

SELECT BOARD MEETING

TOWN OFFICE at 6PM

WEDNESDAY, SEPTEMBER 25, 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 September 11, 2024 Regular Meeting.	
3.	Visitor's Comments: <i>Liquor License Renewals:</i> Tarratine Yacht Club Tarratine Golf Club	<ul style="list-style-type: none"> • <i>Ferry Service Update</i> • Sea Level Rise Update • Update on Municipal Building Project
4.	Upcoming Meetings and Subcommittee Reports: Planning Board: October 7, 2024	
5.	Town Manager Report:	6. Correspondence:
6.	<u>Old Business:</u> 1.	
7.	<u>New Business:</u> 1. Open FY25 Winter Sand Proposals. 2. Proceed with Up Island Public Safety Garage. 3. Island Medical Transport DRAFT Operational Plan.	
8.	<u>Other Business:</u> 1.	
9.	Approve Warrant: FY25 #7	
10.	Appointments:	
11.	Chair Comments:	Individual Selectmen's Comments:
12.		
13.	Adjourn	

W: AGENDA 9 25 2024

MEMBERS:

CHAIR Shey Conover 2026	Lauren Bruce 2025	Stephen Pendleton 2027	Melissa Burns 2026	Peter Anderson 2025
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Islesboro Select Board
Regular Meeting
Town Office Meeting Room & via Zoom
Wednesday, September 11, 2024 @ 6:00 PM

DRAFT MINUTES

Members Present:

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

Others Present:

Fred Porter

Others Present via Zoom:

Elizabeth Hayden, Maggy Willcox, Peter Willcox

Call to Order: Chair Shey Conover called the meeting to order at 6:01 PM, and a quorum was established.

Minutes of August 28, 2024, Regular Meeting.

MOTION BY L. Bruce, seconded by P. Anderson, to approve the minutes of August 28, 2024 Regular Meeting, as written. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

VISITOR COMMENTS/PETITIONS

None.

FERRY SERVICE UPDATE

Peter Willcox reported on talks regarding the winter ferry schedule. Bill Geary reached out for feedback from the Town.

- Peter stated he talked with both captains. One in particular stated that many of the extra trips in last year's winter schedule served only one or two cars; he thought that was a waste of time.
- The biggest question is when to implement the winter schedule. Peter has heard different reactions. Most people think the winter schedule should start no sooner than November.
- S. Conover clarified that in last year's winter schedule, they took away the 10:30 and 2:30, then these runs were brought back on weekdays. Peter stated that it was these runs that were poorly attended later in the season.
- M. Burns stated that there used to be a summer schedule, a fall schedule, and a winter schedule. She asked if we're looking at adopting the fall schedule as the winter schedule. S. Conover replied that it's her understanding that they will have just a regular schedule and a winter schedule.

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- Peter initially thought that perhaps we could leave it up to the captains whether to do a run or not, but the 511-notification system is not fast enough. S. Conover agreed that it would be difficult to plan around if it was done based on how many cars are in line.
- P. Anderson stated that it's unfortunate to have runs with only one vehicle, but if you get used to that run being on the schedule, you might be that one vehicle, and it would be terrible to not get on just because the crew thinks it's a waste of time. As someone who has worked in the service industry, Pete has sat through many dead periods, but you still need to be there. Runs need to go if they are on the schedule. He would be hesitant to support getting rid of the lesser attended runs.
- M. Burns stated that the school would prefer to have the runs, especially the 2:30, for sports, Region 8 kids coming back, and sick children that need to go home.
- Fred Porter stated that if the ambulance has to go over during one of the times that there isn't a run scheduled, they will charge the patient \$1,000 for a special trip.
- S. Pendleton stated that the ferry keeps a log of souls on board. If that's in the data, it would be easy to graph and see when it drops. Running 5 or 6 people doesn't make economic sense. We should look at when the volume decreases. He recommends accessing the usage data to make a determination.
- P. Anderson thinks this is a dangerous game to play. If there happens to be a slow stretch for the 3:00 run in the middle of summer, it would open the door for them to start picking and choosing which runs to drop. We need consistency. He'd rather suffer an unexpected loss of a run in the middle of the day due to an emergency run than see more runs removed from the schedule. S. Pendleton disagrees. From June on, the runs are unquestionable. When the volume drops, we have to think of the crew.
- Fred stated that for emergency trips, they figure the 12-hour rule by the amount of trips they take. If they take away two trips during the day in the off-season, those are hours that aren't counted against the 12-hour rule, and that could buy us an emergency trip at night without being refused.
- Peter added that he believes it's the long-term plan of the ferry service, within the next year or two, to eliminate keeping the boat on Islesboro. This throws emergency runs at night into another light.
- S. Conover stated that when we had this conversation last year, we decided we wanted as much service as possible, understanding that there are economics at play and it is important to have an economically sustainable ferry service. We also recognize that it's difficult to find and retain crew, and that they would like to get inside and warm up during the colder months. To some degree it's the responsibility of the MSFS to determine the best service they can provide us. Last year, it was nice to see the responsiveness in increasing the runs again when we experienced overload. We would like to provide this feedback: we want as much service as possible, and we appreciate how you reacted last year in being responsive to the needs of the community when the boats were very full.
- L. Bruce added that the island will continue to have construction through January.

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- M. Burns asked if they could push to mid-December with the regular schedule. Keep the current schedule until the demand starts dropping, perhaps with a January to March timeframe.
- S. Pendleton suggested we say our best guestimate is minus 10% at max.
- P. Anderson stated there are many Town projects that will require construction transportation. S. Conover added we should let them know that we anticipate that there will be continued large truck traffic and we appreciate them keeping the full schedule as long as is practical.
- Peter Willcox stated that this leaves him with a clear direction for his next conversation with the Ferry Service.

Lincolnvill's request for a letter. S. Conover stated the Town received a letter from David Kinney, Town of Lincolnvill Administrator, with concerns about the proposed ferry pen changes in Lincolnvill.

- They are concerned about the possible encroachment that the proposed charging dolphin may have on access to the south side of the existing town floats.
- S. Conover appreciates their concern; it looks like a tight corner. She would not have a problem with the Board drafting a letter relating our concern that this design would reduce access for private vessels as well as emergency runs.
- Peter Willcox stated the charging dolphin could go anywhere it's needed. What concerns him more about this arrangement is the lack of a useful breakwater on the south side. They have put in a wave breaker on the north side. None of the crew see any use in this. If they want to keep the boat in Lincolnvill, a wave breaker on the south side is absolutely necessary.
- The wave screen on the plans is much like the one on Islesboro. It's not sufficient. He's been on the Quicksilver when the ferry was in the pen, and the wake from a passing ship came through the wave screen and the ferry, and rocked the Quicksilver.
- About four years ago Peter asked the former manager of the MSFS if they've considered a breakwater on the south side of the pen in Lincolnvill, and he said no. Everyone on the boat thinks that's a mistake. We're looking at about six days in the wintertime when operations are affected by the lack of a breakwater. With the new boat it will be worse.
- S. Conover added that it seemed the design was based on what they thought they could get permitted and not on what is functionally best.
- S. Conover stated that the lack of a good breakwater is a good point that should be included in a letter from Islesboro. It speaks to one of the major problems of the idea of keeping the boat in Lincolnvill. It's not a good harbor. It's not best for the boat, and it's not best for the community.
- S. Pendleton stated a north breakwater is immaterial because of the land mass. The gales come in from the south. Peter agrees.
- S. Conover stated we could suggest they move the charging dolphin to the south side so it's away from the town docks, along with the other points.

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- S. Conover will work with Janet and Peter Willcox to draft a letter tomorrow.

SEA LEVEL RISE

S. Conover stated the next SLR Committee meeting will be tomorrow at 5:30.

MUNICIPAL BUILDING PROJECT

L. Bruce reported that the MBP Committee is meeting with a potential Construction Manager tomorrow morning.

UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS

- Planning Board: September 23rd, 5:00pm.
- Sea Level Rise: September 12th, 5:30pm.
- Energy Committee: September 17th, 5:15pm.
- Broadband Committee: September 18th, 4:30pm.

TOWN MANAGER REPORT

- Packet included Agenda for 9/11/24 and Minutes of 8/28/24 Select Board Regular Meeting.
- Results of the Special Town Meeting 9/4/24
- Deer Hunting, 2024-25 Summary of Laws & Rules, State of Maine
- Storm Damage Locations Priority List 9/24
- Correspondence
 - 9/9/24- email from David Kinney, Lincolnville Town Administrator.
 - 9/4/24 Bar Harbor Wealth Management Capital Reserve Statement.
- Warrant FY25 #6

CORRESPONDENCE

Addressed in Ferry Service Update.

S. Conover added that she was copied on a letter from Linda Gillies that the Garden Tour Committee is donating \$3,000 to help with landscaping around the new Health Center. She will make sure they get a proper Thank-You from the Town.

OLD BUSINESS

1. Prioritize Storm Damage Locations
 - S. Conover referred to a priority list of areas needing attention.
 - Fred Porter spoke about Warren Landing and Town Beach. The reason that these areas weren't in the portal sooner, was some of the damage was hidden by snow, or by trees and shrubbery destroyed in the storm. Once it was cleaned up, the damage was clear. We should at least plant some vegetation

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to help hold it together. We're one storm away from losing the picnic area at Town Beach.

- We have an opportunity to build a project with FEMA and get reimbursed. We've had a site inspection at both places.
- We need to know whether to pull these projects, or go forward. We will have 18 months to get it done, with a possible extension.
- The match requirement is 75/25.
- S. Conover asked if there's a penalty if we don't do the project. We don't know how to fund it yet. Fred stated he will ask the FEMA rep about an extension for making a decision on this.
- S. Conover asked about the other projects in the pipeline and how much money has been committed for the 25% match. Fred stated that the Narrows and the culvert repair on PPR were repaired and will be reimbursed in-kind. The road at Charlotte's Cove will be reimbursed, as well as the Hewes Point seawall repair and the Broadband damage.
- S. Pendleton stated that when we have an opportunity for a 75/25 match for other areas on the island that are experiencing erosion, it seems we should expand the SLR Committee's purview and take advantage of this opportunity. There's no downside to what Fred's proposing. The committee should look at these concerns, evaluate, and build into a bigger sea rise effort.
- P. Anderson believes we should prioritize Town Beach and Warren Landing. We don't have many places in Town to recreate and really enjoy. It would be a shame to let those two go in favor of a repair somewhere else that's used by only a couple of individuals. We could agree to do this and worry about how to pay for it later. We could raise money and get work donated. It could be a community effort, and give people agency over it.
- M. Burns asked if we need to put in an estimated dollar amount. Fred answered that FEMA will look at it if we decide to move forward with it.
- Fred went over the list of priorities and explained what's been done. He will send a report after he speaks with Kristi at FEMA.
- L. Bruce stated that she feels this is important and we should put aside funding.
- Fred offered to have a FEMA rep come and take anyone to the sites.
- S. Conover stated that some people have come to her with concerns about the road near Big Tree Beach.

MOTION BY P. Anderson, seconded by L. Bruce, to add these projects and put aside funding. Discussion about a contingency to add Big Tree Beach if approved. Roll Call. Motion passed, 5 yes, 0 no.

Steve Miller sent an email stating that Islesboro Islands Trust has interest in Warren Landing, with a conservation easement.

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L. Bruce stated we should revisit getting a plaque recognizing the gift from IIT for Big Tree Beach.

NEW BUSINESS

1. None.

APPROVE WARRANT: FY25 #6

MOTION BY M. Burns, seconded by P. Anderson, to approve Warrant FY25 #6. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

APPOINTMENTS:

None

CHAIR COMMENTS

S. Conover: No comments.

VICE-CHAIR COMMENTS

L. Bruce: No comments.

INDIVIDUAL SELECT BOARD MEMBER COMMENTS

S. Pendleton: No comments.

M. Burns: No comments.

P. Anderson: No comments.

MOTION BY M. Burns, seconded by S. Pendleton, to adjourn meeting at 6:54 PM. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

Next meeting we will discuss whether to have a joint meeting with the Lincolnville Select Board.

Respectfully Submitted,

Carrie Reed
Secretary

→ Grindle Point ←
PARKING BAN
FOR PAVING

Thursday, September 26th – 6:00AM

Through

Tuesday, October 1st – 6:00 AM

**No Parking Center Spots
or along the guardrail**

Thank You!

9/18/24

TOWN OF ISLESBORO | P:207-734-2253 F:207-734-8394 www.townofislesboro.com 150
MAIN ROAD, PO BOX 76 | ISLESBORO, ME 04848-0076 US

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Islesboro Energy Committee
Regular Meeting
Tuesday, August 13, 2024
In-Person and Zoom Meeting at 5:15 PM

APPROVED
9/17/24

MINUTES

1. Call to Order

Chair Harriet Bering called the meeting to order at 5:20 pm.

2. Establishment of a Quorum

Quorum was established with over 5 members

Members Present: Chair Harriet Bering, Dick DeGrasse, Josh Leach, and Vice Chair Bill Thomas (5:40)

Members Present via Zoom: Cressica Brazier

Members Absent: Myra Sinnott, Monica Mullins, Holly Fields and Melissa Burns, Ex Officio

Others Present via Zoom: Donna Leone, Kizzi Barton, Trevor Blackford

Agenda out of Order

3. Prize Activities update

- Cressica reported that since the last Energy Committee meeting, the Energy Hub has submitted the final report for the Rural Energy Prize, including eleven letters of support and commitment from different Islesboro community groups and ReVision Energy. Cressica would like to thank the Energy Hub members, especially Janis for her creative writing to fit all of the activities into the 5,000-word maximum.
- 14 Islesboro residents signed solar hosting agreements, far exceeding our goal. It also exceeded the island's renewable energy hosting capacity if we were to build those arrays.
- We might hear the results of the prize competition in September.
- Janis hosted an Energy Hub meeting at which we planned how to move forward with the initiatives that we started during the Rural Energy Prize year, including collective installation of home energy equipment and insulation, DIY weatherization and solar, and community solar.
- Two weeks ago, we hosted the National Renewable Energy Lab (NREL) representative and the potential microgrid developer for an informational meeting to discuss long-duration energy storage and microgrid plans. Bill gave our visitors an energy infrastructure and geography tour of the island. Meeting participants included the Islesboro Economic Sustainability Corporation (IESC), Sustainable Housing and Development Foundation (SHADF), and the Community Center (ICC), as well as individual Select Board members. We will be following up with NREL in the coming days. Next steps coming soon.
- Harriet asked Cressica to summarize the meeting. Cressica replied that NREL is putting together a summary for us this week. They described the potential for a hydrogen fuel cell tide grid farming inverter, which could form the core of an island-wide microgrid, as well as a project that would allow them to work with CMP and their power systems data in order to program and design the microgrid controller system. We were also looking at a number of other issues like tidal energy or other renewable energy sources that could provide more firm sources, in addition to community solar. That firm power could potentially enable us to add an electrolyzer and be able to generate hydrogen on the island, allowing us to reduce the amount of

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transported fuels that we would need. Thinking about how this fuel cell system could help us support a more resilient ferry charging system on the island.

- Discussion about how there needs to be ongoing discussion of options.
- Trevor stated that initially when this was raised, there was talk about funds for the development of this resource. If we're willing to have a pilot program, it would cost less—was this articulated further? Cressica answered that this will be part of a more detailed cost analysis. Right now, these are ballpark figures: about \$1.5 to \$2M for the subsidized system, with half owned by a large corporation, and the other half of the system is owned by an office of the DOE or NREL. This system is upwards of \$4M, and about \$2M would be subsidized. We'd be looking for strategies to fund or finance the remainder of the cost. The other corporation wants to be bought out if we use their system. On top of that is the cost of designing the system. NREL is putting at least \$700K on this, in addition to the microgrid controller design. Discussions and negotiations will need to happen with the microgrid developer, NREL, and CMP.
- We have a number of resources to create a community engagement process.
- Kizzi reported that the Window Dressers Community Build will be October 29 – Nov 2. We will pick up the gear on the 28th, and return it on the 3rd. We need people to be shift supervisors for the window inserts. Anyone who's done a build before would be a good shift supervisor. Bill and Kizzi were in the training yesterday. Harriet added that these inserts are low cost, and some can be provided free to those who can't afford to pay. Kizzi clarified that they don't require proof of income, but recipients are expected to work a four-hour shift per 3-5 inserts, depending on how big they are. We're looking for volunteers to provide lunch or do other tasks.

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

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

- Harriet stated that the heat pumps are part of the committee's budget for this fiscal year. The Friends of the Library are going to pay for the solar panels, but they would like to know that this committee has looked at the proposal and is in agreement with the plan. Harriet has distributed the proposal to the group.
- Cressica reported that the proposal is for a solar array on the south-facing roof of the newer part of the building.
- Harriet stated that the panels will produce more electricity than the library uses now. They should provide enough to power the heat pumps. If there is excess, it will be credited to other Town accounts.
- Cressica stated that right now, the library uses about 10 mW hours/year. If the heat pumps use the same amount of equivalent fuel that the boiler uses, the heat pumps will use about 9-10 mW additional electricity, so it will approximately double the amount that the library uses, which corresponds to the size of the array, which is about 19 mW hours.
- Dick DeGrasse stated he has performed the mathematics on the library using the amount of fuel used to develop the heat loss, and has compared the btu consumption. He doesn't understand the benefit of converting to heat pumps. The fossil fuel is already paid for. He asked Cressica to explain the benefits.

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- Cressica stated that there are many benefits. For starters, the fossil fuel is not already paid for. It will cost upwards of \$3000/year, even after the new insulation was put in. The electricity for the heat pumps will only cost \$2000/year at current prices. We'd be saving \$1000/year, no matter what. In addition, the Friends of the Library have generously donated a solar array that will cover all those costs, so we're going to be saving \$3000/year.
- Dick asked Cressica to email the math. Cressica stated that he has the numbers. 750 gallons of fuel oil were used last year. That's easily converted to about 9,000 – 10,000 kW hours equivalent of heat pump usage, and that translates into about \$2,000/year of electricity usage vs. \$3,000 of fuel oil usage.
- Dick stated that we have to keep in mind that there are 40 kW hours per gallon of fuel oil x 20 cents/kWh, roughly \$8, and the price of a gallon of fuel is about \$4. It seems we're paying \$8 for electric power vs. \$4 for fuel oil. He would like to see the math.
- Cressica stated the committee has already approved the library heat pumps for this year's budget, and we're executing the project.
- Cressica's math: 750 gallons x \$4 = \$3,000 for fuel oil. Electricity costs: 22 cents/kWh x 9,000 kWh = \$2,000. We will put it in an email.
- Cressica stated we are reviewing proposals for the heat pumps from different companies.
- Bill stated that he thinks the heat pumps are a good idea. His only reservation is that he'd rather have another year of data in order to demonstrate the benefit of the work we've already done. We will turn off the oil system and use it only in emergencies. If after several years it hasn't been used, we will remove it. The solar array will be purchased by the Friends of the Library, but it will go on a Town building. That money will go into the Town accounts and be allocated to all the other demands of the Town. There is nothing to argue against the solar array. The sooner we get in installed, the sooner the Town gets the benefits. It will not be at 20 – 22 cents/kWh because the solar array will cover at least a large percentage of, and probably all of, the cost. The math will be provided.

5. Approval of minutes from previous meeting

Motion: To approve Minutes of July 9, 2024, as written, J. Leach, seconded by B. Thomas. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

a. Town Office update

- Bill reported that the installation of the heat pump system took longer than anticipated. There were leaks in system. Three units seemed to not be working, but the system is now fully operational.
- Last Thursday, a rep from Efficiency Maine came over to do the inspection for the rebate to Solar Logix.
- The feedback from Janet is that the units are working and everyone is happy.

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b. **Municipal Building Project Update**

- Bill reported that he noticed the foundation insulation is in the interior of the foundation. It would be better around the outside, but he was told by the architect via Lauren Bruce that this was a cost-saving measure.

c. **EV Charger update**

- Cressica reported that she spoke with the architects and the contractor a couple weeks ago about the EV charger relocation. They are willing to install infrastructure (conduit and cables) to install the charger at the new parking spaces that are farther away from the new health center and the broadband building. We have an agreement to move forward. We might need to provide some money to them if it results in a change order to them and costs the Town more money. We do need to move forward with this if the contractor is going to install the charger.
- Someone spoke with the site manager about the EV charger locations, and now there is some confusion about where it should be located. Kizzi and Cressica have been asking around trying to figure out who it was. We need to check with Murt. Cressica will email him.

d. **Maine utility policy/rates update (Dick)**

- Dick stated that heat pumps use fossil energy on the Constellation side of the meter. The power supply is generally nuclear and natural gas.
- Bill stated that the solar arrays we currently have cover about 45% of the demand of the municipal buildings. The new array will add to that considerably.
- Dick spoke with Maine Power Options (MPO) / Constellation. They are willing to discuss rates for next year. They indicated it could be less than this year.

6. **Tribute to Toby Martin**

- Toby Martin passed away a few weeks ago. He was involved with the creation of this committee. There will be a remembrance for him this Sunday at 3:30 at the Up-Island Church.
- Does the Energy Committee want to do some kind of tribute? Plant a tree in his honor in the community park? Or a plaque somewhere?
- Kizzi stated that the Green Times paper, the Library, and the Island Market want to contribute to a tree. Melissa Olson thought that a collective tree in the Remembrance Garden at the Library may be a nice idea. We can talk with Melissa about an amount.
- Bill stated the Green Times is looking for someone to pick up the paper and deliver it to the island in Toby's place. Kizzi volunteered to do this.
- Does anyone from the committee want to speak at the remembrance? Bill suggested we ask Janis. Kizzi may speak as well.
- The first Window Dressers build was on Islesboro, and Toby was part of that inception.

7. **Discussion of this year's budget and project plans**

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- Harriet stated there were a number of charges that were invoiced in June but paid in July. She will work with Brian Bohanon to sort out bills and get it cleared up.
- For the coming year, we have the heat pumps for the Library, insulation for the fire house, an allocation for a community event, and the EV charger.

8. Other Business—New Member discussion

- Trevor Blackford introduced himself. His family is now full-time on the island. He has always been interested in energy policy. He wants to help make Islesboro more sustainable and efficient. This is a vibrant committee, and he'd like to be part of it.

Motion: To recommend the Select Board appoint Trevor Blackford to the Energy Committee, H. Bering, seconded by B. Thomas. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

- Josh Leach stated he needs to step back due to his business ventures and other jobs, but can still be a contact person. He needs to step off the committee. He will help when possible.

Motion: To recommend the Select Board appoint Janis Petzel to the Energy Committee, H. Bering, seconded by D. DeGrasse. No discussion. Roll Call. Motion passed, 5 yes, 0 no.

Bill spoke with Darryl Crate about the possibility of a solar farm on his property. He may be open to it soon. His reservation is that there will be innovation in inverters and the cost will go down. This could be negotiable with him. He also spoke with Harry Brigham. He is also interested in being involved in solar on the island.

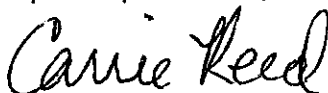
Harriet stated we need to analyze sites for solar and storage facilities. To be discussed at a later date.

9. Next meeting Tuesday, September 10th, at 5:15pm. This is a conflict for many. We can postpone, possibly to the following Tuesday, September 17th. To be discussed via email.

10. Adjourn

Motion to adjourn meeting at 6:21 pm, B. Thomas, seconded by J. Leach. Roll Call. Motion passed, 5 yes, 0 no, Unanimous.

Respectfully Submitted,



Carrie Reed, Secretary



NEW

RECEIVED: _____

REQUEST FOR PROPOSALS

FOR: MATERIALS DELIVERED
TO: CONTRACTORS
FROM: JANET ANDERSON, TOWN MANAGER
DATE: SEPTEMBER 4, 2024

- THE TOWN OF ISLESBORO IS SEEKING PROPOSALS FOR **1,000 CUBIC YARDS OF 3/8 ROAD SAND GRAVEL WITH NO STONES LARGER THAN ONE INCH, NO MORE THAN 5% FINES (CLAY).**
- THE TOWN WILL CONTINUE TO PURCHASE THE GRAVEL AND PAY FERRY FARES. OUR VENDOR HAS BEEN DAVIS DIRT WORKS / 520-609-8521. *PIT IN MONROE*
- "WINTER SAND" TO BE STOCKPILED AT TOWN TRANSFER STATION.
- **PROPOSALS ARE DUE BY 4PM ON SEPTEMBER 23, 2024.** THE TOWN RESERVES THE RIGHT TO ACCEPT OR REJECT ANY OR ALL BIDS AS MAY BEST SERVE THE INTERESTS OF THE TOWN OF ISLESBORO.
- TOWN OFFICE, P.O. BOX 76, 150 MAIN ROAD, ISLESBORO 04848



BID \$ _____ PER CUBIC YARD

AUTHORIZED SIGNATURE: _____

DATE: _____

COMPANY NAME: _____

CELLPHONE: _____

EMAIL: _____

MAILING ADDRESS: _____

NEW

Janet Anderson

From: Rick Petrie <rpetrie@apems.org>
Sent: Wednesday, September 18, 2024 4:45 PM
To: undisclosed-recipients:
Subject: Island Transport Committee - Draft Operations Plan
Attachments: Island Medical Transport - Operation.docx

Good afternoon - Attached please find a draft operations plan for the Ambulance Vessel. Please take a look at it and let me know if you have questions/concerns/additions/subtractions.

I am looking for the following from you:

1. Questions or concerns, or ideas about things that we need to add that may have been forgotten.
2. Take this to your Island town councils/selectmen and see if they they will be willing to sign on tho this plan. If not, getting the reasons why not would be helpful. Unless all of the islands sign on so we can approach MAIne DOT/Ferry Service and the Maine Legislature as a unified voice, there is no point in moving forward.

Let me know if you have any questions

Rick Petrie, EMT-P
Special Projects Advisor
Atlantic Partners EMS
71 Halifax Street
Winslow, Maine 04901
rpetrie@apems.org
Office: (207) 877-0936 (Corporate Office)
Cell: (207) 754-9109
Fax: (207) 872-2753
ENHANCING THE DELIVERY OF EMERGENCY MEDICAL SERVICES

Island Medical Transport

Draft Operational Plan

Mission Statement

Our mission is to support the residents, visitors, and public safety personnel of Maine's Islands and oceans from Schoodic Point to Pemaquid Point by developing and implementing a dedicated water-based medical transport medium.

This program will primarily seek to close the gap between routine scheduled ferry transport and aeromedical assets for urgent and emergent patients within our service region. Secondly, the program will provide paramedic support and acute care resources to island-based primary care and emergency medical services. Where feasible, this program will identify tertiary services Maine's Islands from Penobscot Bay to Frenchman Bay that could be provided with little to no impact on its primary objectives to facilitate operations and reduce costs.

Overview

The goal is to establish a high-speed all weather medical boat based on the model in Norway that will respond to islands in the defined catchment area when there is a medical or trauma emergency to provide support and transport services. The medical boat is designed to provide a more stable foundation for transport and supplement current methods of transport, including fixed wing, rotary wing, and public/private marine vessels.

Location

The most ideal base location appears to be Vinalhaven to minimize the response times to the further islands. It appears that this will give us a response time of no longer than 1 hour in the catchment area. We have committee members who are researching locations and will work with the DOT on possible dock locations and living facilities. We will need living space for 3 people. Appendix "A" has a chart showing response times

Vessel

We are proposing a 70-foot catamaran boat specially designed to serve as a medical vessel. The boat will have a bridge, a seating/multiuse center section, and treatment area. The treatment area will contain medical/response supplies, an ambulance stretcher mounted on a platform, and a fixed treatment table. See Appendix "B" for more information about the vessel.

Crew

The vessel will be staffed with a crew of three; Captain, Mate who also has EMS training/certification, and a Paramedic. The ship will be staffed 24 hours per day, 365 days per year. We are working on several staffing/payroll models and will follow BOL guidelines as well as crew input to devise the best staffing/payroll configuration.

Response and Patient Management

Primarily, the boat will be dispatched whenever there is an emergency call on an island where transport off the island might be necessary. When appropriate, the Paramedic can provide ALS backup and support to the Island EMS crew. On arrival at the destination island, the crew will assist the EMS responders with care when appropriate, receive reports from the medical providers, and then transport them to the appropriate hospital, leaving the EMS crew to remain on the island. If a patient is critically ill or injured, LifeFlight will remain the primary responder, and the boat will only be activated if LOM can't respond. If there is a possibility that LOM may have to abort a flight response, the Ambulance vessel could be simultaneously dispatched.

Dispatch and communication will be handled through the County Regional Dispatch Center.

Cost and funding

The estimated cost to operate the medical boat is \$2.5 - \$3 million dollars per year. See appendix "C" for a budget projection. The number of trips annually will be low, and the current reimbursement system doesn't allow for marine vessel transport, so it will be important to find a stable, consistent funding source. The best option appears to be direct, annual funding from the State of Maine General Fund. This *could* be supplemented by ticket sales, but it would be important to ensure that Maine Island residents are not negatively affected

Administration and Operational Oversight

The islands have two choices:

1. Establish a new 501(c)(3), charitable organization
2. Contract with an existing 501(c)(3) Charitable Organization

The 501(c)(3) would be responsible for managing the operation. The best way would be to seek proposals from interested agencies on providing the staffing, maintenance, and operation of the service.

Regardless of the choice, the Islands would form an oversight committee whose responsibility would be to provide guidance and operational oversight to the operation.

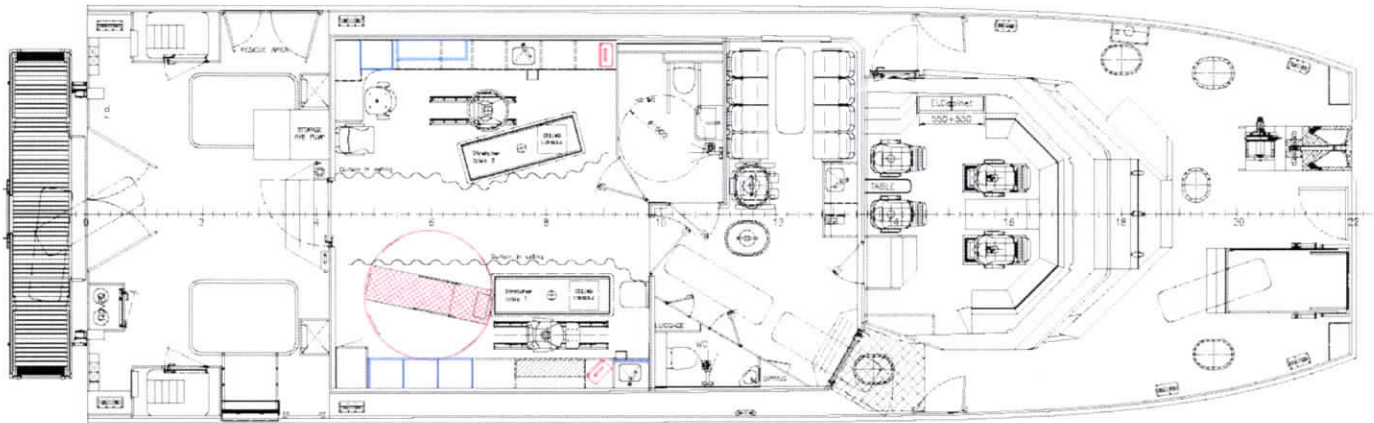
Appendix "A" Distance Charts

	Carvers Harbor VH	Islesboro	North Haven	Isle Au Haut	Swans Island	Frenchboro	Matinicus	Monhegan	Rockland	Belfast	Rockport	Lincolnton	Port Clyde	Bar Hbr.
Carvers Harbor VH	0	21.5	10.5	12	25	28	13	31.5	15	32	16.5	21	32	
Islesboro	21.5	0	18	25.5	34	38	30.5	42	16	11.5	12.5	3		
North Haven	10.5	18	0	13.5	22.5	26.5	20.5	34	12.5	29.5	13	17.5		
Isle Au Haut	12	25.5	13.5	0					29	34.5				
Swans Island	25	34	22.5		0				40	42				22
Frenchboro	28	38	26.5			0			42	46				18
Matinicus	13	30.5	20.5				0		22	41.5	24.5	30		
Monhegan	31.5	42	34					0	31				12	
Rockland	15	16	12.5	29	40	42	22	31	0					
Belfast	32	11.5	28.5	34.5	42	46	41.5			0				
Rockport	16.5	12.5	13				24.5				0			
Lincolnton	21	3	17.5				30					0		
Port Clyde	32							12					0	

Homeport and Distance Considerations

Port to Hospital	Distance								
Rockport Harbor - PenBay	3.4								
Rockland Ferry Terminal - PenBay	3.2								
Belfast - Waldo County Hospital	1.5								
Bar Harbor - MDI Hospital	0.25								
New Harbor - Lincoln Miles	13								
Boothbay - Lincoln Health	0								
From Carvers Hbr. To:	Distance	Boothbay	Rockland	Belfast	MDI	Blue Hill	Bothbay	New Harbor	
Carvers Hbr.	0		15						
Matinicus	13		22						
Monhegan	31.5	18	31				18	9	
North Haven	10.5		12.5						
Islesboro	21.5		16	12					
Isle au Haut	12		29		30	18			
Swans Isl	25		40						
Frenchboro	28		42						
Cranberry	37								
From Swans Isl to:	Distance								
Swans Isl	0				21	16			
Frenchboro	7				18	21			
Cranberry	12				8				

Appendix "B"
Proposed Vessel Information



Appendix "C"

Budget Projections

Ambulance Vessel operating cost analysis

	Fuel	Crew Cost Captain	Mate Cost Able	Paramedic	Admin	Rent	Medical Supplies	Capital equipment	Maint.	Ins.	Misc.	Total
\$ per operating hour	\$325.00	\$405.48	\$197.26	\$263.01	\$148.40	\$13.15	\$4.38	\$16.44	\$16.44	\$54.79	\$5.48	\$1,449.84
\$ per NM	\$10.83	\$13.52	\$6.58	\$8.77	\$4.95	\$0.44	\$0.15	\$0.55	\$0.55	\$1.83	\$0.18	\$48.33
pr.day @ 100%	\$1,560.00	\$1,946.30	\$946.85	\$1,262.47	\$712.33	\$63.12	\$21.04	\$78.90	\$78.90	\$263.01	\$26.30	\$6,959.23
Annual cost except vessel Buy/Lease	\$	2,540,120										

Notes

Salary costs include taxes, OT and Benefit calculations

Admin includes Medical Director, Management, QI, Training