

SELECT BOARD MEETING

Town Office Meeting Room

WEDNESDAY, JULY 19, 2023

6PM

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 July 5, 2023 Regular Meeting.	
3.	Visitor's Comments/ Petitions:	<ul style="list-style-type: none"> • <i>Ferry Service Update</i> • Sea Level Rise Update • Update on Municipal Building Project • <i>8/10/23 Summer Info Meeting</i>
4.	Upcoming Meetings and Subcommittee Reports: Planning Board: June 24, 2023	
5.	Town Manager Report:	6. Correspondence:
6.	<u>Old Business:</u> 1.	
7.	<u>New Business:</u> 1. Energy Committee: Energizing Rural Communities Prize Partnership Plan 2.	
8.	<u>Other Business:</u> 1.	
9.	Approve Warrant: FY23 #26-2 Accounts Payable FY24 #2	
10.	Appointments:	
11.	Chair Comments:	Individual Selectmen's Comments:
12.		
13.	Adjourn	

W: AGENDA 7 19 2023

MEMBERS:

CHAIR Shey Conover
2026

Lauren Bruce
2025

Philip Seymour
2025

Melissa Burns
2026

Peter Anderson
2024

Islesboro Select Board
Regular Meeting
Town Office Meeting Room & via Zoom
Wednesday, July 5, 2023 @ 6:00 PM

DRAFT MINUTES

Members Present:

Vice Chair Lauren Bruce, Phil Seymour, Melissa Burns, and Peter Anderson

Members Absent: Chair Shey Conover

Others Present:

Town Manager Janet Anderson

Via Zoom: Terry Cowan, Fred Porter

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

MOTION BY M. Burns, seconded by P. Anderson, to approve the minutes of June 21, 2023 Regular Meeting, as written. No discussion. Motion passed, 4 yes, 0 no.

VISITOR COMMENTS/PETITIONS

None

FERRY SERVICE UPDATE

None

SEA LEVEL RISE

None

MUNICIPAL BUILDING PROJECT

None

UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS

- Planning Board: July 10th – 5pm

TOWN MANAGER REPORT

No report

- Packet included Agenda for 7/5/23 and Minutes of 6/21/23 Regular Meeting
- Old Business: Agenda for Summer Information Meeting, August 10, 2023
- Certificate of Recognition to Carole Nichter
- Warrants FY23 #27, FY24 #1

Islesboro Select Board
Regular Meeting
Town Office Meeting Room & via Zoom
Wednesday, July 5, 2023 @ 6:00 PM

CORRESPONDENCE

None

OLD BUSINESS

1. Agenda for Summer Information Meeting, August 10, 2023
 - Municipal Building Project
 - Sea Level Rise
 - Town Report
 - P. Seymour suggested a Ferry Service update. J. Anderson stated she would email John King and ask him if he would be willing to present that.

NEW BUSINESS

1. None

OTHER BUSINESS

1. Certificate of Recognition to Carole Nichter for her 23 years of service on the Cemetery Committee
 - Lauren Bruce read the Certificate to the Board

APPROVE WARRANTS: FY23 #27, FY24 #1

MOTION BY P. Seymour, seconded by M. Burns, to approve Warrant FY23 #27. No Discussion. Motion passed, 4 yes, 0 no.

MOTION BY M. Burns, seconded by P. Anderson, to approve Warrant FY24 #1. Discussion: P. Anderson asked about the donations for the fireworks. Motion passed, 4 yes, 0 no.

APPOINTMENTS:

Deputy Harbor Master: Dylan Purington
Assessor: Robert Duplisea of RJD Appraisal

MOTION BY P. Anderson, seconded by M. Burns, to appoint Dylan Purington as Deputy Harbor Master. Discussion: Ken Smith will serve as Chair of the Harbor Committee. Dylan will go to Harbor Master School. Earl will serve as Harbor Master. Motion passed, 4 yes, 0 no.

MOTION BY P. Seymour, seconded by M. Burns, to appoint Robert Duplisea as Assessor. Discussion: P. Seymour asked when the revaluation will be done. J. Anderson answered that it will most likely be in the fall. Rob will be available in the office for questions. The new tax rate will go into effect in late August. Motion passed, 4 yes, 0 no.

Islesboro Select Board
Regular Meeting
Town Office Meeting Room & via Zoom
Wednesday, July 5, 2023 @ 6:00 PM

CHAIR COMMENTS

S. Conover was absent.

VICE-CHAIR COMMENTS

L. Bruce had no comment.

INDIVIDUAL SELECT BOARD MEMBER COMMENTS

P. Seymour said he was glad to see the sun for a change.

M. Burns had no comment.

P. Anderson had no comment.

MOTION BY M. Burns, seconded by P. Seymour, to Adjourn Meeting at 6:15 PM. No Discussion. Motion passed, 4 yes, 0 no.

Respectfully Submitted,

Carrie Reed
Secretary

TOWN OF ISLESBORO
P.O. Box 76 • 150 Main Road • Islesboro, Maine 04848
(207) 734-2253 • Fax (207) 734-8394

COPY

Janet R. Anderson
Town Manager
manager@townofislesboro.com

July 12, 2023

The Honorable Pete Buttigieg, Secretary
United States Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary Buttigieg:

We are pleased to send you the following letter in strong support of the Maine Department of Transportation's (MaineDOT) \$17.5 million application for the U.S. Department of Transportation's Ferry Service for Rural Communities Program. MaineDOT is requesting \$17.5 million from the Ferry Service for Rural Communities Program to modernize two aging, rural ferry terminals linking the mainland to a year-round island community. This project will support the safe and efficient operation of a new plug-in hybrid/all electric ferry that currently is scheduled for delivery in 2027.

- The ferry provides a vital link between the mainland and an island community of approximately 600 full time residents and many more than that during the summer that is 3 miles off the Maine coast. It is the busiest ferry in the Maine Ferry Service fleet.
- MaineDOT is seeking \$17.5 million through the Ferry Service for Rural Communities Program to modernize and upgrade the ferry terminals serving Lincolnville and Islesboro.
- The two ferry terminals were built in 1959.
- The proposed work will expand the capacity of the terminals to accommodate a new hybrid/all electric ferry that is 37 feet longer than the vessel that it will replace. The ferry will accommodate approximately 10 more vehicles than the vessel it is replacing in order to keep up with demand for the service. Very importantly, the work also will upgrade the electrical infrastructure at the terminals to allow for high-speed charging of the new ferry, which will run primarily on battery power with diesel backup when necessary. The ferry is expected to be delivered in 2027.
- The project is needed for the continued safe improvements critical to the successful operation of this state of the art, virtually and efficient operation of the new ferry.

We strongly support MaineDOT's proposal for the Ferry Service for Rural Communities Program. It will help support crucial transportation service to and from Islesboro and allow Lincolnville and the island community to accommodate the new hybrid ferry.

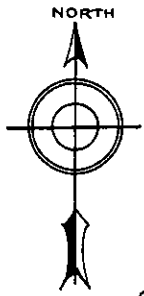
Sincerely,



Shey Conover, Chair, Islesboro Select Board

Incorporated April 6, 1789

MAP OF ISLESBORO MAINE



LINCOLNVILLE BEACH

TO CAMDEN
6 MILES

TO BELFAST
12 MILES



TURTLE HEAD

SPRAGUE'S BEACH

PRI PET

MEADOW POND

POINT COMFORT

RYDERS COVE

SEAL HARBOR

CROW COVE

THE NARROWS

HEWES POINT

ISLESBORO

PICNIC AREA

ISLESBORO MEMORIAL
FERRY TERMINAL

WARRENS ISLAND

SPRUCE ISLAND

GILKEY'S HARBOR

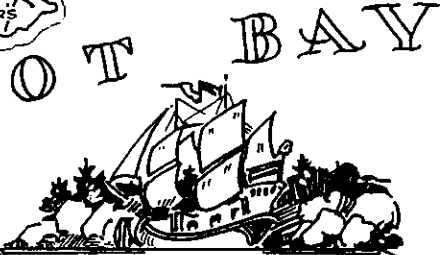
SEVEN HUNDRED ACRE ISLAND

YACHT CLUB

ENSIGN ISLAND

BILLY JOBS ISLAND

TOWN BEACH
PICNIC AREA



If Once You Have Slept On An Island

If once you have slept on an island
You'll never be quite the same:
You may look as you looked the day before
And go by the same old name.

You may bustle about in street and shop,
You may sit at home and sew,
But you'll see blue water and wheeling gulls
Wherever your feet may go.

You may chat with the neighbors of this and that
And close to your fire keep,
But you'll hear ship whistle and lighthouse bell
And tides beat through your sleep.

Oh, you won't know why, and you can't say how
Such change upon you came,
But once you have slept on an island
You'll never be quite the same!

Rachel Field

This poem reprinted with the special consent of the publishers, Appleton-Century and Co., Inc., from "The Seaside Strangers" copyright 1924 by Century Co.

Executive Summary

The Maine Department of Transportation (MaineDOT) requests \$17.5 million from the Ferry Service for Rural Communities Program to modernize two aging, rural ferry terminals linking the mainland to a year-round island community. This project will support the safe and efficient operation of a new plug-in hybrid ferry that is scheduled for delivery in 2027.

The new ferry – with a battery-powered propulsion system and diesel backup – will be larger than the existing ferry to keep up with current and future demand. The improvements at the terminals will include construction of expanded docking space for the ferry, upgrades to ensure compliance with the ADA during loading and unloading of passengers, and installation of charging infrastructure to enable the vessel to run on electric power most of the time.



MaineDOT, through the Maine State Ferry Service, provides year-round essential ferry service to six rural island communities, the farthest being more than 20 miles off the coast.

The improvements described herein will upgrade the ferry terminals that support service between the town of Lincolnville, on the mainland, and Islesboro, an unbridged island 3 miles off the coast. The hybrid vessel now being designed for the Islesboro route will replace a ferry at the end of its useful service life and maintain reliable, sustainable service for the 600 year-round residents, workforce and school children on the island. Rehabilitation of the two terminals will complement MaineDOT's substantial investment in the hybrid vessel by modernizing the supporting infrastructure.

Description of the Services Provided and the Area Served

The Maine State Ferry Service (MSFS), established in 1960 and overseen by MaineDOT, provides the primary link between the mainland and six rural, unbridged island communities in the Midcoast and Downeast regions of Maine. The residents of these islands – Frenchboro, Islesboro, Matinicus, North Haven, Swan's Island, and Vinalhaven – rely on ferry travel for access to jobs, goods and services on the mainland, as well as for emergency medical transportation. Service levels vary by island, from 36 round trips per year on the 23-mile Matinicus route, the longest, to multiple daily trips to Vinalhaven, North Haven and Islesboro.

MSFS owns and operates a fleet of seven vessels, which all carry both passengers and vehicles. In alignment with community priorities and the state's climate change goals, several planned vessel replacement projects include implementation of hybrid-electric vessels – with one vessel currently under construction and a second vessel in design. The MSFS also owns and operates four ferry terminals on the islands and three on the mainland, in Bass Harbor, Rockland and Lincolnville.

The MSFS ferry facilitates the delivery of goods and services vital to these island communities, including food, fuel, mail, building materials and emergency supplies. Because of the distances

from the mainland, costs for food and energy are high for Maine’s rural island communities, contributing to a relatively **high cost of island living**, overall.

Islesboro, an island in Maine’s Penobscot Bay and a focus of this application, has about 600 year-round residents and a summer population of more than 2,000. The MSFS provides service on the 20-minute crossing from its Lincolnville terminal on the mainland, with several round trips each day. The ferry crossings provide the only public transportation link and the only means of getting vehicles and freight trucks to and from the island. In recent years, the Islesboro service annually has carried more than more than 70,000 vehicles and 180,000 walk-on passengers.

Roughly 38 percent of Islesboro’s population is older than 64, placing it in the 97th percentile for the United States. MSFS has crew quarters on Islesboro to provide lodging and amenities for off-duty or on-call crews, allowing the ferry to serve as an emergency transport option outside of scheduled service.

The ferry is key to community and economic development for Islesboro, providing access to jobs on and off the island. The island is home to Islesboro Central School, a K-12 magnet school supported by the ferry, which provides free transportation to and from the school each weekday during the school year for 15 to 20 staff and approximately 30 students. Enrolling students from the mainland helps to keep the 104-student island school viable.



The ferry also supports students traveling to classes and extracurricular activities on the mainland. Additionally, the ferry provides transportation for workers heading to jobs on the island and island residents who work on the mainland. These workers regularly join the students on the morning and afternoon commutes.

See Attachment 1 “MSFS 2019 Service Schedule” and Attachment 2 “Rockland-Matinicus Route” for evidence of MSFS’s eligibility for this funding based on operation of regularly scheduled service between 2015-2020, with a route segment of over 20 nautical miles.

Description of the Need for the Project

MaineDOT is designing a \$28 million plug-in hybrid ferry to replace the 35-year-old Margaret Chase Smith, a diesel-powered vessel serving the 3-mile route between Lincolnville and Islesboro. The new ferry will run on a battery-powered propulsion system most of the time, with diesel engines only as backup, helping to reduce Maine’s greenhouse gas emissions and meet Maine’s climate goals. The new ferry is scheduled for delivery to the ferry service in 2027.

The ferry terminals in Lincolnville and Islesboro were built in 1959. Although they have undergone periodic upgrades, they will require modernization to accommodate the hybrid ferry, to safely and efficiently load and unload passengers, and to equip each terminal with the charging infrastructure to support full-electric operation of the vessel on most runs.

The new ferry will be longer than the existing vessel. Based on public comments during the planning process, MaineDOT designed the ferry to carry 40 vehicles – 10 more than the existing vessel – with seating for 24 more passengers. The added capacity will reduce the number of times that the ferry cannot accommodate all of the customers who wish to cross, which now requires those left behind to wait for a later ferry, use more expensive private transportation, or absorb the cost of an overnight stay.

MaineDOT plans to expand the berthing space at the Lincolnville and Islesboro terminals to accommodate the new ferry, which is 37 feet longer than the existing ferry – 204 feet compared with 167 feet. One of the primary purposes of this project is to ensure that MaineDOT has safe and stable a facility as possible for the docking ferry while loading / unloading and while charging the batteries that will enable it to run on electricity of the time.

The planned work will upgrade the ferry terminals to handle the added length and weight of the new ferry. MaineDOT plans to construct additional concrete mooring structures, known as dolphins, at each terminal. The project also will add ADA-compliant gangways to fit the larger berthing space, and build new wave fencing to protect the docked ferry during rough seas. The improvements will allow the ferry to be securely berthed and to ensure continued safe docking, loading and unloading passengers, vehicles, cargo and crew.

To support all-electric ferry operation on most runs, the mainland Lincoln terminal will need to be equipped with rapid-charging infrastructure to re-charge the batteries between ferry runs during the day – in as little as 12 to 14 minutes. Islesboro, where the ferry is berthed at night, will need to be equipped with charging infrastructure to enable the batteries to re-charge slowly overnight.

As explained previously, the hybrid ferry is currently in design. Coordination with the naval architects designing the hybrid ferry, the civil engineers designing the site improvements, and the local utility companies will be a crucial part of this project. There will also be environmental permitting as part of the modernization of the terminal pens. Based on the permitting requirements for similar projects, MaineDOT anticipates that this project will be permitted at the Categorical Exclusion level of the NEPA process.

Demonstration of Benefits

Modernizing the ferry terminals in Lincolnville and Islesboro embodies MaineDOT's commitment to invest in essential rural ferry service, reduce greenhouse gas emissions from transportation, maintain good-paying jobs, and connect communities by increasing access to affordable transportation options.

The planned upgrades to the ferry terminals will ensure that the year-round residents of Islesboro can continue to rely on safe and reliable ferry service as their lifeline to the mainland. The investments will maintain residents' access to jobs, services, goods and medical care. The docking infrastructure to support the new, larger ferry will enable more passengers to avoid the inconvenience and expense of finding alternative transportation because the ferry is full.

Additionally, the terminal upgrades to facilitate all-electric ferry operation will benefit nearby communities by improving air quality and reducing fuel use. The existing ferry consumes about 100,000 gallons of diesel fuel per year, emitting slightly more than 1,000 metric tons of carbon dioxide. Assuming a 90 percent reduction in fuel use with hybrid-electric operations, the new ferry could curb annual carbon emissions by more than 900 metric tons.

The vessel's propulsion and on-board battery storage system will be designed for full electric ferry operation. Installing the charging infrastructure to support all-electric ferry operation will help Maine to meet the emissions reductions goals in its climate action plan, *Maine Won't Wait*, which calls for a cut in emissions by 45 percent by 2030 and carbon-neutrality by 2045.

Besides helping to maintain reliable public transportation to jobs on and off the island, the improvements to the two ferry terminals also will provide a source of good-paying construction jobs. The work to upgrade the Lincolnville and Islesboro ferry terminals would take place over two construction seasons, which would maintain and possibly create jobs, some of which may be unionized.

The Maine State Ferry Service system is a key component of the regional transportation network, providing regular and emergency services to six unbridged islands not served by bridges. As MaineDOT adds cleaner vessels to its fleet (e.g., hybrid-electric vessels), ferry service operations will support cleaner, reduced emissions transportation for our customers, the island and mainland communities, and the surrounding areas.

Description of How the Project will Support Program Objectives

By continuing to invest in basic essential ferry service to Maine's six unbridged islands, MaineDOT provides a critical and cost-effective link between the mainland and the year-round residents of these rural communities. Ferry users include island residents who commute to jobs on the mainland, as well as those that travel from the mainland to the islands to provide essential contracting, construction, and educational services year-round. The Maine State Ferry Service is key to supporting Maine's lobster industry, which accounts for around 80 percent of all lobster landed in the United States, according to data published by NOAA. Lobster catches hauled into the islands are delivered to the mainland on trucks carried on the ferries.

State ferry operations also provide good-paying jobs in rural areas. Approximately 90 employees operate the MSFS, including highly trained mariners. Service demand increases in peak season (mid-May through mid-October), when the total population of the 6 islands increases from roughly 2,500 total year-round residents to over 8,300 seasonal residents and a significant number of visitors. To serve the higher demand during the peak season, four of the MSFS routes operate additional trips. To supplement vehicle ferry service to Frenchboro, MSFS contracts with a water taxi operator to provide two round trips to the island on Fridays, April through November, which offers the only option that allows island residents to travel to the mainland and return the same day.

Local and Regional Planning Initiatives

The project is consistent with MaineDOT's Statewide Strategic Transit Plan, and Long-Range Transportation Plan 2050, which envisions a multimodal system that provides safe and efficient state-wide travel and supports a high quality of life and economic opportunity in Maine's communities. If this project is selected, it will be added to the State Transportation Improvement Program (STIP).

Development of the existing ferry system has been a focus of the specific planning efforts on Maine's rural island communities:

Islesboro's 2017 Comprehensive Plan emphasizes the Town's goal of maintaining and improving access to and transportation on the island, reducing the cost of island living and promoting self-reliance for island residents. Islesboro has been actively engaging with MaineDOT and the MSFS to develop long-range planning policies to recommend regarding ferry service, ferry design, and infrastructure. Lincolnville's 2006 Comprehensive Plan similarly aims to pursue funding for waterfront improvement projects that expand service and promote connection, notably between Lincolnville and Islesboro.

According to the 2016 Comprehensive Plan, Frenchboro relies on MSFS to sustain year-round island living and maintain public access to and from the working waterfront. The Town of Swan's Island Comprehensive Plan (2022) recommends several goals and strategies that focus on ensuring an efficient, reliable, and affordable year-round ferry service that accommodates both day visits and work hours. Leadership and residents of Swan's Island plan to continually participate with The Maine State Ferry Service and the Ferry Advisory Board on improvements to facilities and services.

Vinalhaven's Comprehensive Plan for 2025 also emphasizes the importance of the State Ferry Service for residents and tourists. The plan highlights opportunities for expanded service during the summer tourist season. See Attachment 7 "Links to Planning Documents" for a links to referenced planning documents.

This request for assistance is supported by the Maine State Ferry Service Advisory Board and local and regional advocacy groups. Reference [Attachment 8](#) "Letters of Support" for a full list of letters of support received and anticipated letters forthcoming.

Legal, Technical and Financial Capacity

MaineDOT is the state agency responsible for managing and funding all transportation modes statewide. Employing approximately 1,800 people, the agency expends or disburses more than \$900 million annually, including federal, state and local funds.

As part of its mission, MaineDOT oversees the Maine State Ferry Service (MSFS), established in 1960, which provides reliable daily service to multiple coastal Maine islands. MSFS operations support the 2,500 year-round residents and thousands of additional seasonal residents and visitors of six rural islands that rely on ferry service for access to services, goods, and jobs on the mainland and emergency medical transport.

Approximately 90 employees operate the Ferry Service, including many with required Coast Guard mariner credentials to carry passengers and vehicles. Historically, by Maine State statute, the operating budget of the Maine State Ferry Service receives a 50% operating subsidy (approximately) – most recently from MaineDOT’s Highway Fund. The agency is an experienced, thorough, and responsible recipient.

A vital part of its mission to operate the ferry service is maintaining the infrastructure to ensure continued safe and reliable service. MaineDOT has undertaken multiple projects of the size and scope described in this grant application, including in recent years rehabilitation of the ferry terminals on Vinalhaven island, Frenchboro island, Swan’s Island and Bass Harbor, a mainland terminal serving the islands off the coast of Mount Desert Island, home to Acadia National Park.

USDOT can rely on MaineDOT to execute a grant agreement for this project within 12 months of award and fully obligate awarded funds without risk. There are no other public or private parties or funders involved in delivering the Project.

Schedule

The ferry terminal improvements subject to this application are expected to be designed and ready to advertise for construction in late 2024, which would allow for obligation of Federal funds within one year of award. Based on the permitting requirements for similar projects, MaineDOT anticipates that this project will qualify as a Categorical Exclusion under the NEPA process.

Construction would begin in 2025 and take two construction seasons. The project would be completed in 2027, providing the charging infrastructure to support full electric operation of the new ferry.

Environmental Justice Populations

Using the EPA EJSCREEN, all six islands served by the MSFS are classified as medically underserved, defined by US Health Resources & Services Administration as areas or populations having too few primary care providers, high infant mortality, high poverty or a high elderly population. Limited access to healthcare and the high percentage of older adults on the islands specifically apply to this project. The percentage of population over age 64 is 38% on Islesboro, 31% on Matinicus, and 24-29% on the other islands, all of which are above the 85th percentile in the United States.

This project will maintain ferry service levels on a critical transportation link to and from the islands not only for residents seeking healthcare or other services, but also those who reside on the mainland and provide professional services and supplies to the islands. As no hospitals exist on the islands and available medical services are limited, maintaining ferry access to medical services on the mainland is critical.

Justice40

The islands served by the MSFS do not meet USDOT’s Justice40 threshold, but the project does support Justice40 by maintaining reliable access to medical and quality of life services in six

geographically isolated communities that USDOT lists as suffering from a health disadvantage through the interim Transportation Disadvantaged Census Tracts map, and 2 islands indicated as transportation disadvantaged. The mainland terminal area in Rockland is disadvantaged per the White House CEJST. Additional operating funding to support the continuation of affordable, reliable ferry service is critical to maintaining quality of life for island residents. The ferry is the most affordable transportation option and provides critical access for residents to medical, educational and other services on the mainland, and access for those traveling to the islands for jobs. MaineDOT garners community input in determining system priorities and improvements, by working closely with a citizen Advisory Board.

Budget

Table 1: Lincolnville and Islesboro Terminal Cost Estimate for Grant Application

Item	Lincolnville Qty	Islesboro Qty	Total Qty	Unit	Unit Price	Total Price
Mobilization/Demobilization	0.5	0.5	1	LS	\$1,600,000	\$1,600,000
Dolphins	2	1	3	EA	\$2,200,000	\$6,600,000
Wave Screen	100	50	150	FT	\$10,000	\$1,500,000
Fenders	6	3	9	EA	\$150,000	\$1,350,000
Gangways	2	1	3	EA	\$125,000	\$375,000
Dolphin Modifications (Fendering)	0.5	0.5	1	LS	\$650,000	\$650,000
Dolphin Modifications (Strengthening)	1	0	1	LS	\$800,000	\$800,000
Electrical Infrastructure	1	0	1	LS	\$3,000,000	\$3,000,000
Moorings Hardware	2	1	3	EA	\$25,000	\$75,000
Lighting	3	2	5	EA	\$10,000	\$50,000
Construction Subtotal						\$16,000,000
Contingency (30%)						\$5,000,000
Construction Total						\$21,000,000
Construction Engr. & Insp.						\$1,000,000
TOTAL						\$22,000,000



**Lighthouse Restoration Committee
Minutes of June 8, 2023**

Attendance: Catherine Demchur-Merry, Melissa Olson, Yvette Reid, Rachel Rolerson-Smith, Terry Sanderson, Phil Seymour, Ken Smith, Bill Thomas, and Island Fellow Olivia Linfestey

Ken opened the meeting with the good news that the roof to the Annex has been re-shingled. The minutes from the meeting of May 11, 2023 were approved. Melissa announced that there would be a CAP Assessment webinar at the library on Thursday June 22nd at 2:00 p.m. Ken will buy the soil and plants for the museum flower boxes which will be installed on cleanup day, Tuesday June 27th starting at 9:00 a.m.

Opening Day: Liv reported that the Sailors' Museum Opening Day Celebration will be on July 1st at 6:00 p.m. Terry will be getting a cake from Hannaford, and the Island Market will donate apple cider. A large American flag will hang from the tower. Ken will share some opening remarks, Liv will report on the improvements in the museum, and Rachel will dedicate the plaque honoring Dave Petzel. We will need a P.A. System which Bill will set up. Ken is going to check with Murt Durkee to determine the number of people at a time that should be allowed into the building.

Island Fellow Report: Liv stated that many of the exhibits are in place in the wallpaper room, and she is working on the labels for them. She and Bill are working on displays of ship models in the tunnel. Bill has offered to wash the museum curtains, and he and Liv will iron and then hang them. The school's students are writing the artist's statement for the art installation, which will be called "Untwizzled Seas, Frazzled Climate".

Website: Catherine reported that we had 351 visitors for the month of May. She changed photographs on the the Restoration page of the Website. Now at the top left of the page is a photo of the oil house hidden by vines and shrubs, and on the top right is a photo showing the clearly visible brick oil house. These photos show the before and after scenes of the work accomplished by committee members last spring.

Museum Gift Shop: We have ordered 30 adult t-shirts and 20 adult hats. There were 10 youth hats and over 30 youth t-shirts remaining from last year. We will continue to sell items to support the Historical Society and the Boardman Cottage. Catherine is again organizing consignment items from the Island Arts Collective. One new item for sale this year will be a note card created by Anne Bertulli and Donna Seymour which features the lighthouse. Bill will be making additional shelves for the gift shop in the entry room.

Restoration Cost Analysis: Ken gave a revised total cost estimate of \$354,890 for the restoration of the Grindle Point Light Station (see attachment). He will present this to the Board of Selectmen to gain their approval so that we may begin a fundraising campaign. We were informed that we did not receive the Stephen and Tabitha King Grant, but were told we may apply again next year. We are waiting to hear from the Belvedere Fund of the Maine Community Foundation about our grant request for \$18,500 to restore the Lantern Room. There was a brief discussion about forming a fund raising committee, but no decision was made.

The next meeting will be Thursday July 13th at 4:30 p.m.

Respectfully Submitted,
Yvette L. Reid

ETC Meeting Minutes 4/5/23



APPROVED
6/14/23

The second meeting of the Emergency Transportation Ad Hoc Committee (the ETC) took place, after due notice, by recorded Zoom on April 5, 2023 beginning at 5:00 p.m. The three members of the committee appointed by the Select Board, Earl Mackenzie, John King, and Phil Seymour were present as were Carrie Reed, Fred Porter, James Cowan and Christine Robb.

In regard to the minutes of the first meeting on February 28, 2023, those minutes indicated that "Earl noted that leaving the ferry in Lincolnville overnight could be an exciting proposition, depending upon the weather." Earl indicated he preferred the minutes to note that he did not think that leaving the ferry in Lincolnville was a realistic option, given the harbor, the logistics of doing so, and the time required to collect the crew, bring the vessel to the island and transport patients back to the mainland. John noted that he would amend the minutes to indicate that. With that change, the minutes were approved.

John summarized the discussions he had with President Jerry Paul of Maine Maritime Academy (MMA) and COO Craig Johnson of MMA on March 22nd following the committee's first hearing. The subject of the meeting, held by Zoom, involved the possibility of having a dedicated emergency response vessel kept at MMA in Castine and possibly manned by MMA cadets, faculty members, and other MMA personnel. One of the reasons for the discussion was the fact that MMA is anticipating significant waterfront improvements in Castine to accommodate a new State of Maine training vessel with an anticipated arrival in the fall of 2024.

One topic that had been discussed, as well, was a fairly robust vessel donation program in place at MMA. Generally, the donated vessels are sailing vessels and the like donated by generous friends of MMA and used for charter and eventual sale. Earl indicated that it was unlikely a donated vessel could be found to meet the requirements of the anticipated emergency vessel. The Coast Guard requires, as a matter of course, a Certificate of Inspection (COI). In the matter of emergency vessels, the requirements tend to be much more involved than normal recreational vessels. The requirements include hull construction issues (types of resin involved, for example), seaworthiness requirements involving weight testing, performance issues and testing of vessel performance within specified criteria, fixtures used throughout the vessel (venting issues, for example), the fact that vessel must be built in the US, and so on.

John thanked Earl for the insights and indicated that he would attempt to have a discussion with Chris Haley of MMA, who is quite familiar with the program to attempt to determine whether there might be any opportunities in that regard.

Earl had, as promised, followed up with Front Street Shipyard in Belfast in regard to the cost of a new but basic 40'-45' emergency response vessel. He had obtained an informal cost of somewhere between \$2M and \$3M (most likely \$2.5-\$2.8M) for a basic, no frills, composite vessel that would meet the requirements of a Coast Guard COI.

As it turns out, MMA does have a curriculum that includes the operation of emergency response vessels but, apparently, does not have any such vessel for training purposes. It was noted generally that were such a vessel available, it need not be limited to medical evacuation from Islesboro purposes. In the

past, other roles had been discussed, such as response to mass casualty events, aircraft crashes, maritime events, and the like. Of course, a multifactorial use would not only entail use issues, but cost issues as well, such as personnel costs, operating costs, training costs, communications costs and other associated costs which, perhaps, could eventually be shared between different governmental agencies, state, county, municipalities, and the like. That could present significant practical difficulties. The funding sources could be as difficult given the various uses that could be contemplated. Earl mentioned the possibility that some of these issues might be discussed by Maine DOT and MMA. John indicated he was not particularly optimistic that any such discussions, particularly in regard to the practicalities of funding the operation of such a vessel, would bear fruit. Nonetheless, John indicated he would have some informal discussions with Bill Pulver of DOT before the next meeting.

Fred Porter inquired as to whether any talks between DOT and MMA would include Islesboro at the table. Given the fact that if any such talks take place they would likely be at John's request, that did not seem to be a real concern. Fred also mentioned that if the details regarding a vessel (cost, maintenance, personnel issues, training, storage, etc.) ultimately could not be worked out he thought some other infrastructure investments might be advantageous. He mentioned the possibility of leasing or purchasing a small piece of property in Lincolnville for ambulance storage purposes to alleviate cost issues for transported patients. Currently, NorthEast Ambulance charges \$500 to come to Lincolnville for transport to Pen Bay Hospital. That is not the case with Belfast.

The primary concern is the ultimate cost to the patient. With the ferry standing by at night in Lincolnville (which has its own issues as well, e.g. the daytime schedule and crew issues), mutual aid costs, and NorthEast Ambulance costs, the ultimate cost to a patient can run between \$3,000 and \$4,000, which may (but may not) be covered by insurance. As a practical matter, the cost issue results in some patients (15-20% according to Fred) waiting for daytime transport. Fred also noted that he was not as concerned about speed (of the vessel) as he is regarding the seaworthiness of the vessel as well as steadiness and reliability.

It was left that John would attempt to have a discussion with Bill Pulver of DOT regarding funding issues and MMA's role, with a possible additional three-way discussion with MMA as well.

There was a brief discussion regarding the possibility of a dock facility on the east side of the island, a bit closer to Castine than what we have now. While a possibility, the general take was that such a facility would cost hundreds of thousands of dollars and would be premature given the current status of affairs.

The committee agreed to a third meeting to be held on June 14 at 6 pm.

Respectfully submitted,

John King

Janet Anderson

From: Carrie Reed <secretary@townofislesboro.com>
Sent: Friday, July 7, 2023 9:20 AM
To: Janet Anderson
Subject: Emergency Transportation Committee minutes
Attachments: ETCMintues4.5.23.2.docx

Hi Janet,

I don't know if you ever got these. They were approved by the committee on 6/14. Sorry for the delay.

Janet
Carrie

From:

Carrie Reed

Secretary
Town of Islesboro, Maine

I don't

Janet
Carrie

From:

I don't

Janet
Carrie

From:

I don't

Janet
Carrie

From:

FYI

Janet Anderson

From: Quicksilver Team <ridequicksilver@gmail.com>
Sent: Saturday, July 15, 2023 3:52 PM
To: manager@townofislesboro.com
Subject: New captain/ Hours of operation

Dear Quicksilver passengers,

We are pleased to welcome Capt. Sean aboard Quicksilver. He will be stepping in to fill the role as primary captain. Over the years Sean has worked aboard several boats including some of the Rockland windjammer fleet and day sailors in Camden harbor.

Capt. Tres will be moving on to work in his new career. We wish him all the best on his new endeavor and are confident that Sean will continue to offer the great service that Quicksilver has provided over the years.

Going forward Quicksilver will continue to answer the phones and email from 6am-6pm Monday through Friday. We will continue to operate charters and scheduled trips from 6am-10pm. In an effort to ensure the safety and longevity of our service we will no longer be making any runs after 10pm.

Thank you,
Quicksilver Team