

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

**Time: Oct 23, 2024 5:00-6pm**

**Join Zoom Meeting**

<https://us06web.zoom.us/j/81599818180?pwd=ZbQH64sAQOjMowwYeBJCMxQbNOQ213.1>

**Meeting ID: 815 9981 8180      Passcode: 057211**

**SELECT BOARD MEETING  
TOWN OFFICE at 6PM  
WEDNESDAY, OCTOBER 23, 2024**

**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 October 9, 2024 Regular Meeting.	
3.	Visitor's Comments:	<ul style="list-style-type: none"> <li>• <i>Ferry Service Update</i>     ✓ Nov. 3<sup>rd</sup> Winter Ferry Schedule returns</li> <li>• <b>Sea Level Rise Update</b></li> <li>• Update on Municipal Building Project</li> </ul>
4.	Upcoming Meetings and Subcommittee Reports: ✓ <b>General Election &amp; Referendum:</b> November 5 <sup>th</sup> 8am – 8pm Town Office November 7 <sup>th</sup> Lincolnville Select Board here for a joint meeting 5:30pm Planning Board: November 18, 2024	
5.	Town Manager Report:	6. Correspondence:
6.	<u>Old Business:</u> 1.	
7.	<u>New Business:</u> 1.	
8.	<u>Other Business:</u> 1.	
9.	Approve Warrant: FY25 # 9	
10.	Appointments:	
11.	Chair Comments:	Individual Selectmen's Comments:
12.		
13.	Adjourn	

*W: AGENDA 10 23 2024*

**MEMBERS:**

<b>CHAIR</b> Shey Conover 2026	Lauren Bruce 2025	Stephen Pendleton 2027	Melissa Burns 2026	Peter Anderson 2025
-----------------------------------	----------------------	---------------------------	-----------------------	------------------------



**DRAFT MINUTES**

**Members Present:**

Vice Chair Lauren Bruce, Melissa Burns, Peter Anderson, and Stephen Pendleton (Zoom)

**Members Absent:**

Chair Shey Conover

**Others Present:**

Town Manager Janet Anderson, John King, Murt Durkee

**Others Present via Zoom:**

Maggy Willcox, Peter Willcox

Call to Order: Vice Chair Lauren Bruce called the meeting to order at 6:00 PM, and a quorum was established.

**Minutes of September 25, 2024, Regular Meeting.**

**MOTION BY P. Anderson, seconded by M. Burns, to approve the minutes of September 25, 2024 Regular Meeting, as written. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**VISITOR COMMENTS/PETITIONS**

None.

**FERRY SERVICE UPDATE**

Peter Willcox reported that there is a Ferry Service Advisory Board meeting tomorrow in Rockland. MDOT Commissioner Bruce Van Note will be there.

John King reported that he was at the last SB meeting where Fred Porter discussed the Atlantic Partners proposal regarding emergency transportation, and the SB reinstated the Emergency Transportation Committee. John met with Fred Porter and talked with Murt Durkee. Earl MacKenzie declined joining, as he is too busy. Peter has agreed to be on the committee. No formal meeting yet. John sent the SB a memo dated 10/7, and drafted a proposed letter. He made the point that we're unique in that we're only 3 miles from the mainland. In the proposed letter, John tried to keep a tone is that the emergency boat is a good idea, even though it probably won't impact this island as much. Because this proposed boat will be 70' long, it can't dock in Lincolnville. If a patient were to be picked up on this island, the boat would have to go to Belfast or Rockland. This is a

Islesboro Select Board  
Regular Meeting  
Town Office Meeting Room & via Zoom  
Wednesday, October 9, 2024 @ 6:00 PM

significant change, and not one that's advantageous for this town. In John's letter, he wrote that significant modifications would probably have to be made to Islesboro's docks to accommodate this boat. However, Earl MacKenzie told John that if both floats at Grindle Point are empty, the boat might be able to dock there. John suggests deleting that sentence out of his proposed letter.

S. Pendleton stated that he feels the boat not going to Lincolnville is not an issue. The medical facilities are in Belfast and Rockland, and the boat going to those harbors puts the patients closer to those hospitals. While being able to come to the Islesboro side is critical, where it lands on the other side to drop people off might be beneficial in one of the other locations. However, not as good as the ferry run. John replied that this is the point. It certainly can't hurt having such an operation, but it's a big undertaking.

M. Burns stated we got the Q&A from the Lincolnville Select Board. Even though it may not happen in the next year or two, Mackenzie was definitive when she stated that the DOT's goal is that they will no longer keep the ferries on the islands, and islanders will be responsible for LifeFlight or something other than the ferry service. Her concern is that instead of getting into the weeds of details, we should help propel this new idea forward. It's no longer if, but when we no longer have the ferry for emergency services, we do have something in place. We need to get away from relying on the MSFS.

John King stated that after the last meeting, he had discussions with some folks who thought the statute that authorizes the creation of the MSFS actually had in the statutory language that it was not only for transportation, but also for emergency services. The current statute does not state this, but the original one might. He hasn't researched it yet. It is in the Tariff. If they make a change to the tariff, they have to follow the Administrative Procedures Act. If they make an attempt to make such a substantial change, all islands would have an opportunity to speak up. L. Bruce stated that if we have an alternative to using the ferry, that would be an argument in their favor.

P. Willcox stated he feels that keeping the ferry in Lincolnville is completely inappropriate, and two ferry captains agree. In a southerly wind, it's going to get beat up in the pen. Also, keeping the ferry in Lincolnville shouldn't preclude it from doing emergency runs. One of the captains who lives on the mainland feels he can get to the ferry dock in Islesboro before the ambulance. As much as he feels it's inappropriate to keep the boat in Lincolnville, he doesn't think we should eliminate emergency runs simply because it's kept there.

L. Bruce stated she read John's letter carefully. She doesn't know if there's anything that would preclude us from saying we're not strongly in favor of any change to the ferry service based on this letter. It just states it's wise to move forward and investigate further. John stated that he tried to make a point that we heavily rely upon the ferry service, but not to discourage this new operation.

**MOTION BY M. Burns, seconded by S. Pendleton, to sign the proposed letter. No further discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

Islesboro Select Board  
Regular Meeting  
Town Office Meeting Room & via Zoom  
Wednesday, October 9, 2024 @ 6:00 PM

**SEA LEVEL RISE**

S. Conover was absent. No update.

**MUNICIPAL BUILDING PROJECT**

L. Bruce stated she had no update.

**UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS**

- Planning Board: October 21<sup>st</sup>, 5:00pm.

**TOWN MANAGER REPORT**

- Packet included Agenda for 10/9/24 and Minutes of 9/25/24 Select Board Regular Meeting.
- Committee Minutes
  - 8/29/24 Lighthouse Committee Minutes
  - Maine Islands Coalition Strategic Plan 2024-2029
    - We discussed Nancy Alexander and Michael Nelson being on this coalition. There may be someone from the Energy Committee joining.
  - Maine Islands Coalition Minutes from 9/20/24 meeting.
  - FY25 1<sup>st</sup> quarter Revenue & Expenses
- Correspondence
  - 10/4/24 Thank you from Town of Lincolnville for our annual harbor stipend.
  - 10/3/24 email from John King re: Island Medical Transport Draft Plan and draft letter "To Whom it may Concern" for the Select Board to consider.
- Manager
  - October 15<sup>th</sup>, 2025 Dog Licenses will be available.
  - November 7<sup>th</sup> Lincolnville Select Board will be coming over on the last ferry. The meeting will start at 5:30. We will have pizza, and then they will leave at 7:30 on the Quicksilver.
  - Broadband Facts that Tina will post at the front counter and on the website.
  - Bond signing.
- Warrant FY25 #8

**CORRESPONDENCE**

Addressed in Town Manager Report.

**OLD BUSINESS**

Islesboro Select Board  
Regular Meeting  
Town Office Meeting Room & via Zoom  
Wednesday, October 9, 2024 @ 6:00 PM

1. None.

**NEW BUSINESS**

1. None.

**APPROVE WARRANT: FY25 #8**

**MOTION BY M. Burns, seconded by P. Anderson, to approve Warrant FY25 #8. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**APPOINTMENTS:**

Maine Islands Coalition: Nancy Alexander, Michael Nelson.

Emergency Transportation Committee: Fred Porter, Peter Willcox, John King, Murt Durkee

**MOTION BY M. Burns, seconded by P. Anderson, to approve the slate of appointments. No discussion. Roll Call. Motion passed, 4 yes, 0 no. Unanimous.**

**CHAIR COMMENTS**

S. Conover: Absent.

**VICE-CHAIR COMMENTS**

L. Bruce: No comments.

**INDIVIDUAL SELECT BOARD MEMBER COMMENTS**

M. Burns: Junior Class Dinner tonight at the garden.

S. Pendleton: Will be back on the island next Wednesday for a while.

P. Anderson: No comments.

**MOTION BY M. Burns, seconded by L. Bruce, to adjourn meeting at 6:27 PM. No discussion.**

Respectfully Submitted,

Carrie Reed  
Secretary



## Janet Anderson

---

**From:** Peter Willcox <phwillcox@gmail.com>  
**Sent:** Saturday, October 12, 2024 10:08 AM  
**To:** Janet Anderson  
**Subject:** Ferry Advisory Board meeting of 24.10.10

### Report to the Select Board.

This is also the report to the II News with a few additions.

I became the island representative to the Ferry Advisory Board in August. I would like to thank John King who I relieved for his attempt to bring me up to speed, and for his incites to the operations of the ferry. Gabe Pendelton remains as the Alternate.

I have just returned from a Advisory Board meeting in Rockland on Thursday the 10th of October. Bill Geary (Director, MSFS) started out, and Bill Pulver (Chief Operating Officer of MSFS) came next, but most of the meeting was by Bruce Van Note, commissioner of Maine DOT. The purpose of this meeting was a prepare us for a 15% raise in the tariff starting next June, 2025. I point out that there is still no plan for a resident only ticket, or a seniors ticket. There was an agreement that the current ticketing system was not up to speed.

Pulver talked about the reliability of the schedule, and salaries. He noted that because they lost a boat last summer, Vinalhaven does not look very reliable for keeping a schedule. I think everywhere else was in the high 90th percentile. Hard to believe, but I am sure that they have the facts to back this up.

Geary also talked pay scales.

Current payments:

Captains: \$96,700

Engineers: \$76,200

ABs: \$60,800

Ordinary: \$47,700

Deckhand: \$41,000

The Per Diem for living on an island away from home is: \$68 / day on Islesboro and \$92 / day elsewhere. This is because we are in Waldo County. (go figure) This Per Diem makes a big difference to the crew.

This is what the ferry should be paying. In reality, the average captain make \$104,000 / year due to overtime. ABs I think have similar overtimes. Interesting to note here is that the difference between an Ordinary (sailor) and a Deckhand is that the Ordinary has to

take a physical and has a Merchant Mariners Document. A deckhand walks on after taking a drug test.

Why this is interesting is that the Shay, the new boat on the Matinicus run will be a sub-chapter T boat, less than 100 tons. Both the Maggie and the new boat are also under 100 gross tons (a measure of cubic volume, having nothing to do with weight or displacement). MSFS has always chosen to run these as larger vessels (I think sub-chapter M vessels), BUT THEY DO NOT HAVE TO. Running them as T boats should reduce crew costs a lot. Sub-chapter T vessels do not require a certified engineer. I believe the Shay will have a captain and three Deckhands.

Eva Murry, the Matinicus rep expressed hope that the crew of the Matinicus boat would be experienced. Pulver detailed the drills and experience the crew would need on that boat, and it sounded very good to me. Having run a T boat most of the 1970s, I felt that there would be no issues. Other than the normal ones... Its always seemed to me that a crew's personal attitude is the most important factor.

It takes \$16M / year to run the ferries. The State's share of this is \$8M. Divided into the number of year round island residents (2700 by the 2020 census) = \$2962. This may not be a fair figure as our numbers swell so greatly in the summer months. Figure that the State recons it spends \$3,000 on each year round resident (children included) for ferry service. The State believes it will spend \$18M / year for our ferry service in the next two to four years.

Then Bruce Van Note spoke. My feeling was that he was extremely differential, and open to other ideas. Van Note expressed the thought that the first job of MSFS was to "run the boats safely and reliably". He said that he would like to get rid of Seaward (the crewing company) but that the MSFS was unable to run the boats at this time without them.

Van Note expressed a very real desire to get rid of crew housing on the islands. I can understand this. The crew housing has been a place where chaos and mayhem rule, and represent a short path to a lawsuit. He also expressed the desire to have the boats sleep on the mainland. I am not sure one has to follow the other.

The island will have to decide if it is worth fighting to keep the boat based here.

The costs of keeping it in Lincolnville would be millions for a real breakwater south of the Lincolnville pen. Van Note made the off the cuff estimate of \$10M. Both captains on the run now, (one with over 30 years experience) feel this is necessary. I made the statement at the meeting that they could not base any boat in Lincolnville (overnight) without a breakwater. No one contradicted me. The wave attenuator like on Islesboro is no substitute.

Pulver stated that he was ready to give any of the three islands about \$300K for a medical boat. This is completely separate from the Carver Harbor boat, which is being pushed by a private company.

If the ferry was based in Lincolnville would that mean we loose the 7:30 morning trip? How would island based crew get to work (the Quicksilver)?

Having the ferry in the pen on Islesboro gives Fred a huge safety if he needs to use the ambulance to get someone across. When he doesn't, he takes a smaller boat. I think at the moment he is using the ferry three or four times / year.

I agree completely with John King's assessment of the Carver Harbor, Vinalhaven medical boat. It is a long way away, and is too big to land easily in Lincolnville. I agree with John's feeling that it will not be much use to us.

I personally believe it is our advantage to keep the ferry sleeping on the island. Further, I believe we will need to crew it from the island, and be prepared to shut down the crew house. These are just my personal feelings. I also suggested at one point we use the EZ Pass system for ticketing. I also wonder how smart it is to collect fares on both sides of the run. Why not switch to collecting on one side, like they do in Canada on the boats or New York where bridge tolls are just collected in one direction? Something for you to discuss.

--

Peter Willcox  
Islesboro, ME 04848-0066



Maine State Ferry Service



Situation Report  
to the  
Ferry Advisory Board

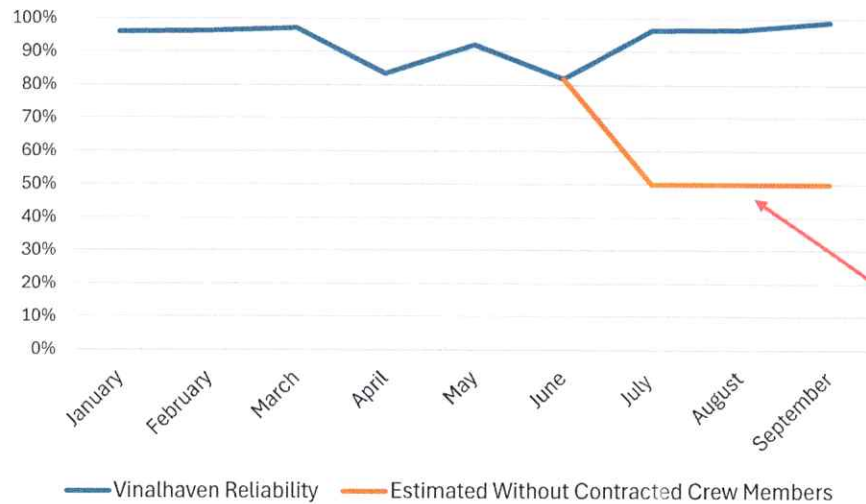
October 10, 2024

# MSFS 2024 Schedule Reliability

	January	February	March	April	May	June	July	August	September	YTD
<b>North Haven</b>	100.0%	98.8%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	99.9%
<b>Islesboro</b>	99.4%	96.7%	97.1%	99.8%	99.6%	99.5%	98.1%	99.8%	99.5%	98.8%
<b>Swan's/French</b>	96.9%	99.4%	97.4%	97.4%	97.8%	99.2%	100.0%	100.0%	100.0%	99.0%
<b>Vinalhaven</b>	96.0%	96.3%	97.2%	83.4%	92.2%	81.9%	96.5%	96.8%	98.9%	93.3%
<b>All MSFS</b>	98.7%	97.7%	97.9%	95.6%	97.3%	95.1%	98.4%	99.1%	99.5%	97.7%

\* Does not consider weather cancellations

### Vinalhaven Reliability 2024



July, August, September  
With Seaward crew:

Vinalhaven = 97.4%  
MSFS = 99.0%

Note: With crew unavailable due to leave or vacancies (ABs and Engineers), it is likely one of Vinalhaven's boats would have been out of service over this period.

Minimum USCG Crew Requirements

	MV Spear	MV Thompson	MV Burgess	MV Lee	MV Smith	MV Shay
Captain II	1	1	1	1	1	
Engineer	1	1	1	1	1	
Able Bodied	2	2	2	2	2	
Ordinary		1				
Deckhand	1				1	3
Ferry Captain I	*				*	1
Total	5	5	4	4	5	4

Total to run daily boats 23

\* MV Spear and MV Smith can be operated with Ferry Captain I

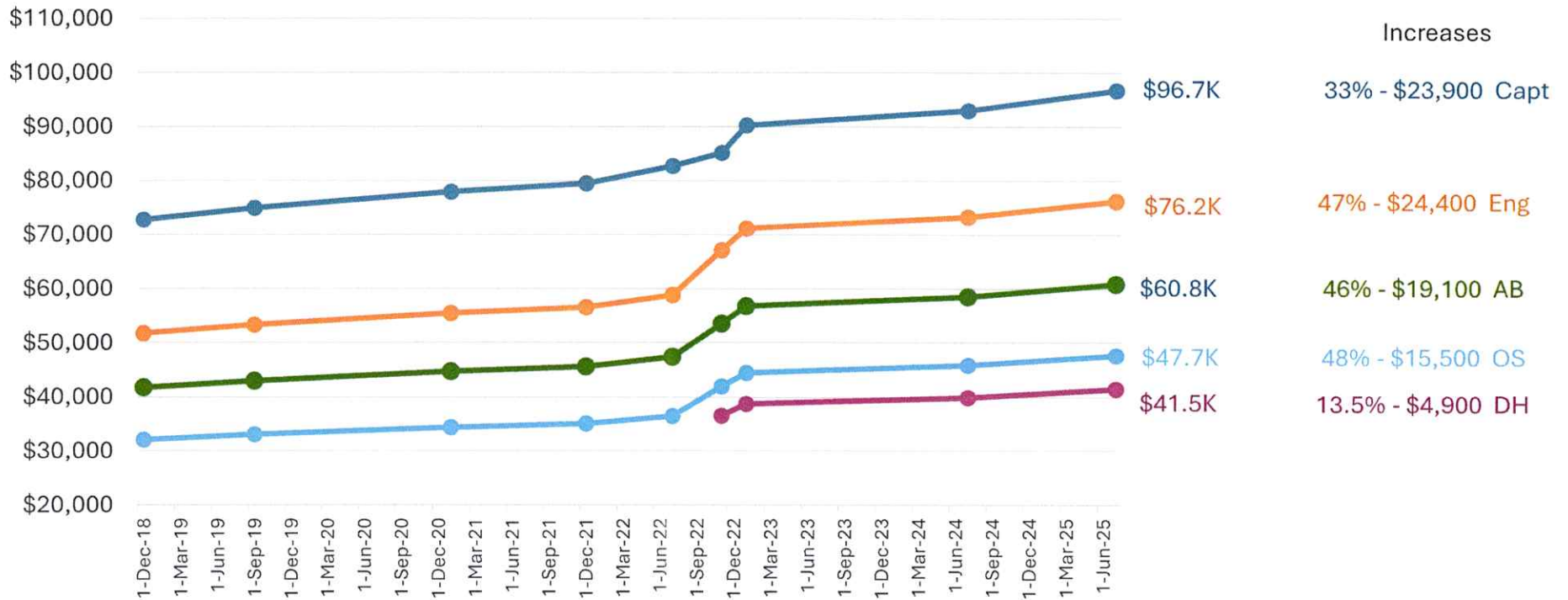
Note: The Shay will be staffed with more traditional crew makeup until this crew arrangement is trained and proficient.

Current Crew Situation October 3, 2024

	Need Each Week	Need Two Rotations	FTP Available to Work	FTP Unavailable FML/WC	Filled FT Positions	Vacant FT Positions
Captain II	5	10	11		11	2
Engineer	5	10	9	1	10	3
Able Bodied	10	20	20	4	24	7
Ordinary	1	2	2	1	3	2
Deckhand	2	4	3		3	2
Ferry Captain I						3
	23	46	45	6	51	19

Total Full-Time Crew Positions 70

## MSFS Crew Pay Base Pay Top Step (including pay stipends)



## Salary Adjustments

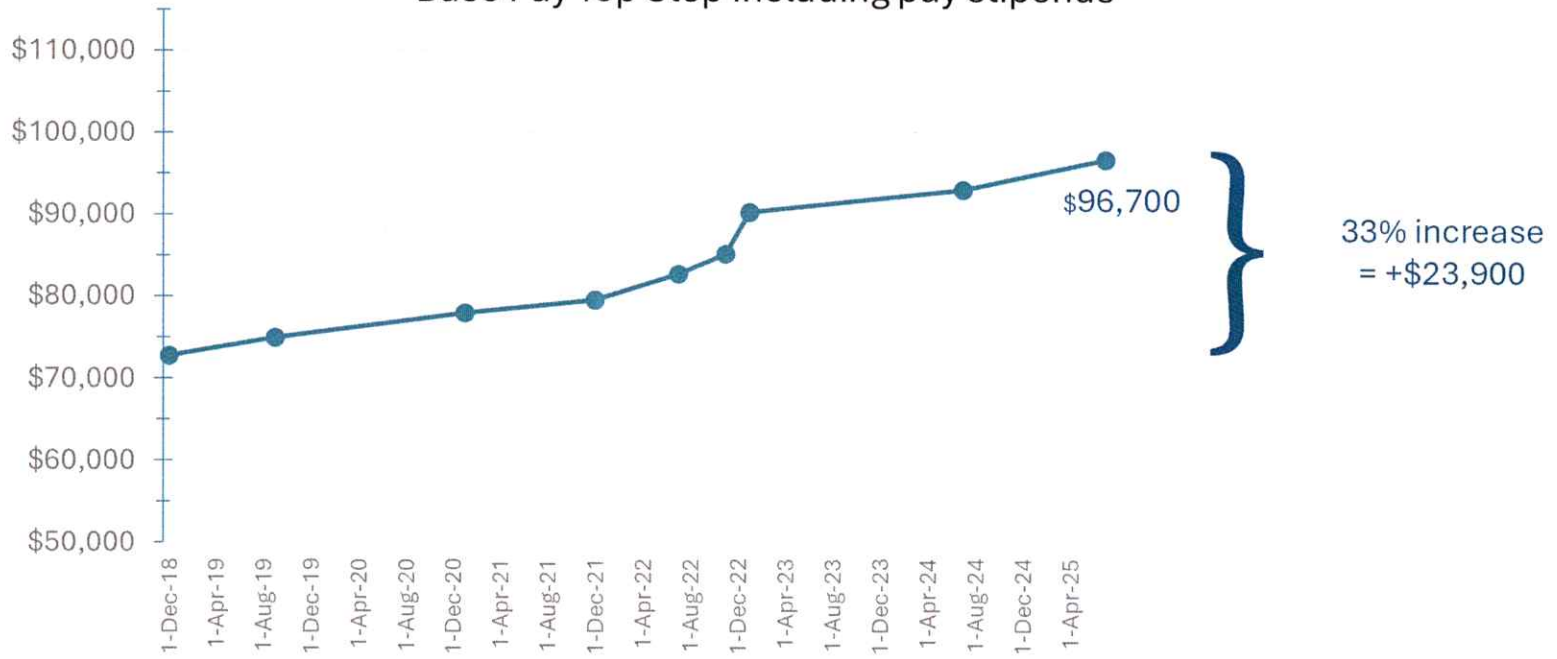
- 3% in September 2019
- 4% in January 2021
- 2% percent in December 2021
- 4% percent in July 2022
- **3%-15% MSFS Crew Stipends November 2022**
- 6% in January 2024
- 3% percent in July 2024
- 4% after July 2024 move to new step 9

## Personal Services costs not included in salary graph:

- \$2000 one-time lump sum payment in December 2021
- **\$2000 MSFS R&R Crew Incentive July-December 2022**
- \$800 lump sum payment January 2024
- \$2000 one-time lump sum payment in October 2024
- **\$4000 MSFS R&R Crew Incentive August-December 2024  
plus increased overtime rate for off-week work**
- **Increased per diem (meal & IE allowance) = \$92/day**

# MSFS Captain II

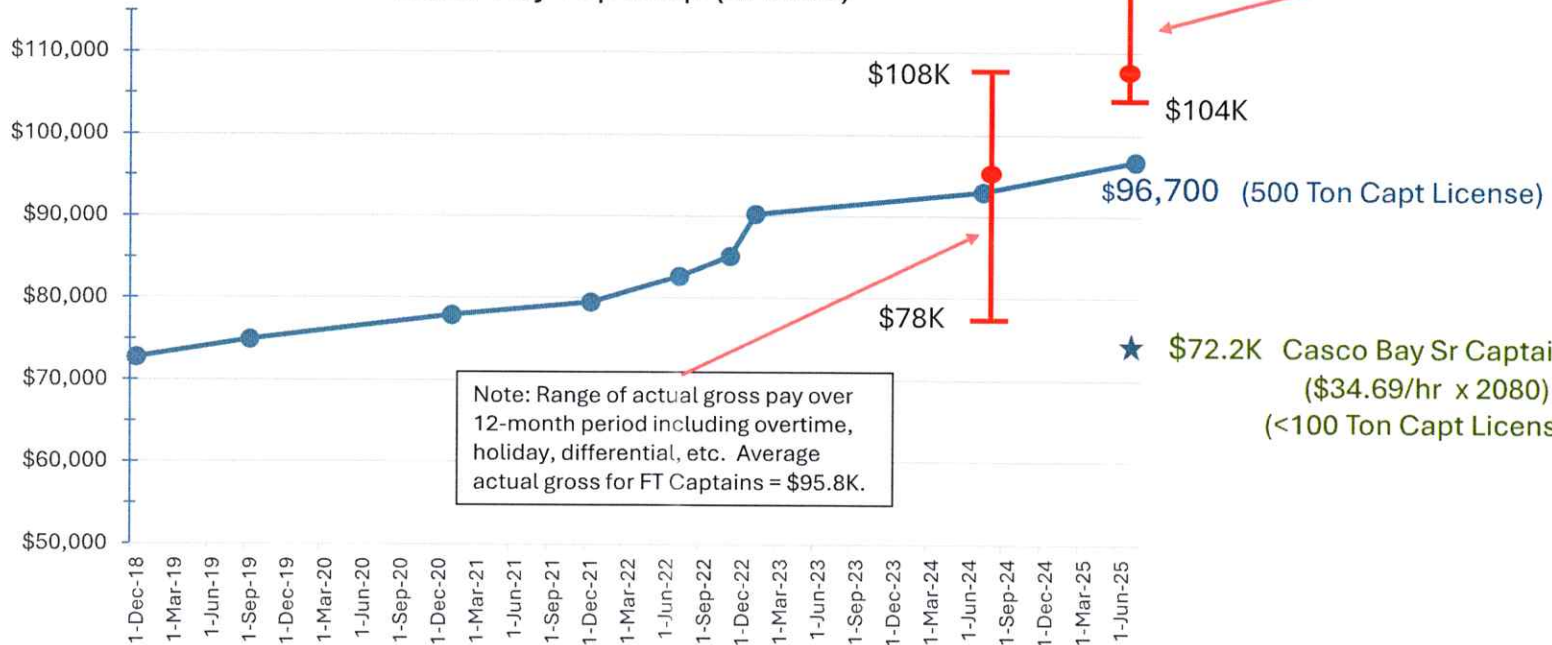
## Base Pay Top Step including pay stipends





# MSFS Captain II

## Base Pay Top Step (in blue)



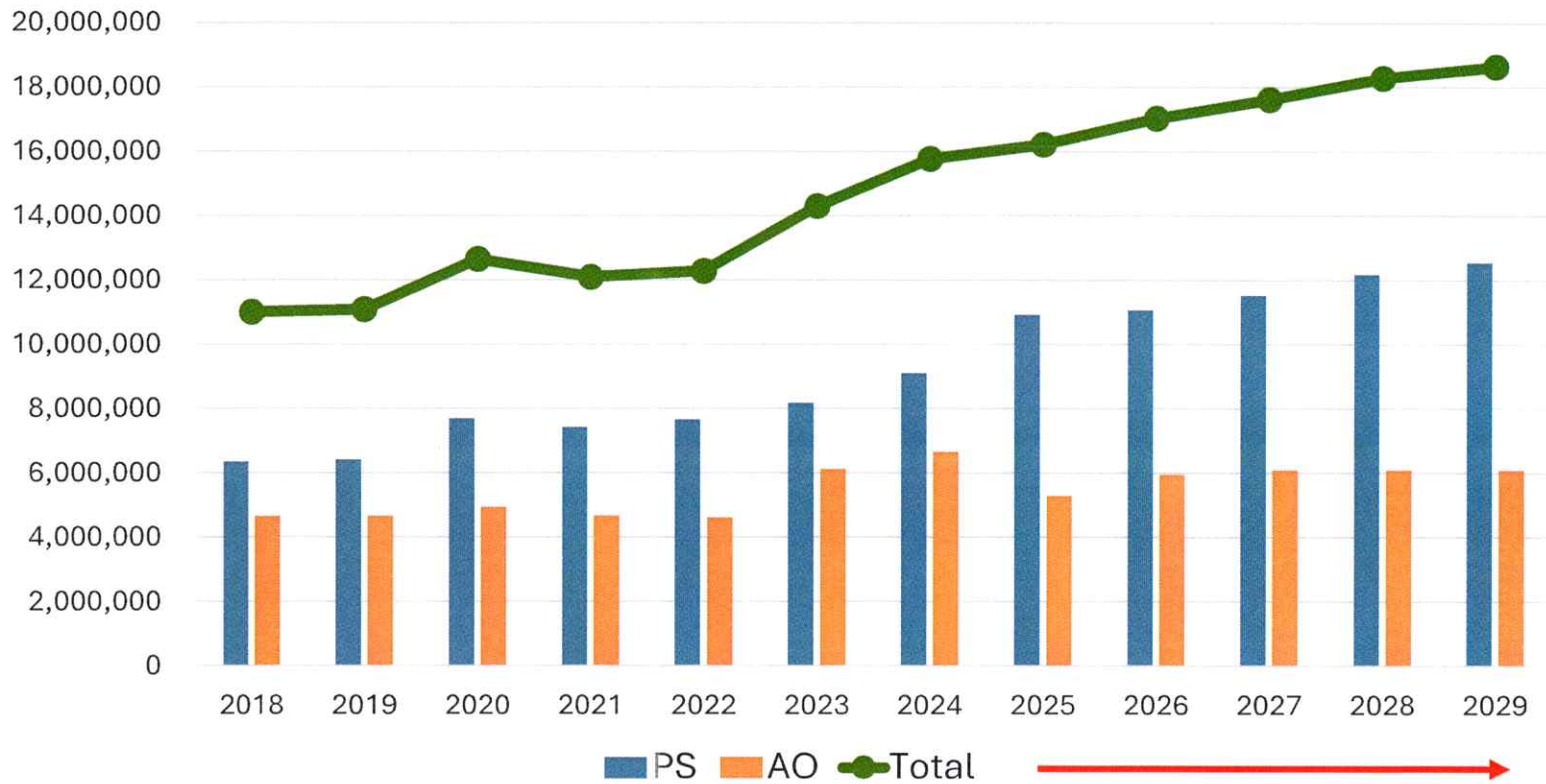
Note: Range of actual gross pay over 12-month period including overtime, holiday, differential, etc. Average actual gross for FT Captains = \$95.8K.

Note: Estimated range of new annual gross pay after all Captains moved to pay Step 8 and increased to Step 9 (by July 2025). Average estimated gross for FT Captains = \$108K.

★ \$72.2K Casco Bay Sr Captain (base)\*  
 (\$34.69/hr x 2080)  
 (<100 Ton Capt License)

\* NOTE: Comparison to other ferry services is difficult due to different size/type of ferries, different crew license requirements, different pay rules, different leave and benefits. CBITD Sr Captain pay is \$34.69/hr with a 46 hours per week schedule (annual gross = \$83K). 2080 annual hours used for direct comparison with \$96.7K for MSFS.

# MSFS Operating Expenditures



Estimated

Note: Estimate is based upon current staffing situation, and anticipated cost of providing current high levels of service reliability (97%-99%).



## MaineDOT

# 2024 Strategic Update and Emphasis Areas

### Preamble

MaineDOT's mission is critically important, straightforward and unchanged.

*"To support economic opportunity and quality of life by responsibly providing our customers the safest and most reliable transportation system possible, given available resources."*

Achieving this mission will always be a big job in Maine. Our small population is spread over a big state with weather and natural features that while beautiful, are challenging from a transportation perspective. The rest of the New England States can almost fit within Maine, and our State is the least densely populated state east of the Mississippi River. This means Maine has more transportation infrastructure per capita than most other states. These realities make our job one of the toughest you'll ever love.

Despite the challenges, there is reason for optimism. With the doubling of federal funding over the last few years primarily due to discretionary grants and more reliable state funding, we are managing the 50+% increase in construction prices in recent years and making the pivot from *making do* to making real progress. If we set reasonable goals that fit Maine's needs, continue to MacGyver with practical ingenuity where appropriate, prudently use state funds to match federal funds and make targeted state funded improvements, all Maine people can realize the enhanced safety, economic opportunity, and quality of life that comes with better transportation.

We will do this while continuing the endless pursuit of our vision of being *the most trusted organization in Maine* through daily dedication to our core values of *integrity, competence and service*, and in the process earn a reputation as a great place to work.

Our Mission, Vision, Core Values, and Goals are set forth below, followed by a summary of a few emphasis areas and a listing of some high-profile projects. This summary and list in no way lessens the importance of everything we do. Taking care of the system we have is a huge and fundamental responsibility that will always take the bulk of our effort. But highlighting a few emphasis areas and projects makes this update fresher and more tailored to current needs. We expect this update will help steer our direction over the next two years. As always, if external factors change, we will evaluate and respond as needed.

Whatever your role, you can be proud to be one of the dedicated 1,600 people at MaineDOT that make up *The Team That Keeps Maine Moving*. We are grateful to the Governor, the Legislature, our Congressional delegation, and all Maine people for their on-going support. In recent years, they have demonstrated bipartisan wisdom and delivered critically needed funding that will allow us to make real progress over the next two years. Now, we need to ramp up and deliver for them. Let's get to work!



## MISSION

To support economic opportunity and quality of life  
by responsibly providing our customers  
the safest and most reliable transportation system possible,  
given available resources.

## VISION

To be the most trusted organization in Maine.

## CORE VALUES

Integrity • Competence • Service

## GOALS

*(Same three goals, with minor revisions for clarity)*

1. **Manage the Existing System.** Effectively manage Maine's existing transportation system to provide safe levels of service that meet the basic needs of our customers within reliable ongoing funding levels.
2. **Deliver Reasoned Transportation Improvements.** Develop partnerships to leverage support and additional competitive funding to deliver reasoned transportation improvements that enhance safety, economic opportunity and quality of life.
3. **Build Trust.** Build trust of and within MaineDOT and expand MaineDOT's reputation as a great place to work by communicating well and by demonstrating our core values of integrity, competence, and service, both organizationally and individually.

## **2024 Emphasis Areas**

The following are areas of emphasis for the next two years. These areas represent both new and ongoing efforts to improve and modernize services delivered by MaineDOT.

### **1. Improve workforce support and engagement, thereby expanding MaineDOT's reputation as a great place to work and improving retention and attraction of more proud and productive teammates.**

- a. Create and empower a standing Workforce Support and Engagement Team (WorkSET) to devise practical and effective strategies that will cultivate and support a workplace culture in which employees are and feel valued, are proud of being part of MaineDOT, and understand how their work makes a meaningful difference to the safety, economic opportunity, and quality of life of every Maine person, every day. (See MaineDOT Workforce Support and Engagement Charter.)
- b. Recruitment and Onboarding Process Streamlining. One of the first official interactions with MaineDOT and State Government is the onboarding processes. How the offer is made, workspace, computer, initial training, software, and payroll are set up and ready to go gives a lasting impression that the new employee is valued.
- c. Actively engage current employees with opportunities to interact with leaders, managers or people they do not work with daily. Encourage employees to learn about the department through informal means, such as Brown Bag Lunches, engagement on processes development and policy teams early in their career. Create a set of expectations for leaders.
- d. Crew Scheduling Flexibility for Safety and Quality of Life. Seek changes to allow more flexibility and rest for crews during extended weather events.
- e. Develop a facility improvement plan for MaineDOT's aging facilities that do not meet operational needs or require cost prohibitive retrofits.
- f. Explore the feasibility of a day care center pilot at or in the vicinity of MaineDOT's Child Street facility.

### **2. Increase Productivity by Updating Processes, Policy and Practices**

- a. Review survey and property acquisition processes, standards and needs and recommend efficiency adjustments to meet the production needs of MaineDOT's Work Plan and special federal funding requirements.
- b. Implement findings of the 2023/2024 Contract Streamlining Review process.
- c. Add Production Staff or Expand Consultant Use to meet MaineDOT's Work Plan and Special Federal Funding delivery expectations.
  - i. New Bridge Team



- ii. Tech Series Update
- iii. Environment Staff
- d. Develop and Execute Memorandum of Understanding with regulatory agencies to make permitting more predictable and efficient.
- e. First, obtain NEPA delegated authority for Categorical Exclusions and then Environmental Assessments and Environmental Impact Assessments.
- f. “New Truck” initiative. Develop a new truck specification that can be used by a broader workforce, who have yet to acquire a Commercial Driver’s License.
- g. Information System Planning. Continue to develop roadmap to modernize and integrate our information systems in a way that improves efficiency.
- h. Draft and execute Memorandums of Understanding between MaineDOT and each of Maine’s 4 MPOs to improve coordination of transportation planning.
- i. Establish performance standards for MaineDOT work (WIN) management that allows active management, reporting, and measurement that is consistent with adopted administrative policies (APM 161 & 10) and production goals.

### **3. Deliver Cost-Effective Rural Highway System Improvements**

To address the challenge of a vast transportation system and to better align our work with customer expectations, continue to prudently “MacGyver” on lesser used portions of Maine highway network keeping the system safe.

- a. Continue lower-cost Regional Program improvements to improve Priority 3 and some Priority 4 roads.
- b. Review and simplify paving treatments, project scopes, specifications, testing, and inspection methodologies to match value received, increase paving competition, and reduce cost. Align paving treatments and specifications with the priority of the road.
- c. Standardize cross sections and corridor improvement strategies using safety data, customer expectations, and realistic funding assumptions. Route 4, Livermore to Auburn safety corridor management plan is an example.
- d. Research Interstate rutting and recommend methods to minimize rutting for future pavement treatments.
- e. Develop and map of High Priority Active Transportation Corridors for all highways but focusing on Highway Corridor Priorities first (see 3a above).

### **4. Revitalize Village Centers by Partnering with Municipalities.**

- a. Assure there is a conveyor belt of village projects that are in a state of “Grant Readiness” for special federal funding opportunities.
- b. Implement an updated Complete Streets Policy to efficiently incorporate the needs of all transportation users in planning and development of transportation



projects.

- c. Institute a context-sensitive speed limit setting methodology for all speed zones including villages, downtowns, dense neighborhoods, as well as more rural mobility sections. This could result in lower or higher speed limits depending upon context. Align design standards with desired vehicular speeds.
- d. Designate roads of “Regional Significance” (RRS) in urban areas to better communicate state and regional transportation mobility needs to municipal and regional partners. Provide greater flexibility for municipal and regional partners to safely pilot new transportation concepts on non-RRS roads using a network approach.
- e. Update our Local Match Policy to be more comprehensive and consistent. Each partnering entity should have a stake, encouraging agreement on viable projects scopes, and better use limited state and local resources.

## **5. Deliver Multimodal Improvements**

- a. Continue the improvement of the multimodal cash flow model, asset management and programming. Set Level of Service and resource allocation goals where appropriate.
- b. **Maine State Ferry Service.** Improve reliability, efficiency, and customer service by (1) enhancing online ticketing to improve reliability and to include reservations, line up, and one-way tickets, (2) providing emergency boats (capital from state/fed, ongoing operations from towns), and thereby allowing all ferry vessels and crews sleep on the mainland (except for 1 of the 2 boats servicing Vinalhaven), (3) better managing peak vehicle demand and incentivizing more climate friendly travel by providing more parking in Rockland and Lincolnville, facilitating options to reduce the need for vehicle transport on ferries including short-term rental cars, transit, taxis and bicycle options in Rockland, Lincolnville, and on islands, and by adjusting vehicle rates to more closely reflect cost.
- c. Freight and business support. Continue to work with the trucking and railroad owners and operators to best meet Maine’s business needs especially in Maine’s resource-based economy. Develop succession planning for future staff.
- d. Implement Strategic Urban and Rural Transit Goals identified in MaineDOT’s Statewide Strategic Transit Plan. Prioritizing innovation, efficiency and integration of services to meet varying customer needs.
- e. Identify reasoned on-road and off-road bike/pedestrian investment based upon the goals of MaineDOT’s Active Transportation Plan.

## **6. Help Devise and Deliver Climate Initiatives**

- a. Design, permit, fund and build a purpose-built marshalling port that can support the construction of complete offshore wind turbines at a commercial scale.
- b. Support effective strategies that significantly reduce transportation greenhouse gas emissions including expansion of electric vehicle charging networks.

- c. Collaborate with employers, providers, municipalities, and regional planning agencies to develop viable public transportation and ride sharing solutions that match the population densities and that promote equity through a focus on workforce transportation, essential travel and mobility limited older adults.
- d. Work with other agencies to deliver more adaptation projects including municipal and federal fish passage culvert programs.

**7. Better Track and Communicate Progress Toward Long-term Goals**

- a. Prepare State of the Transportation System (SOTS) Report annually (early September) incorporating:
  - i. Keeping Our Bridge Safe Report
  - ii. Roads Report
  - iii. Family of Plans Goals
  - iv. System Performance measures
- b. Set baseline Level of Service and reasoned enhancement infrastructure investment levels for all modes.
- c. Revise Work Plan Introduction to reflect SOTS report, Sources and Uses to continue.
- d. Revised Annual Report to include Brag book + DOT report card.



## 25 High-Profile Projects and Initiatives

MaineDOT delivers over 300 capital projects every year, in addition to extensive planning, maintenance and administrative efforts. All work is important to the customers affected. Some projects generate more interest than others. To give all MaineDOT teammates an idea of what is going on across MaineDOT, set forth below is a list of 25 current high-profile projects and initiatives.

1	Frank Wood Bridge Replacement	Under Construction
2	Sanford Downtown Project	Design
3	North Windham - Backage Roads, Route 302 Safety and Mobility	Design
4	Floating Offshore Wind Marshalling Port in Searsport	Funding and permitting
5	New Portland Passenger Rail Station	Planning
6	Charging and Fueling Infrastructure Grant	Implementation
7	Maine Turnpike - Gorham Connector (MaineDOT to assist with transit, land use, bike/ped aspects)	Planning
8	Contingency Planning Re: Piscataqua River Bridge Closure (I-95 Kittery)	Planning
9	Roux Institute, I-295 Off-Ramp, related highway improvements, extensive bike/ped and possible transit connections	Design
10	Aroostook County Highway Improvements and Corridor Management Plans	Design/Planning
11	Old Town, Stillwater Ave Bridges	Under Construction
12	Augusta, Western Avenue Bridge over I-95	Under Construction
13	Deer Isle - Improvement to Causeway and Bridge Study	Design/Planning
14	Machias Dike Bridge	Design
15	Bangor, I-95 Exit 187, Hogan Road, Divergent Diamond Interchange and Bridge Replacements	Design
16	Federal Fish Passage and Culvert Replacements (27 Culverts in 3 bundles: Sandy River, Central Maine, Downeast)	Design
17	Downeast Route 1 Highway and Bridge Improvements	Under Construction
18	Portland, Libbytown Reconnecting Communities	Design
19	Camden, Route 1 Highway and Bridge Improvements	Under Construction
20	Islesboro - Lincolnville, Ferry Replacement and Shoreside Improvements	Design
21	Lubec, Assist with Delivery of Town Breakwater Project	Design
22	Auburn - Livermore, Route 4 Safety Improvements	Design
23	Bangor, I-95 Bridge over Broadway/Route 15	Under Construction
24	Presque Isle, Phase II Bypass	Design
25	Newport, Route 2, Roundabout Construction	Design



Town of Islesboro  
Capital Reserve Account  
Period Ending September 30, 2024

RECEIVED  
OCT - 7 2024  
BY: \_\_\_\_\_

FUND NAME	Beginning Balance as of 09/01/24	Distributions	Balance after Transfer	Expenses (\$228.69)	Earnings M/M \$5,582.57	Realized Gain/Loss (\$33.13)	Unrealized Gain/Loss \$5,802.13	Contributions	Ending Balance as of 09/30/24
<b>EQUIPMENT &amp; VEHICLES</b>									
AMBULANCE RESERVE	\$14,861.30		\$14,861.30	(\$3.12)	\$76.06	(\$0.45)	\$79.05		\$15,012.84
FIRE ENGINE	\$12,206.39		\$12,206.39	(\$2.56)	\$62.47	(\$0.37)	\$64.93		\$12,330.86
FIRE EQUIPMENT	\$5,965.86		\$5,965.86	(\$1.25)	\$30.53	(\$0.18)	\$31.73		\$6,026.69
HEALTH CENTER EQUIPMENT	\$2,839.69		\$2,839.69	(\$0.60)	\$14.53	(\$0.09)	\$15.11		\$2,868.64
LANDSCAPING AND GROUNDSKEEPING EQUIPMENT	\$1,558.23		\$1,558.23	(\$0.33)	\$7.98	(\$0.05)	\$8.29		\$1,574.12
POLICE CRUISER	\$28,962.96		\$28,962.96	(\$6.07)	\$148.23	(\$0.88)	\$154.06		\$29,258.30
PUBLIC WORKS FOR EQUIP & REPAIRS	\$9,208.07		\$9,208.07	(\$1.93)	\$47.13	(\$0.28)	\$48.98		\$9,301.97
TOWN TRUCK	\$15,534.60		\$15,534.60	(\$3.26)	\$79.51	(\$0.47)	\$82.63		\$15,693.01
<b>SCHOOL</b>									
SCHOOL IMPROVEMENT RESERVE	\$140,186.36		\$140,186.36	(\$29.39)	\$717.48	(\$4.26)	\$745.70		\$141,615.89
SCHOOL BUS	\$21,370.71		\$21,370.71	(\$4.48)	\$109.38	(\$0.65)	\$113.68		\$21,588.64
SCHOOL SOLAR PROJECT RESERVE	\$104,283.79		\$104,283.79	(\$21.86)	\$533.73	(\$3.17)	\$554.72		\$105,347.21
<b>LAND AREA</b>									
MADDY DODGE FIELD - RESERVE	\$2,799.01		\$2,799.01	(\$0.59)	\$14.33	(\$0.09)	\$14.89		\$2,827.55
SOCCER FIELD IMPROVEMENT	\$89,811.29		\$89,811.29	(\$18.83)	\$459.66	(\$2.73)	\$477.74		\$90,727.13
<b>PROJECT</b>									
ENGINEERING, ARCHITECT, SURVEY	\$156.97		\$156.97	(\$0.03)	\$0.80	\$0.00	\$0.83		\$158.57
FUTURE	\$1,757.93		\$1,757.93	(\$0.37)	\$9.00	(\$0.05)	\$9.35		\$1,775.86
INCLINE & FLOATS	\$31,234.84		\$31,234.84	(\$6.55)	\$159.86	(\$0.95)	\$166.15		\$31,553.35
MUNICIPAL BUILDINGS	\$31,747.34		\$31,747.34	(\$6.66)	\$162.48	(\$0.96)	\$168.87		\$32,071.07
ROAD RECONSTRUCTION	\$7,434.95		\$7,434.95	(\$1.56)	\$38.05	(\$0.23)	\$39.55		\$7,510.76
HEALTH CENTER TECHNOLOGY	\$1,092.88		\$1,092.88	(\$0.23)	\$5.59	(\$0.03)	\$5.81		\$1,104.02
SHELLFISH OPERATIONS	\$4,932.67		\$4,932.67	(\$1.03)	\$25.25	(\$0.15)	\$26.24		\$4,982.98
MUNICIPAL BUILDINGS EXPANSION	\$0.10		\$0.10	\$0.00	\$0.00	\$0.00	\$0.00		\$0.10
SOLAR-SALT BUILDING	\$66,914.85		\$66,914.85	(\$14.03)	\$342.47	(\$2.03)	\$355.94		\$67,597.20
SOLAR-TOWN OFFICE	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
<b>REPLACEMENT</b>									
AGING SYSTEM REPLACEMENT	\$44,071.37		\$44,071.37	(\$9.24)	\$225.56	(\$1.34)	\$234.43		\$44,520.78
ACRE ISLAND PUB SAFETY	\$5,476.27		\$5,476.27	(\$1.15)	\$28.03	(\$0.17)	\$29.13		\$5,532.11
IMB - REPLACEMENT RESERVE	\$48,095.19		\$48,095.19	(\$10.08)	\$246.15	(\$1.46)	\$255.83		\$48,585.63
ISLAND FIRE SUB-STAT	\$16,189.52		\$16,189.52	(\$3.39)	\$82.86	(\$0.49)	\$86.12		\$16,354.62
LIBRARY EQUIP & REPAIRS	\$17,759.60		\$17,759.60	(\$3.72)	\$90.89	(\$0.54)	\$94.47		\$17,940.70
TRANSFER STATION WALL REPLACEMENT	\$10,378.18		\$10,378.18	(\$2.18)	\$53.12	(\$0.32)	\$55.20		\$10,484.00
TECHNOLOGY	\$23,325.60		\$23,325.60	(\$4.89)	\$119.38	(\$0.71)	\$124.08		\$23,563.46
TENNIS COURT RESERVE	\$325.28		\$325.28	(\$0.07)	\$1.66	(\$0.01)	\$1.73		\$328.59
SEA LEVEL RISE	\$136,160.62	(\$12,000.00)	\$124,160.62	(\$26.03)	\$635.46	(\$3.77)	\$660.45		\$125,426.73
<b>FIDUCIARY FUNDS</b>									
DHWWTF-Reserve	\$10,489.73		\$10,489.73	(\$2.20)	\$53.69	(\$0.32)	\$55.80		\$10,596.70
DHWWTF-Treatment Plant	\$6,062.67		\$6,062.67	(\$1.27)	\$31.03	(\$0.18)	\$32.25		\$6,124.50
RESTRICTED LIBRARY	\$23,373.52		\$23,373.52	(\$4.90)	\$119.63	(\$0.71)	\$124.33		\$23,611.87
UNRESTRICTED LIBRARY	\$51,357.83		\$51,357.83	(\$10.77)	\$262.85	(\$1.56)	\$273.19		\$51,881.54
<b>CEMETERY FUNDS</b>									
CEMETERY FUNDS	\$9,223.46		\$9,223.46	(\$1.93)	\$47.21	(\$0.28)	\$49.06		\$9,317.52
<b>PUBLIC HEALTH</b>									
PUBLIC HEALTH	\$7,262.33		\$7,262.33	(\$1.52)	\$37.17	(\$0.22)	\$38.63		\$7,336.39
<b>EMERGENCY FERRY TRIPS-Reserve</b>									
EMERGENCY FERRY TRIPS-Reserve	\$37,861.24		\$37,861.24	(\$7.94)	\$193.78	(\$1.15)	\$201.40		\$38,247.33
<b>REVALUATION</b>									
REVALUATION	\$2.05		\$2.05	\$0.00	\$0.01	\$0.00	\$0.01		\$2.07
<b>GRANT WRITER</b>									
GRANT WRITER	\$48,726.36		\$48,726.36	(\$10.22)	\$249.38	(\$1.48)	\$259.19		\$49,223.23
<b>GROUNDWATER</b>									
GROUNDWATER	\$11,762.28		\$11,762.28	(\$2.46)	\$60.19	(\$0.35)	\$62.58		\$11,882.24
<b>TOTALS</b>	<b>\$1,102,763.89</b>	<b>(\$12,000.00)</b>	<b>\$1,090,763.89</b>	<b>(\$228.69)</b>	<b>\$5,582.57</b>	<b>(\$33.13)</b>	<b>\$5,802.13</b>	<b>\$0.00</b>	<b>\$1,101,886.77</b>





STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

October 7, 2024

The Lincolnville Select Board  
493 Hope Rd  
Lincolnville, ME 04849

RE: Public Meeting – Lincolnville  
WIN 27752.00 Lincolnville Islesboro Ferry Terminal Project

Dear Lincolnville Select Board:

Thank you for taking the time to attend the in person public meeting and review the documents and discuss afterwards. This project will benefit Maine and the communities of Lincolnville and Islesboro specifically, by reducing noise, odors, and emissions compared to a diesel vessel, fighting climate change while maintaining the connection to Maine's islands. The Department has been awarded almost \$52 million in grants from FTA, Federal Transit Administration, for "greener" ferry boats and upgrading equipment to support high quality, low emission ferry services. I have reviewed your questions, comments and concerns sent on September 23, 2024 and below are responses.

- Reference was made at the public meeting to there being ample electrical supply from the power grid yet charging times might be limited due to grid constraints. Does ample power and associated grid infrastructure currently exist or will modifications to the grid be necessary? Are electrical impacts to Lincolnville residents and businesses anticipated? Who is responsible for unanticipated impacts to the electrical supply?
  - The charging times are limited due to high demand charges. CMP conducted a load study and confirmed there was ample capacity on the grid in that area. There are no anticipated electrical impacts to residents or businesses.
- With the prevailing wave action, a concern has been raised about the adequacy of the southerly wave screen.
  - This has been noted to our design team.
- Will the ferry be berthed in Lincolnville overnight? What are the Emergency Medical Service considerations for the Town of Islesboro, if the ferry is to be berthed on the Lincolnville side? How would timely emergency evacuations be carried out?
  - MaineDOT's long term strategic plan is for the entire MSFS fleet to be berthed on the mainland rather than on the islands. Emergency plans have not been finalized and more work is required on this topic. Island residents may be required to call USCG/LifeFlight or use another non MSFS vessel for transportation.
- The proposed location of the rapid charger and associated dolphin negatively impacts boat access to the float system at the municipal pier. Could the new rapid charger and dolphin move to the south side of the ferry pen? At a minimum, the new dolphin should extend no further north than the northerly "line" of the existing dolphin.
  - The rapid charger and dolphin cannot move to the other side of the pen because that would have impacts on the ferry design plans that are complete and ready for bidding. During final

design, the design team will look at the footprint of the rapid charging dolphin arm to mitigate this concern.

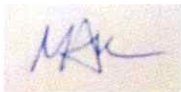
- The rapid charger feed from the E-house to the rapid charger should be buried in a duct bank underground to the transfer bridge instead of being exposed and supported by structural steel utility supports.
  - The design team will consider this during final design.
- The current proposal has the current electrical service to the municipal pier being refeed underground. After construction is complete, who will own and maintain the conduit and electrical lines servicing the pier?
  - The utility company, in this case, CMP, owns the current overhead electrical service to the municipal pier and is responsible for maintenance. After construction is complete, both the underground conduit and lines will be owned by the town of Lincolnville. MaineDOT and the town of Lincolnville will have an agreement in place before the project goes out to bid. The maintenance (repair and relocation) of the conduit and the lines will be the responsibility of the utility company, CMP, per the utility accommodation rules, pg 33. MaineDOT will pay for the construction of the underground conduit and lines.
- The municipal pier is currently serviced by a fiber internet service. Will this be relocated underground and into a conduit as well as the electrical service? If so, after construction who will own and maintain the conduit and the fiber line?
  - The plan is to transfer all utility lines from overhead to underground. The fiber internet service will be in its own conduit underground when construction is complete. The conduit and lines will be owned by the town of Lincolnville. MaineDOT and the town of Lincolnville will have an agreement in place before the project goes out to bid. The maintenance (repair and location) of the conduit and lines will be maintained by the utility provider, per the utility accommodation rules, pg 33. Again, MaineDOT will pay for the construction of the underground conduit and lines.
- In regards to the E-house:
  - The enclosure should be aesthetically appealing and “blend” into the character of the surrounding neighborhood.
    - Understood and will be looked at this in final design.
  - Will it emit odors or fumes?
    - No.
  - Will it cause vibrations?
    - No.
  - Will it emit an audible noise at the property boundaries? Will any noise emitted be constant or intermittent?
    - There will be some minor audible noise from the transformer and cooling pumps/fans, similar to a small electrical substation.
  - Will the Lincolnville Fire Department and other first responders be offered training regarding safety and firefighting of project components including the E-house?
    - The E-house will be most similar to a small electrical substation. There is no planned training for E-house first responders.
- When the ferry is being charged will an audible noise be emitted from either the E-house, the ferry or any other project component?
  - The entire ferry operation will be quieter than what is currently in place now.
- What restrictions will be placed on the contractor regarding hours of work? Will construction of the project be limited to daylight hours on weekdays? Will nighttime or weekend work be prohibited?



- Below is language we have put in other ferry terminal contracts, this contract should be similar.
  - "The Contractor shall be aware of the close proximity of the local residences and the ability of noise to carry long distances over water. The Contractor shall conduct operations so as not to generate loud noises greater than 80 dB within 500 ft of any building used for residential purposes between the hours of 10:00pm and 7:00am unless otherwise approved. Local requirements concerning noise may impose additional restrictions and must be complied with by the Contractor."
- Will the project, particularly the wave screens, cause reorientation of the shoreline by accelerating farther seaward or retreat farther landward, negatively impacting the public beach, sand dune and/or private property?
  - Based on preliminary review and desktop analysis, the additional structure at the Lincolnville terminal should not significantly change the harbor bottom topography or water depth. Note the wave fencing doesn't extend to the mudline and there are gaps between vertical members.
- Will the project particularly the wave screens, cause increased shoaling in the ferry pen, at the municipal pier and floats or elsewhere in Lincolnville harbor? If it does, what will be one to mitigate the shoaling?
  - Based on preliminary review and desktop analysis, the additional structure at the Lincolnville terminal should not significantly change the harbor bottom topography or water depth. Note the wave fencing doesn't extend to the mudline and there are gaps between vertical members.
- Will the project be submitted for environmental review by the Maine Department of Environmental Protection, the Army Corps of Engineers or other regulatory body? And if so, will the town be notified when the applications are submitted for review?
  - This project will follow all state and federal rules and regulations regarding environmental permitting. Typically the town does not get notified of application submittal, but we can notify you in this case.
- Will the project be submitted to the town for review by the Lincolnville Planning Board?
  - No, MDOT projects do not go to local planning boards.

Again, thank you for taking the time to review this project. We are finishing the preliminary design now and plan to start final design soon after, with these comments and concerns in mind. The Department and FTA are very excited to see this project progress and begin construction in 2025. Please let me know if you have any other questions or concerns.

Thanks,



Mackenzie Kersbergen  
MaineDOT – Project Manager  
[Mackenzie.a.kersbergen@maine.gov](mailto:Mackenzie.a.kersbergen@maine.gov)  
207-215-3820

Islesboro Energy Committee  
Regular Meeting  
Tuesday, September 17, 2024  
In-Person and Zoom Meeting at 5:15 PM

APPROVED

10/8/24

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: Chair Harriet Bering, Holly Fields, Dick DeGrasse, Janice Petzel, Monica Mullins, Myra Sinnott

Members Present via Zoom: Vice Chair Bill Thomas, Cressica Brazier

Members Absent: Trevor Blackford, Melissa Burns, Ex Officio

Others Present: None

3. Approval of minutes from previous meeting

Dick commented on the discussion of Cressica's math for the energy savings at the library.

**Motion: To approve Minutes of August 13, 2024, as written, M. Mullins, seconded by H. Fields.**

**Discussion about minutes reflecting what was said at the meeting. They cannot be changed for disagreement about the issues. Roll Call. Motion passed, 7 yes, 1 no (D. DeGrasse).**

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

a. Town Office update

- Bill reported that everything seems to be working fine.
- There were concerns about how the heat pumps might function in the case of a power outage. A while back, an old heat pump would not work and needed a reboot. It was probably the result of a power outage and a surge when the power was restored. There was a question about if this would happen with the new heat pumps. Bill reached out to Rob Jenkins [at Revision?] and is waiting to hear back. He expects to hear that this issue is not relevant to the new system. He will share the results when he hears back.
- Holly asked if the heat pumps go off when the power goes out. Bill answered that the generator kicks in, and the heating system is carried by the generator, which has the capacity to cover all the needs of the building. This explanation is in an email he sent to everyone recently as a result of Fred Porter's question.

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

- Cressica reported that we are contacting heat pump vendors. We hope to update on this next month.
- We are going forward with the solar panel installation. We've scheduled the re-roofing with Long Hill Construction. John Appelquist will be reusing shingles, so there won't be significant waste.
- Dick asked about data on size of the solar array, and the monthly output expected. Cressica answered that Harriet sent that information in an email several months ago.

Islesboro Energy Committee  
Regular Meeting  
Tuesday, September 17, 2024  
In-Person and Zoom Meeting at 5:15 PM

- Bill responded to Dick. He stated that the data in question don't matter. The roof is saturated with a solar array, and will produce the maximum that can be produced with the solar panels currently available. All that production will go to the benefit of the Town at large. Whatever it produces is a positive for the whole Town, and this should be done as soon as possible without delay.
- Harriet can resend the information to Dick.
- Dick stated that he would like to know the output by month, if possible, because it affects the Maine Power Options rate for next year for the municipality. He will be discussing this with Constellation and Maine Power Options.
- Bill asked Cressica if she's had a conversation with CMP to make sure the output of the solar array will be incorporated in the distribution plan for the rest of the solar production from the two arrays, and allocated in comparable way. Cressica stated that we haven't started the interconnection application yet; we will include that in our request.
- Dick stated he did some mathematics for the heat pump, and would like the math to be on the record. He handed out copies of his calculations. Most members were unable to read this, as the copies are very light.
- Monica asked Dick to put this in an email in detail, explaining the equations and what he is calculating. Dick replied that when you have fuel consumption data, you can calculate the heat loss of the building using degree days and temperature differences in the library. With that data, you can create the total electric consumption for electric heat.
- Bill explained that Dick needs to take the committee through the math.
- Janis asked Dick what the bottom-line conclusion is. Dick stated the cost of electricity for the heat pump is about the same price as oil. He feels there's no great savings.
- Myra explained to Dick that we have only one year of data after insulating the building. Dick was using Bill's data from before the insulation.
- Bill explained that the data cannot be used in totality. We can use only the data from pre-insulation to show the baseline against which we have made improvements by insulating the building. We have one-year's data to calculate the efficiency after insulation. Bill stated Cressica is correct; it's the 750 gallons of oil. There's no way that it will not be beneficial to have a heat pump rather than a fuel-driven system.
- Dick questioned the responsibility of the Energy Committee in regard to the calculations. Harriet answered that it's our responsibility to make sure what we're installing makes economic sense. Right now, we're in the process of getting estimates and designs. She agrees with Bill that only one year of data is actually relevant. We will come back to this next month.
- Dick asked how much is coming out of our budget for this. Bill answered that we don't know yet. Harriet explained that we have \$40,000 in our budget. Our plan was to include the rebates through Efficiency Maine. It turned out that their original calculation of the rebate was incorrect. We are going back to the drawing board and getting additional proposals from different heat pump suppliers.

Islesboro Energy Committee  
Regular Meeting  
Tuesday, September 17, 2024  
In-Person and Zoom Meeting at 5:15 PM

c. Municipal Building Project Update

- Cressica stated the contractor was able to install the base of the EV charger and conduit from the new Health Center building. The relocation of the EV Charger will possibly need to be the Energy Committee's contribution. The second part of that will be the installation of the wiring and the EV Chargers themselves. That funding is supposed to come out of the Congressionally Directed Spending (CDS) Grant.
- We just received our notification of award for the CDS Grant today, so we're moving forward with being able to access that funding as soon as possible. This is for all of the Health Center-related costs that we planned, mainly for energy, including the EV Charger, possibly the generator, and the solar array.
- MBPC will be meeting this Friday to discuss other matters publicly.
- Monica asked if there's been any discussion about the Up-Island Fire Garage. Cressica answered that this will be the main point of discussion on Friday. They have put on the agenda that they would like to get permission to move forward with construction. They have identified a Construction Manager.

d. EV Charger update

- Monica reported that Murt received some of the fire suppression items. There are still a few items on back order. We haven't opened any of the items, because he is in contact with the vendor and another fire safety training company. He will be holding an EV fire suppression training class for use of the equipment, sometime in October. The Energy Committee is invited to attend. Monica will speak with Murt and update the committee.

e. Maine utility policy/rates update (Dick)

- Dick stated that he needs another month or two of data on the 10 municipal meters that are being served by Maine Power Options.
- It's still the Standard Offer, although he's had discussions with the state energy office about Time of Use rates and how that would be effective in Maine, particularly on this island, which would give us power much cheaper off-peak, and we would avoid demand coincidence.
- Monica asked about the bar graphs in Dick's packet. It seems that the insulation at the library has made a great difference.

5. Prize Activities update

- Cressica reported that the main activity has been organizing the WindowDressers Community Build. We had our window measuring training last Saturday. Harriet, Bill, Janis, Trevor, Carrie, Cressica, and Kizzi were all in attendance. We will be measuring until the September 30<sup>th</sup> deadline. The Community Build will be at the end of October into early November.
- Our NREL contact has suggested we apply for two grants for field deployment of the backup energy systems. These grants would pay for equipment, not just technical assistance. These are the Critical Facility Energy Resilience Grant and the Energy Storage Pilot Demonstration Grant.



Islesboro Energy Committee  
Regular Meeting  
Tuesday, September 17, 2024  
In-Person and Zoom Meeting at 5:15 PM

He thinks we have a good chance of getting one of these grants. Their deadlines are in 3 weeks and 4 weeks respectively. Cressica will be looking at the grant requirements in the next couple of days and will follow up via email with what we might need to do.

- NREL will help with these grants, in contrast to the Clean Energy to Communities Grant, which they couldn't help us with, because that was administered by NREL.
- We were asked to be one of three communities that are in the process of completing the ETIPP program, to be in a film that NREL is now filming. They would like to visit us at the end of October. They'll be filming a number of sites and doing interviews around the island.
- We're in the process of identifying sites and whom they might want to interview for the film.

6. Discussion of Community Event

- Harriet stated we had planned \$5,000 in our budget to have a community event. She spoke with the people working on the Prize, and discussed a small event, such as a film and discussion, but she would like to plan a larger event for later in the year. This is an open discussion.
- The Sporting Club Old Home Day event happened this past summer. Cressica and Kizzi were there with handouts. This was from last year's budget.
- Janis stated that the Energy Hub discussed doing some of the insulation at the Sporting Club when the film crew is here, but that's only a month away.
- We'd like to plan a larger event, maybe in spring. Someone had suggested doing it toward the end of June when many of the seasonal residents are here.
- Dick suggested exposing energy scams at an event. Harriet stated that perhaps we can put together an informational flyer that we can send out on Constant Contact or put in the paper. Dick will collect solicitations and write something up.
- Myra suggested having a discussion at library about the scams. We can post information on the Hub website.
- Monica suggested a winter potluck of information for the year-round residents. People can have discussions, learn more about energy, and ask questions. People could write questions at the tables, and then we can have 10-20 minutes of discussing the questions. A lot of people are anti-solar because of the political race going on now. If we separate this from politics, we could give better information. We can make it fun with games.
- Bill agreed that it's a good idea to have something in the winter. It's an opportunity to reach people.
- Bill added that it's important to involve the summer people in this conservation, because they represent a significant use of energy on the island. We have some inroads through the ICC, but it's still a population we don't have good connectivity with. We should target them directly.
- Janis stated that the Forum is well attended by summer people. We've had local presenters. Maybe we can talk to the Forum people about having a presentation about what we're doing. Bill suggested we can make a donation to the Forum, and we might be able to change the format a little, extend the time somehow.
- Harriet stated that the Farmers' Market is another venue that gets a lot of seasonal residents.
- It's the consensus of the group to focus on a winter event for now. We can discuss details via email and at the next meeting.

Islesboro Energy Committee  
Regular Meeting  
Tuesday, September 17, 2024  
In-Person and Zoom Meeting at 5:15 PM

- Bill stated that the Energy Hub website is a good place to request the energy solicitations that people are getting, and then share info.

7. Other business

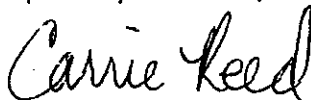
- Harriet stated that in addition to the library heat pumps, we had planned in our budget for the Firehouse insulation. Our first step will be to reach out and find out exactly what is needed.

8. Next meeting Tuesday, October 8<sup>th</sup>, at 5:15pm.

9. Adjourn

**Motion to adjourn meeting at 6:12 pm, J. Petzel, seconded by B. Thomas. Roll Call. Motion passed, 7 yes, 0 no, Unanimous.**

Respectfully Submitted,



Carrie Reed, Secretary



Islesboro Housing Committee  
Regular Meeting  
Tuesday, August 15, 2024  
In-Person Meeting at 5:00 PM, Town Office

APPROVED  
10/10/24

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, and Cate Blackford (5:10).

Members Present via Zoom: Susan West

Members Absent: Ginnie Hess, Melissa Burns, Ex Officio

Others Present via Zoom: Donna Leone

3. Approval of minutes of June 20, 2024

**Motion: To approve Minutes of June 20, 2024, as written, T. Tutor, seconded by S. West. No discussion. Roll Call. Motion passed, 3 yes, 0 no, Unanimous.**

4. MCOG Housing Working Group.

- Mike reported that the Midcoast Council of Governments (MCOG) representative he'd been in contact with had been sick, which is why the follow-up Housing Group meeting was delayed.
- Mike went with Melissa Burns to the MCOG General Assembly in Rockland on June 27<sup>th</sup>, and he was able to connect with this representative, Adi Philson.
- The Working Group had a sparsely attended meeting in July.
- Mike's concern is they seem to be focused on low-income/affordable housing, which might benefit IAP. Mike articulated that our committee is more focused on workforce housing. They all agreed that it's an issue, but the small group that was in attendance was more concerned about low-income housing. Unfortunately, a lot of people who were at the meeting use the term "workforce" instead of "affordable" housing. Mike will see if he can shift the focus at the next meeting.
- The next Housing Working Group meeting will be next week, Wednesday, August 21<sup>st</sup>. They're scheduled 5:30-7:00 on the third Wednesday of every month, via Zoom.
- Cate reported that she met with Alex from the Island Institute about their housing group to see about some of the innovations that Missa had shared from MDI and some of the other islands. They talked a lot about transportation, but there didn't seem to be a lot to share on different approaches in collaboration with other organizations. Mike stated he went to one meeting where Bar Harbor presented info on their housing models. Cate will see if we can get a copy of this presentation.

5. Further discussion – Next steps

- Tom stated he is still interested in investigating if there are any communities that give some sort of tax break or incentive for workforce housing, for workers making \$75,000 to \$125,000 a year.

Islesboro Housing Committee  
Regular Meeting  
Tuesday, August 15, 2024  
In-Person Meeting at 5:00 PM, Town Office

- Tom stated we need to get a handle on any available grant money. He sent some info via email today. The Biden administration announced \$100 million worth of investments in new housing in the form of grants to state and local governments to spur the production of new housing.
- Cate asked if this is the same money that was already announced. There is some money coming to Lewiston through a recent Biden administration investment in housing. If it's the same money coming to Maine, it's dedicated to a project in Lewiston. If it's a new source of money, that's different.
- Tom asked if there is federal money for grants applicable to our problem, how can we find out? Mike stated that MCOG would know, and can direct us. Mike stated he will ask Adi at the MCOG meeting next week. Cate stated that the Island Institute could possibly help.
- Cate stated that she is curious about grant money for water/sewer infrastructure. If we can put in water treatment centers in the other two town centers, that could facilitate more housing.
- Mike stated that Jen Hayden did work for Select Board. Part of that was looking at cross-committee needs for grant writing, etc. Mike will contact Jen about that.
- Tom stated that there are some aspects of the new density rules in Town Centers that use water treatment systems. We can only do so much without that. Tom read from the Ordinance. "All new construction in a Town Center shall be connected to a public sewer and water system if available... If a public sewer system is not available at the time of construction, a multiple family dwelling must be served by a common subsurface wastewater disposal system." The difficulty with Town Centers and small lots is the separation distance between subsurface wastewater disposal systems and wells, which in the Town Centers must be a minimum of 200 feet (on a 20,000-sf lot, this is difficult to do), unless a pre-treatment system is installed. Then there can be a minimum separation of only 100 feet.
- Mike stated there are a lot of new methods of treating wastewater, including in-house units.
- Susan asked if greywater needs to go through a septic system. Are composting toilets a possibility for housing where it's not possible to have water treatment? Tom thinks that's an option.
- Mike stated we could get an answer from the Planning Board. Mike will ask Dave Dyer.
- Cate asked if the Planning Board also tracks wells and access to the aquifer. Do we have restrictions in terms of density and enough water? Tom stated there's a Groundwater Protection Committee that does that. Wells could run dry or be contaminated, but we haven't heard about any problems recently.
- Cate is thinking that if the Housing Committee or the Town collaborates with a developer, such as IAP, that the Committee's role might be to do some initial research on alternative water systems options to smooth the pathway for something that's not a traditional septic system, and present those options to anyone who's thinking about developing on the island. Tom agreed. We might be the intermediary before an applicant goes to the Planning Board.
- Susan asked if the Town ever buys derelict properties. What is the possibility of purchasing these properties as a way to facilitate workforce housing? There are probably existing septic systems that could be viable. Or if taxes haven't been paid, can the Town take over a property?
- Mike stated that the Town hasn't foreclosed on a house for decades. In general, the Town is not interested in owning any other property.
- Cate stated that there's an entity at the state level that functions as a land bank to help municipalities with this question around derelict buildings, brownfields, etc. The intention is to provide a mechanism to do takeovers through eminent domain or tax liens and turn those properties to public use.

Islesboro Housing Committee  
Regular Meeting  
Tuesday, August 15, 2024  
In-Person Meeting at 5:00 PM, Town Office

- Tom stated we could ask Janet or a Select Board member that if there are properties in arears on taxes, could we look toward the Town taking those over for the specific purpose of providing year-round housing.
- If there were public funding to do remediation, and if we're receiving the land as a donation, would that bring down the cost of development enough for IAP or another group to do something?
- Discussion about the high cost of land now.
- Mike went over the list of actions:
  - Tom will look into tax incentives for developers of workforce housing.
  - Mike will look into grants. He will talk with MCOG and Jen Hayden.
  - Mike will talk with Dave Dyer about composting as a potential option vs. septic, and rules about wells.
  - Cate will look into tax increment financing.
  - Susan will look into advances in the technology of composting toilets and greywater systems, and state rules around these items.
- Cate is doing research on what island employers are paying. This is an informal survey for IAP. She will share the results.
- IAP is looking at state funding, such as the Rural Affordable Rental Housing Program, if funds are available. This has a minimum of five units in a project. Tom asked Cate to send info on this.
- Discussion about Area Median Income (AMI) in Waldo County. Home ownership might be a better target.
- Mike stated that maybe Islesboro Affordable Properties becomes the housing authority on the island. We don't want developments competing with each other over funding opportunities.
- Discussion about home ownership requirements and possible models. Co-op? Hybrid? Limited equity co-op model?

6. Comments from visitors

- None.

7. Next meeting date

- Next meeting Thurs, October 10, 5:00 PM.

8. Adjourn

**Motion by T. Tutor, seconded by C. Blackford, to adjourn at 5:58 PM. Roll Call. Motion passed, 4 yes, 0 no, Unanimous.**

Respectfully Submitted,



Carrie Reed, Secretary