the standard offer automatically.
- Harriet added that the standard offer rate for 2025 has been published. It's 10.08 cents/kWh.
- Carrie suggested that one way to get the committee in agreement with what's presented to the Select Board is to have a special meeting. Otherwise, it will just be a renewal of the contract. The Select Board approved the current contract last year.
- Harriet asked the group if anyone has an objection to going ahead with the MPO contract if the rate that they quote is less than the standard offer for 2025.

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- Janis asked if there's any chance that the CMP rate will change over the year. Cressica replied that there is a chance it will change. Last year it went down in the middle of the year, from 10.84 to 10.64. For 2025, it's set at 10.61, not 10.81, so the rate has gone down for next year, even lower than it is right now.
- Janis asked if we sign a contract with CMP, do we get the same rate all year. Dick replied that once we make up our minds, we will be guaranteed a rate on the supply, if we sign the contract. This is a contract with Maine Power Options, not CMP.
- Myra added that the idea of signing the contract is to lock in a specific rate, which we hope is lower than the CMP standard offer. Usually, a utility will raise rates for a certain amount of time to raise money for whatever they need to do, and then lower them back down. If we go with Constellation, they will lock in a specific rate, but it may end up being higher than the standard offer if that continues to go down.
- Cressica stated that she has seen the past two quotes from MPO and Constellation. Two months ago, the rate was around 10.35 cents, and it went up by .1 cent over the last month. Constellation's senior business manager, Michael Cloutier, said that it will likely go up again in December and January. He recommended waiting until spring to get a better rate and lock that in. Myra suggested we share this info with the Select Board.
- Harriet told Dick to see what quote he gets on the 17th, but let the Select Board know it might be better to wait before signing a contract.
- Dick stated there's nothing wrong with that. The standard offer is pretty stable.
- Cressica added that when we're talking about variations of .1 cent in different rates, we're talking about a savings of about \$100 for the Town. It doesn't matter much. Last year we lost over \$100 because of the Constellation rate coming out higher for the contract than the standard offer.

e. Community Event

- Harriet reported that last Saturday, we had an informational event, a Lunch & Learn, with lunch provided by the Energy Hub. There were about 20 community members in attendance. It was a nice discussion. A lot of comments were generated.
- Feedback on the acoustics—some people had trouble hearing. We should take that into consideration for the next event, whether we have microphones or a different venue.
- The people who came were interested in what we were doing. There were no naysayers. One piece of feedback was that people want to hear a more detailed plan, which is a little problematic. We can't publish a plan identifying private landowners until that's nailed down. We also need the engineering studies, and the funding for that, before we get to a detailed plan.
- We're talking about doing an event on January 18th, to get community feedback and support for the upcoming grant applications.
- Janis stated she put some of the notes onto the Energy Hub website. She doesn't know the names of everyone who was there, so is requesting we get a list of attendees next time. Also, if members can go on the site and look at the notes, maybe they can remember who was there.

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- Trevor suggested a sign-in sheet, with email addresses. People stated they wanted more communication, but won't go to the website. Facebook postings, mailers, Constant Contact.
- f. Funding Opportunities
- Dick asked Janis and Cressica if they will circulate the grant application to the committee in advance of submitting it, so members can comment on it. Janis replied that the deadline for the Community Accelerator Prize (Round 3) is December 17th. It will be a mad dash to get it done.
 - Harriet explained that this is a prize that gives out \$50,000 initially, then if you meet certain milestones, you can get additional funding as part of that prize. This would provide funding to help with planning. There's a platform that gives access to other potential funders.
 - The larger grant is the DOE Office of Clean Energy Demonstrations (OCED) Energy Improvements in Remote & Rural Areas. This is due in February.
- g. Firehouse Project (Monica/Bill)
- Bill stated Evergreen is coming to do an audit of the firehouse on January 14. Fred, Murt, Monica, and Bill will be there. Anyone else is welcome.
 - The goal is to get some assessment of the current state of the firehouse insulation and weatherization. The last time Evergreen was here, they dealt only with the enclosure into the attic, and there was a cursory glance across the attic, but no further probing at the time. This is to find out if it's worth doing anything in this space to improve the efficiency of the building.
 - Bill reported that the Waldo County Climate Action Committee is a loose coalition of pre-existing organizations in Waldo County, more localized in Belfast. The coalition came into existence in the last year, largely because of concerns that the Belfast area was too focused on Belfast and there wasn't enough being done to reach out into Waldo County at large. Bill attended their monthly meeting on Thursday, December 5th, and wrote a report, which he emailed to the committee. The group was welcoming.
 - There was considerable discussion about the challenges of bringing energy upgrades to the many families living in trailers throughout Waldo County. The challenge is finding the resources to make substantive improvements in those dwellings to the benefit of the occupants. WCCAC representatives have ongoing discussions with county, state, and Efficiency Maine personnel in an effort to make progress on this front. There are small-scale, pilot programs that might serve as models for a broader, more effective effort. One pilot project helped 100 trailers for free. There are a whole lot more than 100 trailers in Waldo County. How do you bring the same level of upgrade to the bulk of people who need help?
 - Harriet added that Karen Converse from the coalition reported that a lot of trailers are heated by fossil fuels.

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- Bill noted that the Co-op is a member of this coalition, and they spoke about working hard to be green about the way they run their establishment, but it has proven to be a challenge, with liners of cups, plastic utensils, etc. The representative said there's about 16,000 components to plastics these days, and each one of them has an impact on how and whether a particular piece of plastic is recyclable.

5. Budget Update

- Harriet stated we haven't spent any money in the last month.
- The Sustainable Housing and Development Foundation (SHADF) donated \$5,000 to the Energy Hub last year with the understanding and expectation that we would use it to help fund a joint solar array project. That's been put on hold, so they requested that perhaps we could return that money, with the possibility that they can donate again in the future, so these funds can be put to use for the Up-Island Church, as they are doing additional weatherization. Harriet has been in touch with Janet and Brian about this.

6. Prize Activities Update

- Harriet reported that Kizzi has resigned. The funding was going to run out.
- We are planning to apply for Island Fellow in February. If approved, that person would not start until September.

7. Other Business

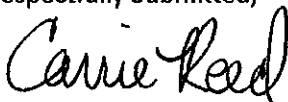
- Janis reported that she attended the Select Board meeting last week to let them know we are applying for these grants. Janet is feeling overwhelmed with the idea of managing additional grants. She wants us to talk with her and Brian about how the money would be managed once we get it. We may need to do some of that management ourselves. We just need to talk to them before submitting grant applications. She suggested making grant management part of the Island Fellow's job. We could possibly manage grant administration with reports, etc.

8. Next meeting Tuesday, January 14th, at 5:15pm.

9. Adjourn

Motion to adjourn meeting at 5:55 pm, B. Thomas, seconded by D. DeGrasse. Roll Call. No Discussion. Motion passed, 7 yes, 0 no, Unanimous.

Respectfully Submitted,



Carrie Reed, Secretary

Islesboro Housing Committee
Regular Meeting
Tuesday, December 19, 2024
In-Person Meeting at 5:00 PM, Town Office

APPROVED
1/16/25

MINUTES

1. Call to Order

Chair Mike Nelson called the meeting to order at 5:07 PM.

2. Establishment of a Quorum

Quorum was established with over 3 members present

Members Present: Chair Mike Nelson, Tom Tutor, Cate Blackford, and Melissa Burns, Ex Officio.

Members Absent: Susan West and Ginnie Hess

Others Present: None

3. Approval of minutes of October 10, 2024

Motion: To approve Minutes of October 10, 2024, as written, C. Blackford, seconded by M. Burns. No discussion. Motion passed, 3 yes, 0 no, Unanimous.

4. Tax Increment Financing (TIF)

- Mike stated that Pete Anderson from Islesboro Affordable Properties (IAP) was at the last Housing Committee meeting.
- Janet hadn't really taken a hard look at TIF info, so Mike talked with her today.
- TIFs are difficult to do in a small town. Two things come up. 1. Can you afford to take some of those tax dollars and funnel it back? 2. Whatever you funnel back isn't a lot that's going to be a big incentive. Janet agreed with that, and there wasn't a lot of Town enthusiasm.
- Cate stated she followed up with Maine Housing after they sent the FAQ. She asked if they have data on the efficacy of TIFs in small communities; they did not. Instead, they sent an approved list of TIF districts that Maine Housing had approved and were used for a housing purpose. There was only one in a community as small as Islesboro, in Hartland, and they used it to fund senior housing. It was created in 2020, and will expire in 2045. Cate found in the comp plan for the Town of Hartland that they had a TIF in 2016, but couldn't find any data on it. Most other TIFs on the list were for towns of at least 5,000 people.
- Tom stated that when the first two Town Centers were created on Islesboro, there was some conversation about TIFs. Vern Ziegler was encouraging that we try that. We wouldn't be taking any existing revenue from the Town; we would only be trying to collect on the additional valuation after the formation of the TIF, but that may not amount to much. We now have three Town Centers. The valuations of properties within those districts will go up to some extent. If the valuations went up 10% in five years, then the 10% of the actual tax revenue from those areas wouldn't be a lot.
- Melissa stated that it was her understanding that we could turn all of the IAP properties into TIF properties. They would then have the opportunity to get that money back to help them build more.
- Mike explained that a TIF can be all, or a piece of, your tax.

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- Cate clarified that a TIF can be established only on new revenue. If the new Town Center up-island had a proposed housing development, you could designate a certain geographic area or certain lots as being part of the TIF, and then any property tax revenue generated after that designation. It could be all of it if it's a new development, or if we did it for the Ruthie James and the new development that's going in next to it, then it would be any increases in the property taxes from the existing, and any new property taxes from the new houses. The Town could designate that this is going to the debt service, and the town is basically taking out this bond to contribute to the development. Then the town uses the tax increment revenue to pay off the debt service of the bond.
- Mike gave an example of a ballpark estimate with the existing IAP houses. If the valuation goes up 10%, how much of that 10% is then available? 10% of the 10%, or 50% or 100%? Cate stated it's often 100% of the new revenue. It's up to the town. Tom added that it can be purposed for anything that benefits the community. It doesn't have to be about paying off debt, it can be about building a playground. Mike gave an example of an entity that was using the TIF to fund additional housing.
- Melissa asked if the towns have to control it, if it's going to debt service. Cate answered that TIFs can have a wide variety of uses, and are used for economic development and housing most often, but the town can pass it through. It doesn't have to be controlled by the town, but the entity using the funding has to be nonprofit. So, we could give the money to IAP to help them develop more houses. It would be like a Town contribution, and it's a funding source that IAP would rely on as part of a layer cake of all the different funding they're putting together.
- In the case of a small town, the TIF wouldn't provide much revenue. This is why they tend to be used more for paying off the debt service, so you have the upfront capital.
- In Mike's conversations with Janet and Shey, no one saw this as a panacea to anything. It would be up to IAP to drive it.
- Tom stated he'd be willing to support putting all Town Centers into a TIF and using that money to supplement year-round workforce housing. If that would mean that the town would fund into IAP, that would be okay. How could we have it be a motivator for a local contractor to build a house?
- Melissa stated that the Select Board has heard a lot of feedback from citizens about the increase in taxes, increase in valuations, and perceived decrease in services. The townspeople might not approve of funds being held for a private builder, as opposed to a non-profit. Mike replied that the beneficiary, such as IAP, is the non-profit, the builder doesn't have to be non-profit.
- Cate stated that it feels like we have this great new zoning, which theoretically could allow some housing density, which would provide for more revenue, and which would create more flexibility in what we could do with the revenue. However, septic requirements are the major barriers to housing density. What kind of water treatment systems would make sense in two of the Town Centers?
- Tom suggested pre-treatment systems. The Tarratine Club has one; they don't have enough room for a conventional leach field, so with the pre-treatment system, they have a reduced leach field. They are not expensive these days. They are site specific. It's not like a large system that requires special infrastructure. The individual landowner buys a small pre-treatment system, then the square footage for the septic field is about 10% of a conventional one.
- Cate asked about the previous discussion about composting toilets and greywater systems. Mike said he talked with Dave Dyer about it. Dave said composting toilets are allowed, but it has to go through the normal review, and the greywater system has to meet all the requirements. There's a resale

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implication. Ginnie was saying that the land still has to perk, and the property needs to meet all of the criteria for conventional septic. Cate asked if this means you can't add density to the property beyond the septic capabilities, and would we need a wastewater treatment system to increase density? This is correct.

- Tom clarified that he understands that the benefit with a pre-treatment system and a significantly reduced leach field, is the distance between the well head and the septic system requirement. You could shoe-horn a passable system, because the leach field is reduced in size, and the geometry of it allows it to fit on a smaller lot.
- Tom believes the overall cost differential is not huge. Tom will investigate.
- Cate stated that we need to keep digging into this to find out about the different opportunities for our Town Centers, and if septic is the primary barrier to utilizing the density.
- Cate has call with someone on the Dark Harbor Waste Water Treatment Committee. She wants to find out how they funded the renovations last year, and how the system operates.
- Melissa explained that it's a very old system that is funded through the Town. It only supports about 20-30 houses.
- Mike described a totally enclosed wastewater system he learned about.
- Cate will look into other towns in Maine that are exploring different options, or have done any research we can benefit from, regarding supplementing local septic.
- Melissa mentioned Stonington. In Hancock County, there are towns that are deciding to get into the housing market. Stonington has sectioned off some town-owned property, and developing mobile home parks that the town will run. Half of them will be for affordable properties; they've gotten grants, and rent will be on a sliding scale, and then there's another section where people buy the trailer and move it in, and a section for modular homes. The town is doing this, so they have more options. Islesboro has a lack of staffing at the Town Office, so that kneecaps a lot.
- It may be worth exploring having the Town own something. Melissa stated she previously suggested having the Town take over foreclosed properties, but was met with a very stern no. Tom stated things should evolve here according to need.
- Cate stated she thinks it's Vinalhaven that has the "Come check out the island" housing program. That seems like it could be geared toward workforce and not affordable housing. Perhaps there's an opportunity to have people come out and try living on the island to understand how amazing it is without making a big commitment.
- Mike stated that he and Nancy Alexander are the Islesboro representatives for the Maine Islands Coalition. There will be a meeting in early January. Mike will make a point to talk with some of those people about what they are doing.

5. Midcoast Council of Governments (MCOG) Activity.

- Mike reported that the MCOG Housing Working Group is having trouble getting traction.
- They have applied for an EPA grant for replacing mobile homes. They hope to find out soon if they got this grant.
- Waldo Community Action Program (WCAP) is getting grant that will allow them to establish a housing authority.

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- In both of these opportunities, the issue for Islesboro is to make sure we're a voice that's heard. There's a perception that Islesboro is a bunch of wealthy people.
- Melissa suggested that perhaps WCAP could manage TIFs and applications. This would take the burden off the Town Office. Cate believes TIFs have to be managed by the municipality. It depends on what kind of powers they want to give the housing authority. Housing authorities typically distribute vouchers and develop housing. If they become a developer that could then support IAP and other local developers, that could be interesting.
- WCAP clearly has decent funding. They recently bought University of Maine building in Belfast for \$3M.
- Mike reported that he went to a semi-annual MCOG meeting where the keynote speaker was the Maine State economist. Every county has fallen below median in the affordability index, and is in the red for affordability. They look at incomes, property costs, and maintenance costs. The overwhelming majority of people in Maine who own a house could not afford to buy the house that they are in today.
- Maine has the oldest population in the country, and Waldo County has the oldest population in Maine.
- Cate stated that Dan's article in the paper said 38% of Islesboro is above the age of 60 or 65. That could make us the oldest town in the oldest county in the oldest state.
- 60% of the population in Maine is in the workforce. Of the 60%, 97% are employed. That's why we don't have people to work on things. The mid-coast is suffering with this. Of the 40% that are not in the workforce, half have retired. The other half are people who choose not to work, or kids, etc.
- MCOG Housing Group will be meeting January 7th.

6. Update on Grant Research

- Melissa reported that she is waiting on the Jenn Hayden report. They had a committee chair meeting. We're trying to figure out who has a hard copy of the report. Melissa will talk to Janet.
- Regarding the IAP grant, there's a deadline for getting the shovel in the ground. Cate is concerned that Maine Housing keeps changing the goal posts. There's an unresolved boundary issue.

7. Comments from Visitors

- None.

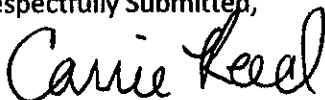
8. Next meeting date

- Next meeting Thurs, January 16, 5:00 PM.

9. Adjourn

Motion by C. Blackford, seconded by T. Tutor, to adjourn at 6:02 PM. Roll Call. Motion passed, 3 yes, 0 no, Unanimous.

Respectfully Submitted,



Carrie Reed, Secretary

MINUTES

Members Present:

Shey Conover, Earl MacKenzie, Fred Porter, Peter Willcox

Members Present via Zoom:

John King, Gabriel Pendleton

Others Present:

Scott DeGrasse, Frank Start, Sonya Leach, Dick DeGrasse, Dylan Purington, Jennifer Whitlow, Joan Lillie, Melissa Burns, Peter Rothschild, Jennifer West, Terry Cowan, Kara Masters Siekman, Murt Durkee, Michael Giardino, Laura Staines Giardino, Jen McFarland, Nancy Alexander, Mike Clayton, Bill Boardman.

Others Present via Zoom:

Christine Robb, Linda & Arch Gillies, Judy Gardner, Tim Fallon, Elizabeth Hayden, Doug Welldon, Patricia Goodspeed, Apple Bartlett, Terry Sanderson, Ollie Venezia, Myra Rolerson, Dan Tutor, Sandy, Sally, Joseph Connaughton, Carlisle Knowlton, John Rex-Waller, Philo Hutcheson, Ken Smith, Sara Oliver, Marjorie Stratton, Jordy Watson, Amy Mulnix, Anne Bertulli, Becky, Craig Olson, Cindy Satchfield, Dorea Engstrom, Harriet Bering, Johnna, Linda, Michael, Peter Anderson, Rachel Rolerson Smith, Susan West, Sharon Hall, Tobias Conover, Bib, Elizabeth Napier, Hilary Giles, Janet Anderson, Jill ChaCha, Kate Misenheimer, Kathleen & Michael Kerr, Kizzi Barton, Lauren Bruce, Robert Kochan, Jon Emerson, Resident, resident.

Call to Order: Shey Conover called the meeting to order at 4:30 PM, and a quorum was established.

COMMITTEE PURPOSE

Shey Conover introduced the members. This is the first meeting of the Emergency Ferry Task Force, which the Select Board formed last Wednesday. We've recognized that this issue is of critical concern to the community. The purpose of this committee is to provide advice to the Select Board on the strategy development, communication, and community response to the DOT's proposal to move the ferry to berth in Lincolnville overnight, and to discontinue emergency runs. The Select Board wants to make sure we are giving as strong a response as possible. In order to do so, we're going to need all hands on deck, from a community perspective, in making sure our voices are heard, as loud and as unified as possible.

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ELECTION OF OFFICERS

Motion by S. Conover, seconded by E. MacKenzie, to nominate Gabe Pendleton as Chair. G. Pendleton accepted the nomination. Roll Call. Motion passed, 6 yes, 0 no. Unanimous.

Carrie Reed agreed to serve as Secretary to the Committee. If there's a meeting she can't attend, we can find a way to make sure our work discussion is covered.

SUMMARY OF ISSUE & WORK TO-DATE

They stated that this issue started to come to light last fall. It escalated quickly at the end of November. In early December, the North Haven Select Board sent a letter to MDOT Commissioner Bruce Van Note. Islesboro sent our own letter to the commissioner in early December. The issue was covered in the newspaper a couple of times. In response, Commissioner Van Note scheduled a meeting with coastal legislators, inviting town managers and select board chairs to hear his proposals. That meeting was held last Tuesday in Rockland and via Zoom. The only concrete piece of information that Van Note provided was that he has made the decision to berth island ferries on the mainland, and he is looking to implement this plan in the next two-three years. For Islesboro, that might be closer to the three-year timeline, to coincide with the arrival of the new ferry. All of this is subject to change.

The primary reason cited was the crew. They've had difficulty getting crew, and they feel that having the boats crewed on the mainland would allow them to do a better job recruiting and keeping a full workforce. They presented a lot of information about the crew shortage. They've provided absolutely no information or analysis about the impact of this decision on our communities, such as the costs associated, and any changes in the schedule. There were no details about how we would get from his making the decision to having the boats moved. There is a lot of work and planning they need to do if they decide to implement this. We have a lot of work to do to make sure our boat remains on Islesboro and that we keep access to emergency services.

Since that meeting, there have been a number of conversations with legislators, and with select boards and leaders from other communities. Marjorie Stratton, Town Manager for Vinalhaven is joining us via Zoom tonight. Jon Emerson, currently the Chair of the Ferry Service Advisory Board and representative from North Haven, also plans to join us this evening.

There are a number of ways that we can fight this issue. Some of the ideas are laid out in the draft strategy document. They hopes to discuss this document in detail this evening and come up with some concrete action steps. One of the most immediate things is the cloture deadline for bills to be submitted to the state legislature, which is tomorrow. It was clear at the DOT meeting that Bruce Van Note anticipated the potential for bills to be submitted that would challenge his decision. She has heard that there may be a couple of different bills that legislators will submit. Some of them have softer language around

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recruitment strategy and working with Maine Maritime Academy, and some are around asking for an independent study and analysis, recognizing that there's not much information in how the proposal will be implemented. Hopefully, there will be at least one or two that will be direct challenges, mandating the ferries stay on the islands and/or require them to be available for emergency runs. Coastal legislators have a separate meeting scheduled amongst themselves for early next week to workshop their language and add details.

They had a conversation with Nick Batista, the policy director at the Island Institute. From that discussion, he drafted the Legislative Options document that was circulated with tonight's agenda. This memo has also been circulated to all our coastal legislators, and was designed to try to make it as easy as possible to get some language into bill form for our representatives.

STRATEGY DISCUSSION & SUMMARIZE ACTION STEPS

Earl MacKenzie stated that there are a lot of technical reasons berthing the ferry in Lincolnville won't work. Bruce Van Note and Bill Pulver are both Central Maine engineers with a lot of experience in bridges and roads, but they don't have much of a background in the maritime side. It's highly impractical to keep the ferry on the mainland for a variety of reasons. In any kind of SE to NE winds, an 800-ton vessel will be like a big battering ram, damaging the pen and potentially the vessel. If they build breakwaters, they'll have to do it on two sides, and that still wouldn't stop the wave surge. A wave attenuator won't stop all of the surge. Our boat is the only one with open roadstead. Vinalhaven and North Haven's boats have more protection in Rockland Harbor. Bass Harbor (for Swan's Island) is also more protected than Lincolnville. It would be a bad idea to keep a vessel there. Maybe it would be good to get a maritime engineer to write something to that effect, and do a study in the practicality of it.

Peter Willcox agreed that Lincolnville needs a breakwater, and stated that Bill Pulver told him that they have comments from engineers that the wave attenuator they're planning will be sufficient for the boat. Peter thinks that's incorrect. When Peter stated at a meeting that you can't put a boat in there unless you put a breakwater on the south side, Bruce Van Note said, "All right, I'll build a \$10 million breakwater, I don't care."

Gabe Pendleton stated he doesn't want to get too far into the nuts and bolts of these things. For strategy, there are legislative angles, in terms of who we might pressure, from the MDOT to the governor to the advisory board to our state legislators. There are other options that are laid out in this document, including legal, which is probably further down the road. There's also the content of those communications and what we're trying to say. Within all of that, we're looking at a situation where other islands are directly affected, and so getting on the same page with the other island communities will be a powerful thing. We need to focus on exactly what we're going to do, and part of that is the content of our communications. Earl brings up some good points about the impracticality of that. Maybe Peter and Earl can sit down and brainstorm some of those impracticalities because

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that ought to be part of the conversation. This isn't one issue. There's the emergency response, there's the impracticality and the safety of the boat living in Lincolnville, there's the reality of the crew coming from Islesboro to Lincolnville and how responsive a crew can be that's already over here. Fleshing that out is something we're going to have to do as part of this strategy. Maybe task a few people to put together some bullet points about all the things that are concerning. The next step is where do we think we can achieve the most success pressuring either our legislators, the advisory board, MDOT, the governor's office, or the federal delegation. Whether we might delve into grant applications for federal funding that were based on representations about certain aspects of the service. We need to coordinate and communicate with the other islands about exactly what we think makes sense, to approach this with one voice.

Earl added that we ought to look at what started this whole thing: basically money and crew. We should look at how the crews are incentivized to come to the islands and if there are ways to improve that to make it more desirable.

John King stated he agrees with Earl and Peter. He also saw some notes about possibly hiring an expert. Maybe Earl and Peter can address that. John also agrees with Gabe in terms of strategy. We ought to focus on the decision-making process. John watched the DOT meeting online. Van Note makes it sound like this decision was discussed with the Advisory Board and everyone was on board, which is not the case. There have been discussions, but it wasn't until this written strategic plan dated August of this year was published that this became public knowledge, and that wasn't given out until the Advisory Board October meeting. To make it sound as if this is some kind of broadly discussed and carefully considered proposition is simply not the case. This is coming out of the commissioner's office. In the context of doing that, we should also make a big point that the provision of emergency services is in the written tariff. He thinks the lawsuit involving Tariff 8 was "settled", and he thinks the DOT agreed to follow the administrative procedures. If that's the case, we should make a point that this tariff, as currently written, doesn't get changed without following the administrative procedures.

PUBLIC COMMENTS

Frank Start suggested requesting information on who they've had for applicants for the open positions and their proximity to the ferry terminals. It seems hard to believe that they'd find people close enough to the mainland terminals to staff a boat and would be willing to make those trips every day. If they don't have people applying or are close, they don't have supporting documentation that by doing this they can staff the boats easier. If they have to use a staffing agency to fill those positions, they still have to house those people as part of the contract. Five crew members over two different crews live on the island. They potentially won't be able to work for the ferry service unless they pay their own way to get to the mainland to and from the boat each day. Some mainland workers live two hours away. They currently keep the job because they have housing on the island.

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Peter Willcox added that there's never been a survey of existing ferry workers to see who would continue working under a different system. There's never been a survey to see who they can get in the future. There's a status quo right now and changing it is going to be a huge upheaval that they haven't even begun to think about.

She stated that one of the data points for arguments is we could consider working with the Maine State Ferry Service Union to do some kind of questionnaire to understand their concerns about this impact. I think we need to be careful about how it's worded and exactly what we want to learn, but there's no real information or communication that has happened and I think there are a lot of assumptions being made about this decision being seen positively rather than negatively.

Fred stated that he's had about 20 or 30 freedom of access requests in the last week for stuff that other people have already requested. One of the first things we ought to do is put out an information sheet to the residents of the community to let them know where they can write letters, where they can voice their concerns, where they can get accurate information, and how we're going to do that. Maybe even assign an information person to oversee that. People want to help. We need to be organized and work as a team.

She replied that the answer is going to be a little different for each stage. Our attorney has said that it will be helpful for us to collate a list of questions and concerns from citizens. Everyone who is concerned should send an email to Janet, or bring a letter to the town office, so that we have the number of people who are concerned about this, and any stories or questions or specific concerns, so as we start to build and tell our story that we have information from as many people as possible. Right now, with the cloture deadline happening, one area to push is on the legislative process. Reaching out to our representatives, Michael Ray and Senator Chip Curry, is always a good thing. They know that this is an issue. They have a lot on their plates, and so we need to be loudly respectful at this stage with them and say thank you for your consideration and support for bills that will address the DOT's proposal to move the ferry. Then I think we need to figure out what is the right level of communication and do some work with other islands. They got a message today from the select board members on North Haven and Swans Island. They are chomping at the bit to get a multi-island petition underway. We can take a lead in drafting that, and that has real power. I'd rather take a little bit of time and make sure that we articulate the problem and that we articulate exactly what the specific request is to each leader, because the request is going to be a little different, and the more specific we can be about what we're asking them to do, the more effective we will be. Then we'll need all the voices, once we have crafted that. It's going to take a small group working together to make sure that we make that request as clear as possible.

Fred asked if the town will put something out that informs people of the avenues, whether to send information to the Town of Islesboro, or the other options of legislators. He's not concerned about overwhelming them. They need to help us. That's why we vote them in, and it's time to hold them accountable.

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She clarified that we have a group of advocates. She wants to make sure that we're doing this in a way that brings them along with us rather than turns them off. Our letter to Bruce Van Note certainly put him on his heels. She wants to build a strategy where we bring our advocates with us to Bruce on his heels and have that decision changed.

She stated we can certainly send out information, and include contact information in the FAQ. Today, we want this group to be able to focus on designing the strongest strategy so that we can speak with one voice about what people should do.

Earl suggested getting a uniform petition from all the islands, which would have a lot of clout, with a lot of names. That would be very effective. She replied that a petition should be directed to Bruce Van Note and copied to the governor and all our legislators. However, we don't know about the specific request of the petition, if it is to reject his original proposal and work with the advisory board to find other avenues to address crew shortages, or if it makes sense to wait a week, when we know about a specific bill for which we're trying to have a unified voice. Timing wise, we don't want to delay, but we want to make sure that we're hitting it with the most people at the right moment.

Laura Staines Giardino stated that it sounds like we're all fighting against something. It's important for us to recognize why they are doing this and perhaps put ourselves in a position with all the other islands of assisting them in finding additional crew. How can we reinforce the need for additional crew on the ferries over the long haul, how do we educate people, how do we encourage them to come? Can we participate in that process? Rather than fighting the dog, can we help feed the dog, and get the dog to be on our side? It does not need to be adversarial. Let's not lose sight of the fact that inducing crew members to come to work for the ferry is to our benefit as well.

They agreed. We share the same goal with the DOT. We are interested in making sure the ferry runs as reliably as possible, is fully staffed, and does so as cost effectively as possible. How we got to such an adversarial position so quickly seems very strange since we'd shared that goal. Jason Joyce from Swan's Island suggested that each community try to come up with six people who would be willing to sign on as temporary, fill-in crew, in the same way that Peter has, rather than them having to use an out-of-state staffing company. If we as a community can pursue those kinds of things and show that there are people who are stepping up and applying, then that puts us in a position of strength and support rather than a position of being adversarial.

Bill Boardman stated that he heard in that meeting that Bill Pulver said that they put a call out to island communities to supply help for the ferries, but no one has stepped up. Maybe we can recruit from the community in a post, for anyone with a captain's license, or has hours on the water. Maybe some people want to take a class to be an AB.

Peter Willcox stated that he spoke with someone from the island who works on the ferry. This person suggested that 70% of island people who might be interested in working on

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the boat are not willing to take the drug test. That is a problem, and changing that is a huge issue.

Gabe Pendleton stated that we're dealing with a historic crew shortage that everybody is aware of, but it's not necessarily clear that this is going to be a forever problem. It was not a problem in the past, and it's possible that right now we have historically low unemployment. The solution shouldn't be building a \$10 million breakwater in Lincolnville. This may just be a short-term problem in terms of the status of the country as it is right now. This may not be a long-term problem.

They suggested as an action item that we draft some language. She asked Peter if he would be willing to talk to people, to be somebody that people will reach out to, who could discuss what working for the ferry entails and how that temp experience is, and help people who might be interested in doing that, so that we can also track that. Peter agreed and is willing to do that. He has already talked to almost everybody that works on our ferry run. Most of them wouldn't operate under the ferry being on the mainland and having to commute every day or come from the island and commute every day. A survey of all the ferry crews needs to be done to see what this means to them. She clarified that her question was more about advertising to the general public that this crew shortage is a reality, and helping to point people to the open positions on the ferry, and how to get involved as a crew member. Peter stated he could do that, and probably write an article for the local newspaper.

Scott DeGrasse stated we need to anticipate other areas where they could come back and say, "This is a primary reason why we want it on Lincolnville side." It's not just a breakwater, it's not just staffing, it's also the charging. He believes they will come back firmly to say that Islesboro does not have the capacity to charge the boat. We believe that that's not true. We need to look at all of the aspects of this ferry and make sure that we have a challenge to anything they may come back to us with.

Michael Giardino stated that the first level of attack should be the funding issue. What was put forward in the federal grant applications is not what is being put forward in the planning. There's a disconnect; one might even call it a bait and switch. If it's not right, it needs to be corrected. This is a point for talking to your senators, at the federal level.

She agrees that we need a strategy around sharing that with our federal delegation. Jared Golden had a staff member who was the only federal delegation represented at the DOT meeting. It is incredibly powerful testimony, for the press and when it comes time to testify for bills in front of the legislature, to state that those are not our words. Those are their words that they are backing down on.

Scott added that there has been no mention in any of the strategies relative to the economic impact to the island. The businesses that have to get off island first thing in the morning in order to start their truck runs and bring materials them back to the island. There's no there's no mention of any impact on real estate valuations. We are currently

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the number three contributor to Waldo County. If people don't have medical services, they don't feel comfortable retiring here. Can we count on getting over to the other side when needed?

Scott stated that while a petition embracing all of the islands is important, Islesboro has nuances, such as the berthing facility, that do not apply to Vinalhaven and North Haven because of the fact that Rockland is sheltered. Our joint petitions need to call out those types of nuances.

Jordy Watson stated they are saying that in order to entice more crew, they want to tie up the boat on the mainland side. They have stated that they do not have the financial means to make a salary more appealing to staff, but they seemingly have an unlimited budget to spend to make the boats go to the mainland. That doesn't make sense. They need to show their math on whether or not this idea makes financial sense. We have to hit them in the pocketbook. We have to hit them with the taxpayers, for the whole state of Maine, and if this is federally funded, we've got to hit him with the taxpayers from the entire US. There is no basis that their plan is going to attract people to work on the ferry. What's going to attract people to work on the ferry is making a presentable salary option.

They replied that they presented on the changes to the salary structure that they have implemented over the past year. Chip Curry has said his bill would be something about asking for an independent study to understand the economic impact. Hopefully it will get to that point that there is really no meat behind any of the statements. It's not acceptable to taxpayers of the state of Maine to be making these kinds of major decisions around uncertain statements. Mike Ray has been appointed to the transportation committee. He will have access to a lot more information as a member of that committee than others.

Melissa Burns recommended that we create a dedicated email address that we can use strictly for this, for letters to the senators, or if someone has points to share. This will be a collective source. Melissa is willing to take on monitoring the email. When we compile these letters, petitions, and information, there is a quick access point that all of the committee members would be able to access. Michael Giardino added that there could be a portal where all of this data and a list of contacts could be placed, and it could be a page on the Islesboro website. Jennifer Whitlow added that we need sample and template letters for all of our legislators. Make it as easy as possible, with forms that self-populate. It's a letter writing campaign, and the more often they get letters from residents, the more they have to pay attention.

She stated that she will take this as an action item. We need an information portal, and it needs to live on the town website, and we also need someone who is willing to draft template letters to go to legislators. This would be particularly important when we get to testifying for specific bills and when bills will be heard before the legislature.

Mike Clayton asked if there's ever been talk of backing out of having an electric boat, and building a regular boat. Eventually we're going to need something better, but for the

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moment, just have a regular ferry. She replied that it's two separate issues. Swan's Island has a traditional diesel ferry and they're moving theirs to the mainland too. Islesboro has the unique challenge that these two changes are happening at the exact same time, but they're not really linked in Van Note's decision-making process.

Kara Masters-Siekman stated that she spoke to representative Mike Ray this week. He said that population is a major factor in where grants go. The \$21 million that's slated in the Lincolnville column may be a population error at the federal level, not realizing the situation of a specific place and how ferries are more critical to the island than that point. We should look into how that federal decision was made to put the \$21 million in the Lincolnville column and the \$2.5 million on the Islesboro side. Mike Ray has written bills before and he's been involved in transportation. We need to ask him to write for us. He will with pressure. Kara also feels we're not looking fully at the range of how we came to be in this position. Looking at the maine.gov website and hierarchy, the MSFS does not appear in our state's priorities until you get to the maintenance and operations bureau. It's way down in the hierarchy, and we need to kick the MSFS up to the executive branch of the government. On Islesboro, I feel like we've messed up with our emergency medical systems because, in our language we have LifeFlight and then we have the ferry as our backup of LifeFlight. It should be the other way around.

Jon Emerson from North Haven stated that this is a good discussion. Regarding the letter-writing campaign, having our representatives and senators coordinate at the state level would be good. It's really important for each community to reach out to their representative and their senator, and there are more than one now. That's good in a way because it means we'll have more voices speaking on our behalf, but it's harder because you have to get them all up to speed on the issue and get a coordinated effort that uses similar language, and maybe the same letter, that hits the same points. One of the key points on the emergency medical evacuation is that the alternative methods that they have offered can't take the ambulance, and there are times when a patient needs to remain in the ambulance from the time they're picked up, and it's not safe or a good idea to go down a steep ramp with them to get on an emergency evacuation vessel, an ambulance boat. That's a point that people should be making, because the ferry is the only one that can do that and has been doing it for decades, successfully. On North Haven, we don't mind if we miss the morning boat if there's been an emergency in the night and the crew needs to get some more rest. That's okay with us. We understand, and we could be the next ambulance call. That is not a valid argument on the state's part to say that it interferes with the schedule. It does, but not nearly as much as them berthing the boats on the mainland is going to upend our schedules. And that will be essentially ruinous for a lot of businesses to have much reduced access to the mainland. At the Ferry Advisory Board meeting on the 23rd, this will be a topic. Jon has been pushing to have the islands coordinated.

Terry Cowan suggested that since we are building a new Health Care facility on the island, we put in more higher-level equipment, and people with more training for

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emergencies. We could increase our self-sufficiency and ability to stabilize medical emergencies, and treat definitively what would have caused a ferry run. This ought to be considered. Let's make what we can do here better. Every time we can treat an emergency here that's one less emergency run to the mainland.

They replied that we are on a two- to three-year planning effort. This is this is an emergency issue, but it is going to be a marathon fight, not a sprint. Let's make sure that we're hammering everything that we can to keep the ferry where it is, but also let's make sure that we're being responsible and doing the planning efforts that we need to make sure that we can take care of our citizens. We need to be as prepared as possible.

They added that, at the select board level, we will likely be interviewing a lobbyist to spend time in Augusta, making sure that they're tracking the bills as they go through the legislative process, and making sure that we know when people need to show up and testify. That will move forward. Another idea that Fred has raised a couple of times is, how much how much money is this going to cost us and do we need to ask people to contribute? We haven't included a lobbyist in our town budget. We would like to talk with Janet and Brian about if and how much we have left in the last legal fight fund, and have part of that action item be a call for people who can and are willing to contribute, to consider doing so. However, we need to have a sense of the scale that we're talking about before we put out a call.

Earl asked about the Island Institute's role in all this. She replied that she is on the Island Institute Board. She has been in contact with Nick Batista, who's their policy person. He drafted the Legislative Options document. They were circling internally this week to figure out exactly what their next steps will be to help. Transportation is one of the major issues they recognize that our communities are facing. Their phone is ringing on it and they they're working internally to figure out their best response.

Earl asked about Maine Maritime Academy. Is there any kind of program where they could help occasionally with crewing? Peter replied that they run a couple different programs. One is a small boat program and it's possible we could get one of their students to do his co-op. He'll have to check into it. John King added that the problem is continuity there, because of the training cruise they take annually. MMA has signed a contract with the ferry service for training deckhands. One of the obstacles to hiring right now is a perception amongst a lot of the personnel that if you're deck, there's nowhere to go, which is not absolutely true. The idea is to provide deckhands with additional training from MMA that would enhance their transferable skills. And so that has been done. The problem is the contract was fairly substantial, but it's limited by what the ferry service and DOT are willing to spend. But that is in the implementation stage.

They added that Chip Curry is resubmitting an act to improve ferry service reliability by providing scholarships at the Maine Maritime Academy.

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Frank Start suggested as an action item to get the information of who's applying, who's licensed in the area, how many are willing or close enough by to have it on the mainland. If there's any information that can be documented as to why the point that they're making in our opinion doesn't work, it will help our fight. There's no supporting documentation that they're going to do any better this way. In fact, they will lose jobs on the island. The crew members that stay in crews' quarters get a per diem. That per diem will probably go away if the boat stays in Lincolnville. Some of them use that per diem as part of what makes it beneficial for them to work for the state. Do the DOT's arguments have any validity? If they're saying that they can get crew by putting a boat on the mainland, or that they can keep the crew that they have, let's see the evidence. If they don't have the evidence to support that, then that is one less point that they have.

Laura Staines Giardino added that she also had a conversation with Mike Ray. He's a neophyte in his current position and he candidly, during the conversation, tended to lean towards the DOT's point of view. His comment was, "You could consider getting your own boat and just training people on the island so that the EMS personnel can run a boat." However, if they can run a boat, why don't they just work on the ferry as fill-ins, for example, to compliment what Frank was saying? We could find out who on the islands have the capacity to fill in the gaps, periodically when other crew members are not available, and I'm not encouraging or trying to suggest that the EMS personnel do that. There are other individuals on the island who have maritime training, and it probably would not take that much more effort to get them the skills to fill in in an emergency situation.

They replied that this is the perspective that we are fighting, and it is across the state. We need to be aware that it's a popular opinion. To Frank's point, it was noted by a number of people in the room that there was no information to back up what the decision was, and that information was needed in order to make an informed decision. We need to figure out who has access to that information and who gets it, but that's actually where our legislators can be really helpful to us, because they saw that lack of information, too.

They stated that tomorrow's deadline in the legislature is also for placeholders. They don't need to have the details of those bills fleshed out, so it's going to be a couple of weeks while they do that work. It's important for us to understand what is the language that our legislators agree on. We need to stay vigilant in understanding how that evolves over the next couple of weeks. During that time, we need to be hiring a lobbyist so that when bills start to become heard that we have somebody who is tracking the specific legislation as it goes through the process and letting us know exactly when to show up and when to write letters, who are the advocates, who are the people pushing, and who are the people that need to have more people contacting them.

Kara asked if Midcoast Council of Governments (MCOG) could be our integrated island coordinator. Melissa Burns replied that MCOG represents all coastal communities, not just islands. She's waiting to hear back from them, because we've reached out a couple

Emergency Ferry Service Task Force
Regular Meeting
Town Office Meeting Room & via Zoom
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times to different people in that group to ask what they are available to do and what services they can provide.

They added that our island select boards are in regular communication. The Island Institute could be a good hub because they also have strong policy expertise. She is happy to see if we could have a small meeting with select board members and the Island Institute to help flesh out what the right petition language could be and what the right timing of that should be. Happy to take that on as an action item.

She is also open to suggestions about the best way that we can communicate to make sure that people are aware of this issue, what's being done and what needs to be done, and ask people for their support. We have a little bit of homework to do to figure out exactly what we need before we put out a huge call for help, but know that the year-round and the seasonal community have resources and connections that could help us make sure that we are finding the right person who can be as influential as possible in tracking this.

Sonya Leach asked where we can find the Ferry Service Advisory Board recordings or minutes. Peter replied that both can be found on the website. Sonya asked if it would be helpful to have more islanders go to the Advisory Board meetings. Peter replied that the next meeting is on January 23rd, at 10:00 am. It's at the ferry office in Rockland. Parking is a problem, and it's in a room about this big, so not many additional people can fit into it. It is on Zoom. Peter will share the link in the papers and on the website.

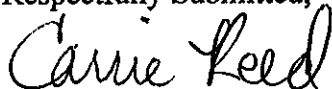
An anonymous resident commented in the Zoom chat that it's unreasonable to rely on a restricted Facebook page to conduct town and public business. She agreed that Facebook is a great tool, but it should not be the official tool to put out information. If you haven't already, please sign up for Constant Contact, because that's where the town sends information out most rapidly. It's the best way to get information straight from the source. Hard copies of information can be available at the Town Office.

NEXT MEETING DATE

Frequency: every two weeks. Next meeting Wednesday, January 22, at 4:30.

Motion by E. MacKenzie, seconded by P. Willcox, to adjourn meeting at 6:03 PM. No discussion. Roll Call. Motion passed, 6 yes, 0 no. Unanimous.

Respectfully Submitted,



Carrie Reed
Secretary



2025 Model (15% increase across all tickets)

1/22/2025

ISLESBORO								
	Current Rate Oct-May	Current Rate June-Sept	Illustrative Rate Oct-May	Illustrative Rate June-Sept	Illustrative Increase Oct-May	Illustrative Increase % Oct-May	Illustrative Increase Jun-Sep	Illustrative Increase %Jun-Sep
Adult Round Trip (RT)	\$9.00	\$15.00	\$10.25	\$17.25	\$1.25	13.89%	\$2.25	15.00%
Minor Round Trip	\$4.50	\$10.50	\$5.25	\$12.00	\$0.75	16.67%	\$1.50	14.29%
Vehicle Round Trip	\$26.00	\$37.50	\$30.00	\$43.00	\$4.00	15.38%	\$5.50	14.67%
Motorcycle Round Trip	\$20.50	\$29.75	\$23.50	\$33.75	\$3.00	14.63%	\$4.00	13.45%
Truck per foot RT	\$5.00	\$6.00	\$5.75	\$7.00	\$0.75	15.00%	\$1.00	16.67%
Adult Bike RT*	\$15.00	\$21.00	\$17.25	\$24.25	\$2.25	15.00%	\$3.25	15.48%
Minor Bike RT*	\$10.50	\$16.50	\$12.00	\$19.00	\$1.50	14.29%	\$2.50	15.15%
Reservation	\$24.00	\$24.00	\$27.50	\$27.50	\$3.50	14.58%	\$3.50	14.58%

SWANS ISLAND, FRENCHBORO, NORTH HAVEN, VINALHAVEN								
	Current Rate Oct-May	Current Rate June-Sept	Illustrative Rate Oct-May	Illustrative Rate June-Sept	Illustrative Increase Oct-May	Illustrative Increase % Oct-May	Illustrative Increase Jun-Sep	Illustrative Increase %Jun-Sep
Adult Round Trip (RT)	\$14.00	\$20.25	\$16.00	\$23.25	\$2.00	14.29%	\$3.00	14.81%
Minor Round Trip	\$7.00	\$13.25	\$8.00	\$15.25	\$1.00	14.29%	\$2.00	15.09%
Vehicle Round Trip	\$36.50	\$48.50	\$42.00	\$55.75	\$5.50	15.07%	\$7.25	14.95%
Motorcycle Round Trip	\$28.25	\$37.50	\$32.50	\$43.00	\$4.25	15.04%	\$5.50	14.67%
Truck per foot RT	\$5.25	\$6.25	\$6.00	\$7.25	\$0.75	14.29%	\$1.00	16.00%
Adult Bike RT*	\$20.00	\$26.25	\$23.00	\$30.25	\$3.00	15.00%	\$4.00	15.24%
Minor Bike RT*	\$13.00	\$19.25	\$15.00	\$22.00	\$2.00	15.38%	\$2.75	14.29%
Reservation	\$15.00	\$15.00	\$17.25	\$17.25	\$2.25	15.00%	\$2.25	15.00%

MATINICUS				
	Current Rate Year Round	Illustrative Rate	Illustrative Increase	Illustrative Increase%
Adult Round Trip (RT)	\$25.00	\$28.75	\$3.75	15.00%
Minor Round Trip	\$12.50	\$14.50	\$2.00	16.00%
Vehicle RT with reservation	\$108.00	\$124.25	\$16.25	15.05%
Motorcycle Round Trip	\$60.00	\$69.00	\$9.00	15.00%
Truck per foot RT	\$8.75	\$10.25	\$1.50	17.14%
Adult Bik RT*	\$31.00	\$35.75	\$4.75	15.32%
Minor Bike RT*	\$18.50	\$21.25	\$2.75	14.86%

FY26 MARCH BUDGET CALENDAR

WORKSHOPS 5PM Via Zoom

To the Public: Please announce yourself then mute your phone.

Join Zoom Meeting

<https://us06web.zoom.us/j/83750401242?pwd=s0fQagNp9GZ3yma4o2UPqg52Cs7sJr.1>

Meeting ID: 837 5040 1242 Passcode: 476562

Wednesday

5th OVERVIEW OF BUDGET 5pm

GENERAL GOVERNMENT (41)

1. FIRE (43)
2. PUBLIC SAFETY (43)

12th HEALTH CENTER (40) 5pm

3. HEALTH & WELFARE (44)
4. PUBLIC WORKS (45)
5. WASTE REMOVAL (46)
6. RECREATION (47)
7. PROVIDER AGENCIES (48)

SB Meeting 6:00pm

19th 5pm

- UNCLASSIFIED (49)
1. CAPITAL RESERVES (50)
 2. DEBT SERVICE (51)
 3. ISLESBORO MUNICIPAL BROADBAND (60)
 4. REVENUES

26th REVIEW BUDGET 5pm
SB Meeting 6:00pm