

SELECT BOARD MEETING

TOWN OFFICE at 6:00PM

WEDNESDAY, OCTOBER 8, 2025

Join Zoom Meeting

<https://us06web.zoom.us/j/82714774705?pwd=29fqCdVW5iwLVoqqSDPnFBIGfcsSbt.1>

Meeting ID: 827 1477 4705

Passcode: 520047

1.	Call to Order:	Establish Quorum:
2.	Accept Minutes of the September 24, 2025 Regular Meeting.	
3.	Visitor's Comments: <u>PUBLIC HEARING:</u> Annual Adoption of Revised General Assistance Ordinance Appendices A-H	<ul style="list-style-type: none"> Ferry Service Update John Kings's email of 9/21/25 Sea Level Rise Update Update on Up Island Public Safety Garage Update on Public Safety Renovations
4.	Upcoming Meetings and Subcommittee Reports: <ul style="list-style-type: none"> Planning Board: October 20, 2025 Public Hearing on Draft Grindle Point Parking Ordinance - October 29 at 5pm 	
5.	Town Manager Report:	Correspondence:
6.	<u>Old Business:</u> <ol style="list-style-type: none"> Discuss Town Owned Roads in Vulnerable Areas. Energy Committee Recommendation for Renewable Energy Credits (REC) Sale and Purchase Agreement with Knollwood Energy of MA, LLC. Health Center Facilities Manager. 	
7.	<u>New Business:</u> <ol style="list-style-type: none"> 	
8.	<u>Other Business:</u> <ol style="list-style-type: none"> 	
9.	Approve Warrant: FY#26- 8	
10.	Appointments:	
11.	Chair Comments:	Individual Selectmen's Comments:
12.		
13.	Adjourn	

W: AGENDA 10 8 2025

MEMBERS:

CHAIR Shey Conover	Peter Anderson	Stephen Pendleton	Melissa Burns	Peter Rothschild
2026	2028	2027	2026	2028

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DRAFT MINUTES



Members Present:

Chair Shey Conover, Vice Chair Peter Anderson, Stephen Pendleton, Peter Rothschild
(6:01)

Members Absent:

Melissa Burns

Others Present:

Town Manager Janet Anderson, Andrew (Pete) Anderson, Murt Durkee, Peter Willcox,
Albert Rolerson, Dan Frohling

Others Present via Zoom:

Donna Leone, Dan Tutor, Diane Rolerson

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

Minutes of September 10, 2025, Regular Meeting.

J. Anderson corrected the discussion about the Billy Shore Drive Stabilization project. The proposal was to raise the road by one foot, not four feet.

MOTION BY P. Anderson, seconded by S. Pendleton, to approve the minutes of August 27, 2025 Regular Meeting, as amended. No discussion. Motion passed, 3 yes, 0 no. Unanimous.

VISITOR COMMENTS/PETITIONS

None.

FERRY SERVICE UPDATE

Peter Willcox stated that there was a Ferry Service Advisory Board (FSAB) meeting last week. They asked us to consider Bruce Van Note's MDOT White Paper on the future of the Ferry Service. Peter is not ready to say anything tonight.

P. Rothschild stated John King made a suggestion via email, which is deserving of our consideration.

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S. Conover stated she heard from John today. He suggested that discussion of his memo be on the agenda for the next meeting in two weeks.

SEA LEVEL RISE UPDATE

S. Conover reported that GZA Engineering presented the draft 60% proposal for the Narrows at the last SLR Committee meeting. Our Project Manager, Shri Verrill, will be on the island next week. We anticipate having another committee meeting, potentially on Monday. GZA will get us their final 60% design by the end of October.

UP-ISLAND PUBLIC SAFETY GARAGE UPDATE

S. Pendleton reported that the subcommittee is meeting tomorrow at 4:00. The site is being re-staked in preparation for groundwork.

PUBLIC SAFETY RENOVATION UPDATE

S. Pendleton stated that the carpet has been installed and looks nice. The subcommittee will get final numbers and dates at the meeting tomorrow.

J. Anderson added that Ron Gallant is still working on sheetrock and sanding. When he's done, he will paint the accent walls. We got the plexiglass for the counters yesterday. Next will be the installation of the telephones.

UPCOMING MEETINGS AND SUBCOMMITTEE REPORTS

- Planning Board: October 6th, 5:00pm.
- Housing Committee: October 2nd, 5:00pm.

TOWN MANAGER REPORT

- Packet included Agenda for 9/24/25 and Minutes of 9/10/25 Select Board Regular Meeting.
- Minutes of 6/5/25 Housing Committee meeting.
- Minutes of 6/17/25 Library Trustees meeting.
- Minutes of 8/12/25 Energy Committee meeting.
- Handouts:
 - 10/8 Select Board Workshop with Committee Chairs @ 4:30pm.
 - 10/8 Select Board Public Hearing on 2025-2026 Annual General Assistance Ordinance Appendices A-C.
 - Chapter 505 of Select Board Policies "Video Monitoring Systems."
 - Cameras have been placed on the front of the building.
 - Signage has been ordered.
 - There will soon be a camera placed inside the Town Office.
 - This was possible through an MMA Risk Reduction Grant for \$3,000.

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- Old Business
 - Billy Shore shoreline stabilization project.
 - Discuss Health Center Facilities Manager Position
- New Business
- Other Business
- Manager
 - Public Works: Jordy Watson is still out on Worker's Comp since 8/14, return date unknown. Summer helper Neathan Sullivan's last day was 9/19. Tom Michaud will be working alone, unless we find someone who's interested in working part-time.
 - AI Policy: Other town managers have recommended waiting until a state task force on AI has issued its findings in October or November.
 - Renewable Energy Credits (RECs): Bill Thomas investigated Knollwood Energy. ReVision recommends them, and Bill has used them for ten years. The Energy Committee will review this and make a recommendation to the Select Board.
 - We will soon be buying out the solar panels on the Salt Shed from Blue Haven. Before the transfer, we need someone to sell the RECs, we need to make sure there's insurance, and there has to be an operations and maintenance plan with ReVision.
- Warrant #7

CORRESPONDENCE

Covered in Town Manager's report.

OLD BUSINESS

1. Revisit Billy Shore Drive Bid

- S. Conover stated that Pete, Peter, and Janet met with engineer Tom Fowler and John last week. As it was clarified after the last meeting, the plan is not to raise the road by four feet, but only one foot. We were not discussing the true scope of the project when we approved the bid. We should have a correct understanding before moving forward.
- P. Anderson stated that, aside from clarifying the confusion, there wasn't much explained at the meeting. It sounds like they will be pulling out of the road about 80 inches down to get to a firm spot, and building the road back up 12 inches. There was some discussion about making it more cost effective, but the prediction was that they would only be able to reduce the cost by \$20,000, and doing so would not be as structurally sound. We came to the conclusion that an attempt to shave \$20,000 off a \$340,000 project could potentially cause the repair to not hold as long. This didn't seem wise. Pete recalls that we pushed to go forward with the bid as we accepted it for the 12-inch raise.

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- P. Rothschild stated he visited the site. It's a relatively small area. \$340,000 now sounds like a lot of money, and it seems like this will only buy us a relatively short period of time before this road gets washed out again. This is still a vulnerable area. Peter is supportive of going ahead with this, but it seems it's still a lot of money for limited benefit. We're projecting sea level rise of almost five feet.
- P. Anderson stated that there was discussion about the fact that regardless of what we do to the road, the abutting properties are still at risk. Still, if it's our responsibility to fix this, we need to fix it. However, based on what the engineers were saying and the increasing amount of money we're spending, it's time to consider the true cost-benefit and whether we want to figure out a way to divest from some of these remote dead ends. Emergency access is important to maintain, but we have numerous private roads that are able to maintain their emergency services access without our help.
- S. Conover stated that in the past, there was an ad hoc committee that looked at transferring town-owned roads to private. Is there any history of this road that we should be aware of? J. Anderson replied that Steve Miller chaired that committee. The committee felt like if someone didn't want that to happen, they weren't going to push it or make a recommendation to the Town. She doesn't think Billy Shore was one of those.
- S. Pendleton suggested we as a community take this up as a topic. We need to decide what we are going to do with these extremity roads. If we didn't have FEMA grants, we wouldn't be able to do some of these projects. We can't continue to absorb this. It's only fair to those homeowners that could be at risk to give a long view into what the Town is considering, get input, and then make a decision on a proper course.
- P. Rothschild thinks we need to stand back from this problem and do an analysis of the number of people served by every road. He asked about a database showing vulnerable areas and projected sea level rise. It's going to become increasingly difficult to finance these improvements. This project is a done deal and we have a contract, but it's a dangerous precedent.
- S. Conover stated that Shri Verrill is working with Alcina, who's doing the FEMA Hazard Mitigation Plan. Soon we will have a list of vulnerable areas to evaluate. We need to maintain town roads. Now that we're doing this project, this is an opportunity to restart that conversation. We need to figure out a different ownership structure, because this is not a sustainable solution for the Town.
- J. Anderson thinks we still could negotiate this project with John. Tom Fowler was rethinking his plan and felt we could do away with the big toe stones, the oversized boulders, which would be about \$43,000. If we decided not to excavate and build up the road at all, that would save \$52,000. We do need to do the stone wall, because the road is eroding. It was completely open before we put in those little stones after the storm. Tom felt the big granite blocks held up very well.

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- S. Pendleton stated that if we knock it down to these adjustments, that leaves contingency money for this winter.
- Murt Durkee stated that there also needs to be access for CMP restoration.
- P. Anderson asked if John at JPA is aware of the proposed changes. J. Anderson stated that he has seen the adjustments. She was hoping he'd be at the meeting tonight to add input. Pete stated that he wouldn't want to cut \$100,000 out of the project without making sure John is okay with the changes. Janet thinks he understands and is okay with the changes.
- P. Anderson stated that we accepted a bid for \$343,000. If we decide that we want to pay \$249,000, we should make sure he's still willing to do this.
- S. Pendleton stated we could make an amendment based on the contractor's agreement, or we postpone it until next session.
- P. Rothschild asked what we are giving up by cutting a third of the contract. What is the impact on the vulnerability of this road in the future? J. Anderson stated some homeowners were talking about the possibility of raising their houses.
- P. Anderson stated he's comfortable with the Town Manager negotiating on our behalf as long as we reach a good agreement. Is there another step to this process, such as signing a new agreement? J. Anderson will ask Kristin.
- S. Conover stated she is comfortable giving the Town Manager authority to negotiate with the contractor based on the discussion today and discussions with the engineer to modify the scope of the work and the price.
- P. Rothschild volunteered to be at the meeting with the contractor.
- J. Anderson will email John.

MOTION BY P. Anderson, seconded by S. Conover, to allow Town Manager Janet Anderson to negotiate the contract with the understanding that \$343,486 is our ceiling, and that we would like to not skimp on quality of workmanship, but that we are willing to negotiate away some expenses that may not be necessary. Discussion as below. Motion passed, 4 yes, 0 no. Unanimous.

S. Pendleton added that we should have a parameter on that price. We have numbers around \$250,000. J. Anderson replied that it would involve removing the two items.

2. Facilities Manager Applicants

- We have no applicants. The posting was open through today.
- S. Pendleton asked if there have been any comments on why no one has applied. J. Anderson stated that someone asked Brian why it was only three months.
- A. Pete Anderson stated it was advertised for \$600/month for 12 hours, and then a certain amount per hour after that. S. Pendleton stated maybe we need to raise that.

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- P. Rothschild asked Pete if he had any insight into this. Pete answered that he's not applying because he doesn't want the job to distract him from his primary job of caretaking.
- S. Conover asked if we should keep the position open for a couple more weeks and see if we get any applications. Do we need a recommendation from the MBP Committee? There were some serious concerns raised, so we need to find a way to address those concerns and make sure the work is getting done appropriately.
- S. Pendleton added that we can't keep asking a volunteer to continue.
- P. Rothschild asked Pete if he thought we'd get more interest if we raised the pay. Pete thought there might be interest if it were a more permanent position.
- Discussion about some of the tasks that need immediate attention.
- J. Anderson stated the original plan was for the position to go through June 30th, which would tie in with the warranties.
- S. Pendleton stated we need someone to come in and build a manual on how to take care of this stuff. There aren't many people on the island who have this kind of expertise. Let's review and maybe rewrite the job description. We could make it economically advantageous to have someone come in and document the systems and help us learn it. This person could become the longtime manager. If the issue is the term, we shouldn't let it go longer than the next meeting.
- S. Conover asked who's changing the heat pump filters on this building. J. Anderson doesn't think anyone has cleaned the new heat pumps yet.
- S. Conover stated this seems like a larger problem, but we don't have money in this year's budget for a permanent position. We need to understand the scope of what's needed.
- P. Rothschild asked how we get a better handle on the larger picture.
- P. Anderson referred to a list of needs from the library. He stated we clearly have building maintenance needs. If it's a time commitment concern, perhaps we extend the term and extend the responsibilities that involve this building and the library.
- S. Pendleton stated he is researching why locals are not bidding on Town projects. He would like this topic to be on the next Agenda. He's getting feedback from many people who feel that the Town services are not what they used to be. It all comes to what we can afford to do. This one urgent requirement is a subset of a bigger requirement. He'd like to have people attend the next meeting and provide input.
- P. Anderson suggested expanding the scope of the position. We'd have more luck finding someone if they know it will be more consistent and potentially lead to something more long-term.
- S. Pendleton stated that this would require a couple of months of evaluation and discussion.

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- P. Rothchild suggested increasing the term and the pay. This doesn't address the larger issue.
- S. Conover stated she doesn't want to throw money at a position and not understand how it fits within the current pay structure of Town facilities work. She requested this be discussed at tomorrow's MBP subcommittee meeting.
- S. Pendleton stated he would like to reach out to contractors on the island and invite them to the next meeting. He's also going to set up a table at the Transfer Station this Sunday so that people can provide input about Town issues. It's our responsibility to hear concerns. P. Rothschild offered to join.
- S. Conover stated that there's a longer-term need that we don't have a budget for, and an immediate need. The MBPC might want to revisit the existing needs for the Health Center and how to accomplish that differently. We will get additional information from the other conversations regarding broader needs.
- J. Anderson stated we can learn about the needs of other facilities and committees at the Committee Chair meeting on the 8th. The Museum Committee has taken on a lot of its own maintenance and have raised money to do things that have been overlooked.

3. Grindle Point Parking

- P. Rothschild stated that the engineers have come up with two schemes for parking along Ferry Rd.
- The more generous one creates 37 spaces, in addition to the 13 spaces along the existing guardrail.
- Kristin has drafted an ordinance. Peter has talked with Fred about his willingness to enforce this. We have permission from the MDOT to have the Town administer the shoulder.
- Dave Dyer and Janet are trying to develop a rough cost estimate for paving and a steel guardrail.
- We've proposed a \$400 annual parking fee for the new spaces. This creates \$20,000 of revenue to help defray the costs.
- P. Rothschild thinks all of this is setting us up to have a reasonable negotiation with Taylor Watts, the owner of the abutting property. We can ask him to make us an affordable offer on the property.
- P. Rothschild thinks the Select Board is in a good position to recommend approval of Ordinance and have a Public Hearing.
- There is some feedback from people not wanting to pay a fee on this side. Contractors that come over every day are currently parking for free. Peter feels this is egregious.
- P. Rothschild stated he had a meeting with David Pendleton. We need a more engaged Grindle Point Parking Committee that will straighten out what is currently a chaotic situation. Someone suggested turning the line of parking

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next to Ferry Line 2 into Line 3. This would alleviate some of the conflict along the existing guardrail.

- Attorney Kristin Collins will attach this drawing to the Ordinance. Once we have a cost estimate, we can present it to the public.
- P. Rothschild will reach out to T. Watts in the next couple of weeks.
- S. Pendleton stated that moving forward with the ordinance is the first step. It shouldn't be attached to buying the property in any way. Let's do each thing individually on the merit.
- P. Rothschild expects that we will get pushback from other residents on Ferry Road, as well as from wealthy seasonal people who are hiring the contractors.
- P. Rothschild added that there is a plan to reserve three spaces for Warren Island campers, but the majority of people using this are contractors.
- Dan Frohling asked if it's possible to widen the road and create angled parking if the existing guard rail is removed. P. Rothschild explained that the wetlands pose a problem with widening the road.
- Dan Frohling added that if Line 3 were moved, perhaps the guardrail wouldn't have to be moved much to make space. If Line 3 were moved next to Line 2, the two lanes to the west of that could be used to create perpendicular parking opposite parking along the grass. There are a number of things that could be done more globally at the ferry landing to expand parking.
- Discussion about the possibility of widening Ferry Road and the history of the stones on the north side. Peter also explained his plan to add more parking along Ferry Road. The need has been anecdotally investigated.
- Dan Frohling asked about an exemption for residents. He also asked about how parking is enforced. P. Rothschild explained that Fred Porter currently enforces parking at Grindle Point. He has agreed to expand enforcement. Users go to the Town Office to buy a permit. Residents could pay a lower fee.
- S. Conover clarified that there is an existing ordinance, and we are talking about a new ordinance.
- P. Anderson stated that the proposed diagonal parking is set up for vehicles coming north, around a curve. What would it cost to implement a traffic control pattern? P. Rothschild stated he discussed this with Fred. He didn't feel this was a big problem.
- S. Conover stated we need at least one Public Hearing. J. Anderson confirmed we do not need to have a Town Meeting for this. It falls under the jurisdiction of the Select Board. It might be best to have the Public Hearing as a separate meeting. We should invite the Parking Committee to participate.
- J. Anderson stated she will push Dave to get the estimates for paving and a guard rail. She will suggest dates for a Public Hearing after we receive them.
- P. Rothschild stated that there are ways that we can make it less expensive.
- S. Conover feels it would be best to have a separate meeting for Public Hearing. This topic generates a lot of discussion.

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NEW BUSINESS

1. None.

OTHER BUSINESS

1. None.

APPROVE WARRANT: FY26 #7

MOTION BY P. Rothschild, seconded by S. Pendleton, to approve Warrant FY26 #7. No discussion. Motion passed, 3 yes, 0 no. P. Anderson was not in the room.

APPOINTMENTS:

ALP Library Board of Trustees: Kelli Connaughton

Health Center Advisory Board: Harriet Bering, Jane Wherren

Housing Committee: Lindsey Govoni

MOTION BY P. Rothschild, seconded by S. Pendleton, to approve the slate of appointments. No discussion. Motion passed, 3 yes, 0 no. P. Anderson was not in the room.

CHAIR COMMENTS

S. Conover: No comments.

VICE-CHAIR COMMENTS

P. Anderson: No comments.

INDIVIDUAL SELECT BOARD MEMBER COMMENTS

M. Burns: No comments.

S. Pendleton: No comments.

P. Rothschild: No comments.

Motion by P. Rothschild, seconded by S. Conover, to adjourn meeting at 7:23 PM. No discussion. Motion passed, 4 yes, 0 no. Unanimous.

Respectfully Submitted,

Carrie Reed
Secretary

TOWN OF ISLESBORO

PUBLIC HEARING

**The Islesboro Select Board
Will hold a Public Hearing**

October 8, 2025

Town Office

6:00pm

On:

2025-2026 Annual General Assistance

ORDINANCE

Appendices A-C

Posted 9/24/2025

[For use when adopting **updated appendices only** without amending the body of an existing GA ordinance]

MUNICIPALITY OF ISLESBORO
GENERAL ASSISTANCE ORDINANCE

Pursuant to 22 M.R.S. § 4305(1), the municipal officers of the Municipality of

ISLESBORO

, after notice and hearing, hereby amend the municipal General

Assistance Ordinance by repealing and replacing appendices A through H of the existing

ordinance with the attached appendices A through H, which shall be in effect from October 1,

2025 through September 30, 2026. This amendment will be filed with the Maine Department of

Health & Human Services (DHHS) pursuant to 22 M.R.S. § 4305(4), and a copy of the ordinance

and amended appendices shall be available for public inspection at the municipal office along with

a copy of the 22 M.R.S. chapter 1161.

Signed this 8th day of October, 2025, by the municipal officers:

(Print Name)

(Signature)

(Print Name)

(Signature)

(Print Name)

(Signature)

(Print Name)

(Signature)

(Print Name)

(Signature)

[Please send a copy of the enactment page only to DHHS, 109 Capitol Street, SHS 11, Augusta, ME 04330-0011]

Janet T. Mills
Governor

Sara Gagné-Holmes
Commissioner



Maine Department of Health and Human Services
Office for Family Independence
11 State House Station
109 Capitol Street
Augusta, Maine 04333-0011
Tel.: (207) 624-4168; Toll-Free: (800) 442-6003
TTY: Dial 711 (Maine Relay); Fax: (207) 287-3455

To: Welfare Officials and Contracted Agents
From: Sara Denson, Program Manager, General Assistance
Date: September 5, 2025
Subject: New GA Maximums for October 1, 2025

The Adoption Process

The **municipal officers** (i.e., selectpersons/council) **adopt the local General Assistance Ordinance and yearly Appendices**, even in town meeting communities. The law requires that the municipal officers conduct a **notice and hearing** prior to the adoption of the Ordinance and/or Appendices. Seven days posted notice is recommended, unless local law (or practice) provides otherwise.

At the hearing, the municipal officers should:

- 1) Allow all interested members of the public an opportunity to comment on the proposed ordinance;
- 2) End public discussion, close the hearing; and
- 3) Move and vote to adopt the ordinance and/or appendices either in its posted form or as amended in light of public discussion.

Appendix A – C

The enclosed Appendices A – C have been revised for your municipality's General Assistance Ordinance. These new Appendices, **once adopted**, should replace the existing Appendices A – C. Even if you are not updating your GA Ordinance, **the municipal officers must approve/adopt the new Appendices yearly.**

2025-2026 GA MAXIMUMS SUMMARY SHEET

Note: The overall maximums found in *Appendices A, B, C, D, E, and F* are effective from **October 1, 2025 to September 30, 2026.**

APPENDIX A - OVERALL MAXIMUMS

<u>County</u>	<u>Persons in Household</u>					
	1	2	3	4	5	6
<u>WALDO</u>	1,117	1,123	1,347	1,734	2,284	

NOTE: For each additional person add \$75 per month.

(The applicable figures from Appendix A, *once adopted*, should be inserted here.)

APPENDIX B - FOOD MAXIMUMS

<u>Number in Household</u>	<u>Weekly Maximum</u>	<u>Monthly Maximum</u>
1	\$ 69.30	\$ 298.00
2	126.98	546.00
3	182.56	785.00
4	231.16	994.00
5	275.12	1,183.00
6	330.47	1,421.00
7	365.35	1,517.00
8	416.05	1,789.00

NOTE: For each additional person add \$218 per month.

APPENDIX C - HOUSING MAXIMUMS

<u>Waldo County</u>	<u>Unheated</u>		<u>Heated</u>	
<u>Bedrooms</u>	<u>Weekly</u>	<u>Monthly</u>	<u>Weekly</u>	<u>Monthly</u>
0	226	973	255	1,096
1	226	973	256	1,100
2	260	1,116	307	1,320
3	339	1,456	396	1,703
4	453	1,949	523	2,248

(The applicable figures from Appendix C, *once adopted*, should be inserted here.)

FOR MUNICIPAL USE ONLY

APPENDIX D - UTILITIES

ELECTRIC

NOTE: For an electrically heated dwelling also see "Heating Fuel" maximums below. But remember, an applicant is *not automatically* entitled to the "maximums" established—applicants must demonstrate need.

1) **Electricity Maximums for Households Without Electric Hot Water:** The maximum amounts allowed for utilities, for lights, cooking and other electric uses *excluding* electric hot water and heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$19.95	\$ 85.50
2	\$22.52	\$ 96.50
3	\$24.97	\$107.00
4	\$27.53	\$118.00
5	\$29.88	\$128.50
6	\$32.55	\$139.50

NOTE: For each additional person add \$10.50 per month.

2) **Electricity Maximums for Households With Electrically Heated Hot Water:** The maximum amounts allowed for utilities, hot water, for lights, cooking and other electric uses *excluding* heat:

<u>Number in Household</u>	<u>Weekly</u>	<u>Monthly</u>
1	\$29.63	\$127.00
2	\$34.07	\$146.00
3	\$39.67	\$170.00
4	\$46.32	\$198.50
5	\$55.65	\$238.50
6	\$58.68	\$251.50

NOTE: For each additional person add \$14.50 per month.

NOTE: For electrically heated households, the maximum amount allowed for electrical utilities per month shall be the sum of the appropriate maximum amount under this subsection and the appropriate maximum for heating fuel as provided below.

APPENDIX E - HEATING FUEL

<u>Month</u>	<u>Gallons</u>	<u>Month</u>	<u>Gallons</u>
September	50	January	225
October	100	February	225
November	200	March	125
December	200	April	125
		May	50

FOR MUNICIPAL USE ONLY

NOTE: When the dwelling unit is heated electrically, the maximum amount allowed for heating purposes will be calculated by multiplying the number of gallons of fuel allowed for that month by the current price per gallon. When fuels such as wood, coal and/or natural gas are used for heating purposes, they will be budgeted at actual rates, if they are reasonable. No eligible applicant shall be considered to need more than 7 tons of coal per year, 8 cords of wood per year, 126,000 cubic feet of natural gas per year, or 1000 gallons of propane.

APPENDIX F - PERSONAL CARE & HOUSEHOLD SUPPLIES

<u>Number in Household</u>	<u>Weekly Amount</u>	<u>Monthly Amount</u>
1-2	\$10.50	\$45.00
3-4	\$11.60	\$50.00
5-6	\$12.80	\$55.00
7-8	\$14.00	\$60.00

NOTE: For each additional person add \$1.25 per week or \$5.00 per month.

SUPPLEMENT FOR HOUSEHOLDS WITH CHILDREN UNDER 5

When an applicant can verify expenditures for the following items, a special supplement will be budgeted as necessary for households with children under 5 years of age for items such as cloth or disposable diapers, laundry powder, oil, shampoo, and ointment up to the following amounts:

<u>Number of Children</u>	<u>Weekly Amount</u>	<u>Monthly Amount</u>
1	\$12.80	\$55.00
2	\$17.40	\$75.00
3	\$23.30	\$100.00
4	\$27.90	\$120.00

FOR MUNICIPAL USE ONLY

2025-2026 Mileage Rate

This municipality adopts the State of Maine travel expense reimbursement rate as set by the Office of the State Comptroller. The current rate for approved employment and necessary medical travel etc. is 54 cents (54¢) per mile.

Please refer to the Office of the State Controller for changes to this rate at 626-8420 or visit <https://www.maine.gov/osc/travel/mileage-other-info>.

Funeral Maximums

Burial Maximums

The maximum amount of general assistance granted for the purpose of burial is **\$1,620**. The municipality's obligation to provide funds for burial purposes is limited to a reasonable calculation of the funeral director's direct costs, not to exceed the maximum amounts of assistance described in this section. Allowable burial expenses are limited to:

- removal of the body from a local residence or institution
- a secured death certificate or obituary
- embalming
- a minimum casket
- a reasonable cost for necessary transportation
- other reasonable and necessary specified direct costs, as itemized by the funeral director and approved by the municipal administrator.

Additional costs may be allowed by the GA administrator, where there is an actual cost, for:

- the wholesale cost of a cement liner if the cemetery by-laws require one;
- the opening and closing of the grave site; and
- a lot in the least expensive section of the cemetery. If the municipality is able to provide a cemetery lot in a municipally owned cemetery or in a cemetery under municipal control, the cost of the cemetery lot in any other cemetery will not be paid by the municipality.

Cremation Maximums

The maximum amount of assistance granted for a cremation shall be **\$1,125**.

The municipality's obligation to provide funds for cremation purposes is limited to a reasonable calculation of the funeral director's direct costs, not to exceed the maximum amounts of assistance described in this section. Allowable cremation expenses are limited to:

- removal and transportation of the body from a local residence or institution
- professional fees
- crematorium fees
- a secured death certificate or obituary

Appendix H

Effective: 10/01/25-9/30/26

- other reasonable and necessary specified direct costs, as itemized by the funeral director and approved by the municipal administrator.

Additional costs may be allowed by the GA administrator where there is an actual cost, for:

- a cremation lot in the least expensive section of the cemetery
- a reasonable cost for a burial urn not to exceed \$55
- transportation costs borne by the funeral director at a reasonable rate per mile for transporting the remains to and from the cremation facility.

UNDER
"Ferry Service Update"

Janet Anderson

From: John King <skyfrme@gmail.com>
Sent: Sunday, September 21, 2025 3:26 PM
To: Pete Anderson; Peter Rothschild; Islesboro Town Manager; Melissa Burns; Shey Conover; Carrie Reed
Cc: Peter Willcox; Gabe Pendleton
Subject: Ferry Rates and 2026
Attachments: Preliminary Budget for Town Subsidized Off Season Ferry Rates.docx; Application for Certificate of Residency.docx; MSFS Finance Minutes 09.12.25.docx

Dear Members of the Select Board,

As you know, although I am not the Islesboro representative on the Maine State Ferry Service Advisory Board I have remained pretty involved with ferry issues. As I believe most of you know, while I was the town representative on the Board I advocated for quite some time in favor of a resident rate as well as a senior citizen rate and a much more flexible commuter rate as well. Those efforts did not meet with much success as far as then DOT Commissioner Bruce Van Note was concerned. Some time ago Mr. Van Note indicated that although he was not in favor of what he termed "equity" tariffs (read resident rates) he would not object to islands buying ferry tickets and selling them in turn to residents.

One thing I have continued to do is sit in on the meetings of the Advisory Board Finance Committee of which I was a member. The current members are Jon Emerson (North Haven and former chair of the Advisory Board) and Peter Wilcox and Gabe Pendleton. That Committee recently met. It issued its minutes to the full Board in anticipation of the full Board meeting on September 18. I attach a copy of the minutes for your review.

The minutes address the budget that DOT has issued for the upcoming fiscal year (referred to as FY 2026). They are pretty much self-explanatory. The bottom line is that costs are anticipated to continue to rise. Assuming that is, indeed, the case, I think it is reasonable to expect that the tariffs will continue to rise as well. We can hope that given the most recent increases we have experienced such an increase will not occur for some time, but realistically I think that depends upon how quickly and how much the costs actually go up which is the reason for this note along with the fact that even the current "Peak Season" rates mean a family of four spends \$83.50 going to the mainland which is really expensive.

Stepping back a bit, I believe that the continued viability and vitality of our community rests on many factors, the three most important of which, I think, are 1) reasonable ferry access to and from the island, 2) affordable housing, and 3) a continued viable and vital school system. There are many

challenges being on an island, but I think those are the primary issues, although there is always room to disagree on that. We have an excellent and competent Affordable Housing Committee, and I don't purport to be on top of that issue. Likewise, the school issues are complex and not my area of expertise. I am pretty comfortable regarding ferry issues, though.

I have given considerable thought to the first and have what I hope might be considered a modest proposal to deal with the first, as far as island residents are concerned. What I would propose is a trial program under which the town would provide island residents (meaning the 600 or so folks that are registered voters here at 04848) the opportunity to purchase ferry tickets year-round at the "Off-Season" rates. This could be done by the town purchasing some "Peak Season" tickets (limited to regular vehicle tickets, and adult and minor walk on tickets) from the ferry service for the full price and selling them to island residents at the "Off Season" rate. By doing so we could, I hope, provide residents a rate structure that is much more affordable during the four month "Peak Season" and, at the same time, a system that would not adversely impact the revenue the MSFS needs to run the service.

This would require some administrative work. First, I would suggest limiting this to island residents, registered voters, who would have to agree to certain conditions (such as not buying and sending tickets to Cousin Joe and his family coming over for July 4, for example). On a trial basis it might be wise to limit the number of tickets each resident family could buy during the "Peak Season" just to determine the demand and keep costs under control. Some ground rules would need to be considered and disseminated as well, such as record keeping, rules regarding purchase (no rushing for the 12:30 boat for example), and the like.

One thing I wanted to point out is that DOT and the MSFS apparently is still okay with this idea. Back during the last tariff rate increase we (the town that is) made yet another pitch for resident rates, senior citizen discounts, and a user friendly commuter pass. As in the past, we were not successful. However, DOT did issue a written response to our comments. That response is available on the MSFS website. In pertinent part it states the following:

Additionally, there is another way that islands can provide discounts in a way that meets each island's unique culture and policy goals. Each island's municipality is free to purchase bulk tickets at face value and then provide and administer discounts customized to the needs and priorities of its community. The municipalities are in a much better position to determine who on the islands are eligible for the discounts they want to provide, whether that be year-round residents or all homeowners, all senior citizens or based on needs, specific visiting medical providers, etc.

The island municipalities would need to absorb the cost of these discounts, but would have administrative and budgetary control of those costs based upon their specific island's needs and goals. The State of Maine pays 50% of the operations and 100% of the capital needs of the Maine State Ferry Service while the municipalities do not contribute at all. It seems fair and reasonable that discounts and other equitable adjustments deemed important to the islands could be incorporated without significant impact on their municipal budget.

It appears, therefore, that we would not encounter any objection to this policy by DOT or the MSFS which is certainly good news.

I am attaching a worksheet I put together with some cost estimates which are pretty much "off the cuff" but I think make some sense. Finally, I am also attaching a document along the lines of what we might ask people to agree to in order to avail themselves of this.

I would like to suggest this for ongoing discussion purposes. We are just about done with this "Peak Season" so realistically if folks thought this might be a good idea it would not need to be implemented until the summer of 2026 which would provide time for discussion, fine tuning and the like as well as possible discussion for budgeting purposes and, if necessary, at the next town meeting.

I would be happy to discuss this at a Select Board meeting, or individually if any of you would care to. Thanks for your time and consideration.

Sincerely,

John King

Budget Worksheet for Island Resident Year Round Off Season Rates

Assumptions

- Assume for administrative ease island residents can purchase Peak Season rates for Off Season prices at the Town Office
- Limited to Registered Voters (602 as of 2024 census) who have agreed to town conditions and obtained a Resident Card at the Town Office
- Limited to regular vehicles and walk on passengers for administrative reasons
- Excluded, for administrative reasons, are trucks, motorcycles, and anything special out of the ordinary that requires measurements or personal review in line
- Service provided by the town during peak season only (June 1 through September 30 (4 months)
- For calculation purposes use by 75% of population assuming one couple, 5 - 7 uses per Peak Season (June 1 – September 30)(assumes 452 uses)
- Assume no senior citizen discount (for now)
- No calculations regarding minors (as yet)
- Possible household limitations?
- Lots of administrative preparation needed

Peak Season Car \$42.50. Off Season \$30.00 Difference \$12.50/ticket

Peak Season Walk on \$17.00. Off Season \$10.25. Difference \$6.25

Difference for Car and Passenger \$18.50/ trip

$452 \times \$18.50 = \$8,362$

5 uses/resident (car and passenger) \$41,810

6 uses/resident = \$50,172

7 uses/resident= \$58,534

8 uses/resident (car and passenger)=\$66,896

Application and Agreement for Certificate of Residency

I, _____, [hereinafter "Resident"] in consideration of the receipt of a Certificate of Residency issued to me by the Town of _____, hereby warrant, attest, and agree as follows:

- I am a resident of the Town of _____ and reside at _____, Town of _____, Maine.
- My residency in the Town of _____, Maine, is my sole primary residence and I do not claim residency anywhere else.
- Resident applies for a Certificate of Residency for eligibility for resident ferry rate status.
- Other members of Resident's family in Resident's immediate household are the following individuals:
 - _____
 - _____
 - _____
 - _____
 - _____
- In consideration of the issuance of a Certificate of Residency Resident agrees to the following:
 - During the so-called "Peak Season", Resident will be entitled to purchase "Peak Season" tickets for vehicles and walk on passengers (only) for "Off Season" rates at the Town Office.
 - Resident on behalf of himself/herself, will be entitled to purchase six/seven/eight/ vehicle tickets and six/seven/eight walk on tickets for each individual immediate household member during the Peak Season.
 - Purchase of tickets should be made prior to the day of use to avoid interruption of regular town business.
 - Resident will not give, transfer, or cause any ferry tickets purchased by Resident at the resident rate, to be used by any person other than members of Resident's immediate household;
 - If it is determined that any ticket purchased by Resident is, or has been, used by anyone other than a member of Resident's immediate household, Resident understands and agrees that the Certificate of Residency issued by the Town of _____, will be declared and determined to be null and void, notwithstanding any lack of knowledge on Resident's part of any such inappropriate use.
 - Resident agrees to return said Certificate to the Town upon request.
 - Resident agrees that if there is any material change of circumstance regarding Resident's residence, members of Resident's immediate household, or any other circumstance that could effect Resident's residency status, Resident will immediately inform the Town of _____ of same.
 - Resident agrees that all claims and disputes arising under or relating to this Agreement are to be settled by binding arbitration in the state of Maine. The arbitration shall be conducted on a confidential basis pursuant to the Commercial Arbitration Rules of the American Arbitration Association.
 - Any decision or award as a result of any such arbitration proceeding shall be in writing and shall provide an explanation for all conclusions of law and fact and shall include the assessment of costs, expenses, and reasonable attorneys' fees.
 - Any such arbitration shall be conducted by an arbitrator experienced in Maine law and shall include a written record of the arbitration hearing. The parties reserve the right to object to any individual who shall be employed by or affiliated with a competing organization or entity. An award of arbitration may be confirmed in a court of competent jurisdiction.

Dated:

For the Town

Resident

The **Finance Subcommittee** met on September 12 by Zoom. Present were Gabe Pendleton, Jon Emerson, Peter Willcox and John King.

We received the V/R report for the period ending August 31 which includes data for two months of FY 2026 so the actual YTD costs are not particularly revealing. However, this is the first opportunity for us and the Board to review the FY2026 budget. We did just that and made the following observations which we share with the Board.

Farebox revenue is budgeted at \$8,808,536 which is a 15.8% increase from last year's budget of \$7,602,897. That increase appears to be driven by the Total PS & AO expenditures which are budgeted at \$17,617,072. That is also a budget increase of 15.8% from last year's budget of \$15,205,793. It appears as though the revenue budget is driven by the expense budget, which makes sense.

Personnel Services (3100-3972) have an increased budget of \$11,846,970 (up from \$10,925,928) which is an increase of 8.43%. All Other Expenses (4000-8210) are budgeted at \$5,770,102, up from \$4,279,865 which is an increase of 34.73%.

It was noted that the current US inflation rate is 2.7%.

The Committee thought that given the inflation rate of 2.7%, an overall increase of Total PS & AO Expenses of 15.8% and the AO Expense increase of 34.73% are concerning. These increases drive increased revenue demands, which in turn drive increases in tariffs. If this trend continues it is probable that more tariff increases will be needed to cover expenses.

On the "All Other Expense" side we noted the following:

Line Item 4000 (Prof Services not by State) is budgeted at \$491,979, up from \$400,000 last year. YTD actual is \$126,665. If spending remains the same, annual costs would be \$759,990. Last year actual cost in that category was \$1,294,119. We had two observations regarding this category. First, two years ago this was budgeted at zero. Second, charges for Project Staffing and Seaward Services should be budgeted as personnel to group like expenses together.

Travel Exp In-State is budgeted at \$462,000. Last year it was budgeted at \$390,000 and actual payments were \$455,484. This seems high for in state travel and we would like to better understand what is included in this line item.

Technology (5300) is budgeted at \$375,000. Last year it was budgeted at \$245,822. Actual payments were \$308,109. It related Contract/Equipment (5500) is budgeted at \$282,925. Last year it was budgeted at \$157,702 and actual payments were \$137,849. Concern was raised about whether any progress was being made with rocket rez to facilitate more

purchases that do not require MSFS staff such as online or through kiosks. Another question was raised about when and if reservations will be available on rocket rez.

Diesel (4400) is budgeted at \$1,470,000 when last year actual payments were \$1,732,038. Repairs are budgeted at \$1,853,112. Last year actual repairs totaled \$3,151,114 and the year before they were \$2,985,268. Actual costs of these items seem to be on the increase.

We continue to struggle with the costs of an aging fleet, particularly the Margaret Chase Smith. Repair costs are high. The committee discussed whether MSFS might be better off building a boat without federal money to avoid the large repair bills and potentially decrease the amount of diesel fuel used each year. The cost of a new boat is approximately \$40 M. MDOT's annual budget is about \$675 M which would put the cost of a new boat at 6% of the MDOT annual budget.

In summary, the Committee is concerned about ever-rising costs and the likelihood of higher rates in the near term. The timing of the upcoming Board meeting realistically will not allow for much discussion this coming week. However, the Committee does think that all of the above merits discussion during future meetings.

ISLESBORO EMERGENCY MANAGEMENT									
WATERFRONT VUNERALBILITIES			UPDATED JUNE 2025				CURRENT LISTINGS		
		DIRT	Repaired areas not included						
AREA:	TOWN	PRIVATE	ROAD	TYPE	CORDINATES	COMMENTS			
Town Beach	Town	X	PPR	REC/Park	44°13'55"N 68°55'44"W	Park area low lying and vunerable			
Waste Water	Town		PPR	Waste	44°15'35"N 68°54'47"W	Waste water Low Lying vunerable			
Grin PointTown/St			Ferry rd	Fer lan	44°16'55"N 68°56'30"W	W Public Transport and Roads			
Mill Creek Bridge	State		Mill Crk Rd	Bridge	44°17'15"N 68°55'06"W	W Bridge Public Road Low Lying			
Cable Cross State			Ferry rd	Mars/Rd	44°17'03"N 68°56'18"W	W State Rd Low Lying Flood			
Cable Cross State			West bay	Mars/Rd	44°17'57"N 68°55'41"W	W State Rd Low Lying Power			
Narrows	Town		Main Rd	Road	44°18'51"N 68°54'04"W	W Town Road Low Lying Island Divide			
Char Cove Town		X	East Sh	Road	44°17'08"N 68°54'02"W	W Town Road/Rec Low Lying			
Hewes Point	Town		Hws P Rd	Road	44°18'18"N 68°53'39"W	W Town Road Low Lying			
Seal Harbor	Town		Main Rd	Road	44°19'22"N 68°54'08"W	Town Road/Erioson/Sea wall			
Seal Harbor	Town		Main Rd	Road	44°19'17"N 68°54'11"W	W Town Road Erosion/Sea Wall			
Warren Landing	Town	X	Warrn La	Road	44°22'11"N 68°51'54"W	Recreation area			
Sprauges Beach	Town		Meadow Road		44°22'43"N 68°52'58"W	W Roads/Eriosion/ Ocean and Swamp			

9/25/2025

Thomas Michaud, Public Works, will be the Health Center Facilities Manager.

As soon as training can be arranged he will take it.

Janet

Janet Anderson



From: Connie Brown <cbrown@islesboro.k12.me.us>
Sent: Monday, September 29, 2025 3:53 PM
To: Janet Anderson
Subject: Invitation to October 20 School Committee Meeting

Good afternoon:
Nice talking with you today.


Here's a re-cap:

The Islesboro School Committee is meeting on October 20 at 5:30 to discuss the sustainability of the Islesboro Central School in light of decreasing enrollment. They understand the conversation is broader than just the school and concerns housing, employment, and other issues facing the community. To that end, they've invited Barbara Talamo, Ned Truslow, and members of the community to share and collaborate on the aforementioned topics.

The School Committee would like to invite the Islesboro Selectmen as well as yourself to participate in the evening.

Sincerely,
Connie

Islesboro Housing Committee
Regular Meeting
Thursday, September 11, 2025
In-Person Meeting at 5:30 PM, Town Office


10/2/25

MINUTES

1. Call to Order

Chair Mike Nelson called the meeting to order at 5:31 PM.

2. Establishment of a Quorum

Quorum was established with over 3 members present

Members Present: Chair Mike Nelson, Susan West, Tom Tutor

Members Present via Zoom: Ginnie Hess, Peter Rothschild, Ex Officio, and Cate Blackford (5:35)

Members Absent:

Others Present: Lindsey Govoni

Others Present via Zoom: Elizabeth Hayden

3. Approval of minutes of June 5, 2025

Motion: To approve Minutes of June 5, 2025, as written, T. Tutor, seconded by S. West. No discussion.

Motion passed, 4 yes, 0 no, Unanimous.

4. Introduction to Lindsey Govoni

- Mike introduced Lindsey Govoni, who is interested in joining the Housing Committee.
- Lindsey stated that she is the Director at the Islesboro Preschool and that she is mom to two children. Through her job, and being in touch with families in the community, the need for housing has come up frequently. Employees need housing, and a lot of people want to move back here but can't find housing. Lindsey was drawn to the committee, hoping to bring a fresh perspective that reflects the experiences of younger people trying to put down roots here. Housing issues affect the school in many direct ways.
- Mike gave a brief history of the Housing Committee and its purpose. The Committee was formed about five years ago. We've been cognizant of not stepping on the toes of what Islesboro Affordable Properties (IAP) does. We have no funding, so we are looking to what we can do to promote housing initiatives. Our biggest accomplishment so far was adding to the existing Town Centers by creating a third Town Center, which was approved last year. This provides the opportunity to create more housing, but we haven't seen anything happen as a result of it yet. One of the things we want to discuss is what we can recommend to the Select Board from a policy point of view.
- Tom added that we all appreciate the fact that there's a lack of workforce housing on Islesboro. IAP has done well to address the affordable housing issue, which puts them under some constraints that they can only offer housing at a certain level of income. People making above the median income are still having difficulty finding affordable homes on Islesboro. We've been trying to brainstorm solutions. Peter has suggested an idea to have a municipal real estate transfer tax to help finance housing. We've established ourselves as a clearinghouse for information to try to get a conversation going between groups, but we'd like to try to focus on trying to get the Town of Islesboro to take some concrete steps to solving this problem.
- Peter added that he is committed to the idea that the future of Islesboro's sustainability is tied very closely to the availability of housing that is affordable for people who are below the poverty line as well

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as everyone else. As a Select Board member, he would support any initiative that would make that process easier and more attractive to future residents. Peter stated he had an idea to ensure low-interest mortgages are available, guaranteed by the town or the state, which has been utilized effectively in other communities. He also would like to institute a program in which wealthy Islesboro residents building new houses would contribute directly to finance less expensive housing via a municipal real estate transfer tax. This has been done in other communities. He would like to see if this is feasible for Islesboro.

Motion by T. Tutor, seconded by M. Nelson, to accept Lindsey Govoni and recommend to the Select Board that she be appointed to the Housing Committee. Roll Call. Motion passed, 5 yes, 0 no, Unanimous.

5. Update on in-process affordable housing projects and potential land sales

- Mike stated that at the last meeting, we were talking about various pieces of land that were for sale and how they might be able to be used. We also talked about how Islesboro Affordable Properties (IAP) has made great strides, and has good news coming shortly.
- Susan is on the IAP Selection Committee. She stated that it's great that IAP can offer six units. There have been many applicants, more than we can help. In the early days of IAP, there was lower priced land that the town provided, and a lot of sweat equity. Rents are still very low in those houses. To build new housing, we don't have that same situation. IAP was given land by the Schnur family, but it's expensive to build now. IAP has purchased pre-fab houses to place on this land, at about \$500,000 each. IAP is not a charity, and just breaks even. The rents we charge have to cover the costs. They will be affordable for a certain level of income, but not for those below 50% of the area median income for the county. There will be a sliding scale, but some families are eliminated because they can't pay the bare minimum that we need to charge in order to not lose money. The duplexes are being built with donated money, but we still have insurance and maintenance costs. IAP can't afford to subsidize anyone. We need to select renters and put that forward to the Board of Directors, then set the rents.
- Susan added that with the applications coming in, it became clear that there were people who wouldn't be able to afford the duplexes. That was the impetus for doing another survey for small houses that would cost much less to build. Those could conceivably rent for \$600/month. Many people are interested in one-bedroom and studio units.
- Fundraising continues for IAP. There are some monies for the next duplex to be built. There's interest in doing things a bit differently so it doesn't cost so much to build. Currently, the duplexes are costing about \$300,000 each.
- Susan added that there's a real need for tiny houses or studios for single people or couples.
- Mike added that Barbara has put on the table the idea of IAP buying existing houses rather than building.

6. Brainstorming possible policy options to present to the Select Board / Town Manager

- Mike's understanding is that the State of Maine has a real estate transfer tax that would not preclude a municipality from putting their own in. If it's focused on houses that exceed a certain amount, then it would be easier to raise the money.

Islesboro Housing Committee
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- Peter stated he hasn't researched how to implement a municipal real estate transfer tax in Maine, but he has experience as an architectural consultant to a town in New Jersey that did this. He hopes to research whether or not this is a feasible idea.
- Peter stated that he's been very involved in the Ferry Road property, both in negotiations with the owner and with the goal of creating some revenues for the Town with parking fees. 75% of the property is in the flood zone, and the rest is not well located for development, but there may be an opportunity in the future. It's a complicated situation as there's a restrictive covenant on the property, zoning changes, wetlands, etc.
- Cate stated it's her understanding that Maine does not allow Real Estate Transfer Tax at the local level. There was a bill in 2015 to allow that, and it failed. There was a bill passed this last spring that creates a graduated real estate transfer tax so that if your home is worth more than \$1M when it's sold, there's a higher tax rate. It lowered the transfer tax for homes less than \$1M. There are a lot of local options that are denied at the state level, such as a vacancy fee and local transfer tax.
- Cate reported that Stonington has been putting money into a housing fund from their general fund. It may be a certain percentage of the annual town budget. 15 years ago, there was a developer like IAP created to serve all of Deer Isle. They have done a 10-unit and 12-unit development, but they have water and sewer, so they have some resources for density. Stonington also historically has had lots of boarding houses in town for the people who've worked there. They have water and sewer that was put in place 100 years ago. They are looking at a new development soon, maybe within that town center. Town land was not suitable for the mobile home park they were planning. They have a final report with recommendations on how to do it, coming at the end of October. They are using the town housing fund to help create it, and then subsidizing it, with a developer who's going to create a park, by either putting in the water and sewer extension, doing some kind of cash subsidy from the fund, or providing the utility hookup. They might also do it with raw lots. They haven't decided how they're going to go about creating the public mobile home park or where it's going to go. One of their concerns is water. Stonington is importing water. They don't have enough from their local aquifer. They are looking at creative solutions.
- Mike asked Cate if towns within the State of Maine get allocated a piece of the state transfer tax. Cate stated that 10% goes to the county for administering and recording the deeds, and the rest goes to the state. There's a campaign there in terms of trying to pass it at the state level to allow municipalities to pursue that as a strategy. It would be good to talk with state representatives, the Maine Municipal Association, and some of the regional associations we're part of, to look into legislation to allow transfer tax locally.
- Cate added that the biggest opponents of a transfer tax have been the realtors.
- Ginnie stated that realtors don't want it to be more expensive for people to buy houses. It just makes it harder. The way you calculate transfer tax is you divide the purchase price by how many \$500s go into the purchase price, multiply that by \$2.20, and that is divided equally between the buyer and the seller.
- Tom added that as an example, there was a property sold in Maine for \$390,000, the transfer tax was \$1,700, and the buyer and seller split that.
- Peter clarified that the tax he's familiar with in other communities was inspired by a lack of staff for the wealthy households. The town passed legislation that only affected people who were building or buying

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houses for over \$1M. It was not designed to tax working-class people. On Islesboro, if you're spending \$10M - \$20M on a house and kicked in \$20,000 to this fund, it wouldn't be a hardship.

- Tom stated that if the state were to allow municipalities to do this, our municipality could write a statute that had exemptions. We could structure it however we want to.
- Cate stated that the law that changed at the state level exempted people who participate in the first-time homebuyer program. It increased the rate to \$4 per \$500 of home value for the properties with a value in excess of \$1M. The projection is that by 2028, it will raise \$6.5M of General Revenue, and \$6.5M of Special Revenue. That's statewide.
- Tom suggested we talk to those regional organizations and state representatives and start making some noise, that Islesboro would like to see the state allow municipalities to have a local transfer tax.
- Cate added that in 2015, the Maine Municipal Association supported legislation, the Maine Farm Bureau opposed it, and the Maine Association of Realtors opposed it, but there was very little testimony. The County Commissioners opposed it because it would be considered an unfunded mandate to have to oversee the administration of parts of it.
- Peter feels that, for a certain proportion of people building on Islesboro, this wouldn't be an issue.
- Mike stated that Melissa Burns was the Select Board representative at the Midcoast Council of Governments. It might be worth asking if she still is. Mike sits with a couple other residents on the Maine Islands Coalition group. They have a meeting next week. Mike is happy to bring up this topic. Other islands have all identified affordable housing as a high-priority issue.
- Cate suggested asking if any other municipalities have funds like Stonington's. Stonington doesn't have a designated or dedicated revenue source, but Cate is curious if any other towns have something they use to fund a housing fund.
- Mike stated that this topic was requested and it will be on the agenda for the coming meeting. There are a lot of new people at the Island Institute, which underwrites the Maine Islands Coalition. Not much has been done in the last six months. Hopefully we'll see some action from this revamped group.
- Mike stated he heard that Page Clason's building on Meadow Pond Road will have some housing for people who work here. Carrie believes it will have one dwelling unit and some space for his business.
- Tom stated that Earl MacKenzie has built a new house on the Northeast Point property for less than \$350,000. It would be interesting to have him talk with us about how one could do it.
- Susan suggested coordinating a meeting with this group and IAP for a session with Earl.
- Mike stated we should invite him to the next meeting to talk about that.
- Mike added that when IAP had their open house, there were a number of potential donors who mentioned a desire to see the Housing Committee, IAP, the Town, and IESC talk together more about housing specifically. One of the things we haven't done is to really bring the Town into it.
- Mike suggested bringing the Town into the discussion to develop a policy relative to supporting affordable housing and workforce housing. IAP is doing a lot for affordable, but we need more for workforce housing. It would be good if the Town took a stance somehow.
- Tom stated that one of the ways the proceeds of a transfer tax has been used has been to pay for bond expenses. If there were a pool of money, that could pay the interest on a bond. The Town could structure a bond initiative to build houses, and it would be more attractive because it would be essentially interest free if there was this other revenue stream to pay the interest. It's interesting, but still determined by the state allowing municipalities to impose a real estate transfer tax.

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In-Person Meeting at 5:30 PM, Town Office

- Mike asked Cate about tax increment financing. Did we conclude that it wouldn't work in our community? Cate replied that the challenge is the scale that's needed to make it a sizeable enough fund. From what she could find, there were no towns as small as ours that had a tax increment financing district.
- Tom added that the only way we could do it is in the Town Centers. The increase in valuation within the Town Centers over a 10-year span would not be significant enough.
- Mike asked Peter to take to Select Board the Committee's discussion relative to the town coming up with a statement of support on both affordable and workforce housing. Peter agreed.
- Mike explained that a potential IAP donor said to him that he and his family had yet to make a donation to the IAP program, because what he wanted to see was the Housing Committee, IESC, IAP, and the Town work together on a housing policy strategy. Mike feels that step one is to get everyone on board with a statement of support, and then work from there. This group could possibly go after a municipal transfer tax, if that's what we want.
- Susan asked how we define "affordable" vs. "workforce" housing. Mike replied that "affordable" can be in alignment with Maine Housing guidelines for income level, rent level, etc. "Workforce" housing is for people who are above the low-income bracket, such as schoolteachers, electricians, plumbers—the people who keep our town going. That group may not be able to meet the Maine Housing guidelines, because they might make too much money, but they still aren't going to be able to pay the median price of a house on the island.
- Susan presented a draft of her survey for islanders. It asks about preferred square footage, studio or one-bedroom houses, how many members of the family would there be, kinds of work, etc. This dovetails with IAP. Perhaps the Town could distribute the survey. We could do another survey for folks off the island after this one. Susan asked for suggestions and amendments.
- We could put drop boxes at the Town Office and the ferry ticket office.

7. Comments from Visitors

- None.

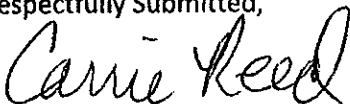
8. Next meeting date

- Next meeting Thurs, October 2nd, 5:00 PM.

9. Adjourn

Motion by T. Tutor, seconded by S. West, to adjourn at 6:33 PM. Roll Call. Motion passed, 5 yes, 0 no, Unanimous.

Respectfully Submitted,



Carrie Reed, Secretary



Minutes August 10,2025 Ground Water Protection Committee

Present: Dave Pendleton, Chair,

Priscilla Fort, Dick DeGrasse, Pam Larson, Larry
Hoder

Guest: Will Aldrich

Quorum of 4 present

Meeting called to order by Dave Pendleton; Last meeting was 7/ 2023, with an unofficial meeting Summer '24; minutes from meeting of 7/23 accepted;

David Pendleton,resigned as Chairman but will continue as Vice Chairman

Pam Larsonj resigned as Secretary, was nominated and approved unanimously as Chairman

Larry Hoder was approved for membership by the Town of Islesboro and nominated and approved unanimously as Secretary

There are currently two vacancies on this committee

Dick DeGrasse presented an overview of the origins and mission of the Islesboro GWPC and summarized the findings of the Gerber report from 1995 and the 2006 Robinson Report on soil filtering capability

Will Aldrich was introduced as a guest to the meeting; he is a geologist and has been active in designing and monitoring of septic systems and the quality of water on Islesboro over many decades

Will reviewed: 1. The current high quality of our drinking water, the finite nature and the vulnerability of this resource, factors that can jeopardize our water supply eg overdevelopment, contamination, ?sea level rise 2. The procedure for applying for new septic systems on the island, what requirements exist for septic systems, various problems he has encountered over the years and their resolutions, eg capping of abandoned wells. Currently there are no known issues with island septic systems. 3.the geology of Islesboro was discussed including the primarily shale and quartzite base (no granite), how aquifers

function and how problems with salt intrusion and water contamination can occur with bedrock wells 4. The design of the waste water facility in Dark Harbor Village was discussed, no current concerns exist

To Do: Much of what the WCPC is concerned with can be categorized within two topics: water quantity and water quality

Water quantity: 1. Recheck island water table levels: the last survey was in 2020

2. Foster closer communication with the Islesboro Planning Board regarding residential and commercial development eg overuse of available water and surface paving eg asphalt vs stone paving to ensure recharge of our aquifers

3. Foster closer communication with the Sea Level Rise committee to understand the potential for sea water intrusion into our aquifers

Water quality: 1. Review and update possibilities for public education , e.g. brochure (?personalize state information brochure to reflect Islesboro issues) and more public presence (? Farmers market educational stand?) with emphasis on personal responsibility re: water quality assessments, knowledge of disposal of household waste and industrial type waste, expiring septic systems and new septic system designs

2. look into geothermal heat production, i.e. and concerns re: possible water contamination?

3. recheck with fire department re: management plan for surface contaminations, e.g. oil/gas spills

A subsequent meeting will be held in late September, date to be determined

Submitted by: Larry Hoder

Lighthouse Committee Minutes August 28, 2025



Attendance: Ed Bacon, Michael Clayton, Catherine Demchur-Merry, Jim Mitchell, Yvette Reid, Rachel Rolerson-Smith, and Ken Smith

We met in the Sailors' Museum. The minutes from July 31, 2025 were approved. We decided to table the decision on joining the American Lighthouse Foundation. Rachel has donated four lighthouse passport books which will be sold in the gift shop.

Publicity: Catherine will continue to post articles on Facebook and also send them to Tina to be sent out on the town's Constant Contact. Notices will be posted at the Lincolnville ferry terminal concerning the observance of Maine Lighthouse Day at Grindle Point Lighthouse.

Visitors' Comments: Ashley and Yvette reported that most visitors liked the changes in the museum. They have been shocked by the photos showing the amount of water which was in the tunnel during the January 2024 storms. They have been amazed by the amount of restorative work which has been accomplished. Often visitors ask, "what is it like to live on an island". Ashley and Yvette tell them about our school and the magnet students, the new health center, and the Boardman Cottage.

Winter Preparations: The two new windows in the tunnel need to be boarded up. The south end of the Annex has holes which you can see through, all the clapboards must be replaced. The roof of the dormer on the Annex needs new shingles. The hardware for the new fiberglass door at the end of the tunnel has arrived. This door needs to be installed before winter. Tom Fowler will come in September to determine a means of stabilizing the ground around the tower.

Michael Clayton knows a photographer, Matthew Cohen, who is taking photographs of various lighthouses. Michael will ask him to come to take photos of the Grindle Point Lighthouse. Michael has also agreed to allow the use of his shop for the sale of gift shop items on Black Friday.

Respectfully submitted,
Yvette Reid, Secretary



Select Board Workshop

Town of Islesboro is inviting you to a scheduled Zoom meeting.

Topic: Select Board/Committee Chair Workshop

Time: **October 8, 2025 4:30 PM** Eastern Time

Join Zoom Meeting

and in person!

<https://us06web.zoom.us/j/84343932340?pwd=NSWmpoAmsj91wpT6MaeUngSb9pc4I2.1>

Meeting ID: 843 4393 2340

Passcode: 619861

Wednesday, October 8, 2025

4:30pm Town Office

Biannual Meeting with Committee Chairs.

FYI

Title 30-A: MUNICIPALITIES AND COUNTIES**Part 2: MUNICIPALITIES****Subpart 4: ORDINANCE AUTHORITY AND LIMITATIONS****Chapter 141: ORDINANCES****§3009. Authority of municipal officers to enact ordinances**

1. **Exclusive authority.** The municipal officers have the exclusive authority to enact all traffic ordinances in the municipality, subject to the following provisions.

A. The municipal officers may regulate pedestrian traffic in the public ways, including, but not limited to, setting off portions of a municipality's public ways for sidewalks and regulating their use; providing for the removal of snow and ice from the sidewalks by the owner, occupant or agent having charge of the abutting property; and establishing crosswalks or safety zones for pedestrians.

(1) The violation of any ordinance authorized by this paragraph is a civil violation.

(2) The municipal officers may establish a method by which persons charged with the violation of ordinances governing pedestrian traffic on the public ways may waive all court action by payment of specified fees within stated periods of time. [PL 1991, c. 549, §16 (AMD); PL 1991, c. 549, §17 (AFF).]

B. The municipal officers may regulate the operation of all vehicles in the public ways and on publicly owned property.

(1) The violation of any ordinance authorized by this paragraph is a civil violation.

(2) A municipality may not adopt or enforce an ordinance authorized by this paragraph that is the same as or conflicts with any speed or other traffic control limits imposed by the Department of Transportation pursuant to Title 23 ([../23/title23ch0sec0.html](#)) or 29-A ([../29-A/title29-Ach0sec0.html](#)). [PL 1999, c. 753, §8 (AMD).]

C. The municipal officers may regulate the parking of motor vehicles on any public way or public parking area, including, but not limited to, providing for the installation of parking meters, providing the fact that any vehicle is illegally parked or is in a metered space when the time signal on the parking meter for that space indicates no parking permitted without the deposit of a coin or coins is prima facie evidence that the vehicle has been parked illegally by the person in whose name the vehicle is registered, and establishing reasonable charges for metered parking.

(1) Illegal parking of a vehicle in violation of any ordinance authorized by this paragraph is a civil violation.

(2) The municipal officers may establish a method by which persons charged with the violation of parking regulations may waive all court action by payment of specified fees within stated periods of time.

(3) The revenue collected from parking meters must be used:

(a) To purchase, maintain and police the meters;

(b) To construct and maintain public ways;

(c) To acquire, construct, maintain and operate public parking areas;

(c-1) To provide for property tax relief;

(c-2) To acquire, construct, maintain and operate capital infrastructure projects; and

(d) For no other purpose.

(4) A vehicle that exhibits a permanent placard, a temporary placard or a disability registration plate issued under Title 29-A, section 521 ([../29-A/title29-Asec521.html](#)) may park in accordance with Title 29-A, section 521, subsection 12 ([../29-A/title29-Asec521.html](#)). [PL 2023, c. 14, §§1-3 (AMD) .]

D. The following provisions apply to the establishment and policing of parking spaces and access aisles for disabled persons.

(1) Municipal public parking areas are subject to any applicable requirements of the Maine Human Rights Act, Title 5, chapter 337, subchapter 5 ([../5/title5ch337sec0.html](#)). The municipality shall post a sign adjacent to and visible from each disability parking space established by the municipality. The sign must display the international symbol for accessibility.

(2-A) Enforcement of disability parking restrictions must be in accordance with Title 29-A, section 521, subsection 9-A ([../29-A/title29-Asec521.html](#)).

(3) Any vehicle or motorcycle parked in a parking space clearly marked as a disability parking space and that does not bear a special registration plate or placard issued under Title 29-A, section 521 ([../29-A/title29-Asec521.html](#)) or 523 ([../29-A/title29-Asec523.html](#)), or a similar plate issued by another state, must be cited for a fine of not less than \$200 and not more than \$500. "Clearly marked" includes painted signs on pavement and vertical standing signs that are visible in existing weather conditions.

(4) The municipal officers may establish and enforce the time limit for use of a parking space reserved as a disability parking space on a public way or public parking area. [PL 2005, c. 528, §3 (AMD) .]

E. The municipal officers may provide for the regulation of motor vehicles as defined in Title 29-A, section 101, subsection 42 ([./29-A/title29-Asec101.html](#)) on icebound inland lakes during the hours from sunset to sunrise of the following day. The Maine Land Use Planning Commission shall regulate motor vehicles on icebound inland lakes that are completely encompassed by unorganized territories. Motor vehicles on icebound inland lakes that are abutted by an unorganized territory and either one or more municipalities, village corporations or plantations, in any combination, are regulated by those municipalities, village corporations or plantations, as provided in subparagraphs (1) and (2).

No ordinance authorized by this paragraph is valid unless:

(1) Each municipality abutting a lake has enacted an identical local ordinance, in which case the ordinance of any municipality is in effect on the entire lake and any law enforcement officer from any of those municipalities may enforce the ordinance on any portion of the lake; or

(2) In cases where a lake is divided by an easily identifiable boundary into 2 or more nearly separate bodies, each municipality abutting one of the distinguishable portions of the lake has enacted an identical local ordinance. The ordinance of any municipality is in effect only on that distinguishable portion of the lake and any law enforcement officer from any of those municipalities may enforce the ordinance anywhere on that portion of the lake. [PL 1995, c. 65, Pt. A, §129 (AMD); PL 1995, c. 65, Pt. A, §153 (AFF); PL 1995, c. 65, Pt. C, §15 (AFF); PL 2011, c. 682, §38 (REV).]

F. The municipal officers may regulate or establish a licensing authority which may regulate rates of fare, routes and standing places of vehicles for hire, except where jurisdiction rests with the Public Utilities Commission and may require an owner or operator of a vehicle for hire to carry a liability insurance policy in amount and form satisfactory to the licensing authority as a condition precedent to the granting of a license to operate. [PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

[PL 2023, c. 14, §§1-3 (AMD).]

1-A. Transfer of mobile home or modular construction home. To ensure the fair and efficient administration of property taxation, municipal officers may enact an ordinance requiring the owner of a mobile home or modular construction home to notify the municipal assessor, according to such reasonable terms as the ordinance may establish, upon the transfer of a mobile home or modular construction home when that mobile home or modular construction home is situated on land that is not owned by the mobile home or modular home owner.

[PL 1999, c. 427, §1 (NEW).]

2. Powers of village corporation. The officers of a village corporation have the same powers and duties as municipal officers under this section.

[PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

3. Method of enactment; effective date. When enacting ordinances under this section, the municipal officers shall give 7 days' notice of the meeting at which the ordinances are to be proposed in the manner provided for town meetings. Unless otherwise provided, these ordinances take effect immediately.

[PL 1987, c. 737, Pt. A, §2 (NEW); PL 1987, c. 737, Pt. C, §106 (NEW); PL 1989, c. 6 (AMD); PL 1989, c. 9, §2 (AMD); PL 1989, c. 104, Pt. C, §§8, 10 (AMD).]

4. Enforcement of municipal ordinances.

[PL 2005, c. 53, §2 (RP).]

SECTION HISTORY

PL 1987, c. 737, §§A2,C106 (NEW). PL 1989, c. 6 (AMD). PL 1989, c. 9, §2 (AMD). PL 1989, c. 104, §§A28,C8,C10 (AMD). PL 1989, c. 394, §2 (AMD). PL 1991, c. 549, §16 (AMD). PL 1991, c. 549, §17 (AFF). PL 1995, c. 65, §§A127-129 (AMD). PL 1995, c. 65, §§A153,C15 (AFF). PL 1997, c. 60, §1 (AMD). PL 1997, c. 392, §1 (AMD). PL 1997, c. 673, §3 (AMD). PL 1997, c. 750, §A4 (AMD). PL 1999, c. 127, §A45 (AMD). PL 1999, c. 427, §1 (AMD). PL 1999, c. 753, §8 (AMD). PL 2001, c. 151, §2 (AMD). PL 2003, c. 80, §1 (AMD). PL 2003, c. 117, §1 (AMD). PL 2005, c. 53, §2 (AMD). PL 2005, c. 528, §3 (AMD). PL 2011, c. 682, §38 (REV). PL 2019, c. 648, §2 (AMD). PL 2023, c. 14, §§1-3 (AMD).

The Revisor's Office cannot provide legal advice or interpretation of Maine law to the public.

If you need legal advice, please consult a qualified attorney.

Office of the Revisor of Statutes (mailto:webmaster_ros@legislature.maine.gov) - 7 State House Station - State House Room 108 - Augusta, Maine 04333-0007

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Town of Islesboro
Capital Reserve Account
Period Ending September 30, 2025

RECEIVED

OCT - 2 2025

BY: _____

FUND NAME	Beginning Balance as of 09/01/25	Distributions	Balance after Transfer	Expenses (\$204.60)	Earnings M/M \$4,935.13	Realized Gain/Loss \$0.00	Unrealized Gain/Loss \$2,331.65	Contributions	Ending Balance as of 09/30/25
EQUIPMENT & VEHICLES									
AMBULANCE RESERVE	\$15,492.18		\$15,492.18	(\$3.22)	\$77.61	\$0.00	\$36.67		\$15,603.24
FIRE ENGINE	\$12,724.59		\$12,724.59	(\$2.64)	\$63.75	\$0.00	\$30.12		\$12,815.82
FIRE EQUIPMENT	\$6,219.13		\$6,219.13	(\$1.29)	\$31.16	\$0.00	\$14.72		\$6,263.72
HEALTH CENTER EQUIPMENT	\$2,960.23		\$2,960.23	(\$0.61)	\$14.83	\$0.00	\$7.01		\$2,981.46
LANDSCAPING AND GROUNDSKEEPING EQUIPMENT	\$1,624.39		\$1,624.39	(\$0.34)	\$8.14	\$0.00	\$3.84		\$1,636.03
POLICE CRUISER	\$358.51		\$358.51	(\$0.07)	\$1.80	\$0.00	\$0.85		\$361.09
PUBLIC WORKS FOR EQUIP & REPAIRS	\$1,453.97		\$1,453.97	(\$0.30)	\$7.28	\$0.00	\$3.44		\$1,464.39
TOWN TRUCK	\$16,194.07		\$16,194.07	(\$3.36)	\$81.13	\$0.00	\$38.33		\$16,310.17
SCHOOL									
SCHOOL IMPROVEMENT RESERVE	\$121,821.67		\$121,821.67	(\$25.30)	\$610.31	\$0.00	\$288.35		\$122,695.03
SCHOOL BUS	\$25,694.42		\$25,694.42	(\$5.34)	\$128.73	\$0.00	\$60.82		\$25,878.63
SCHOOL SOLAR PROJECT RESERVE	\$5,184.03		\$5,184.03	(\$1.08)	\$25.97	\$0.00	\$12.27		\$5,221.19
SCHOOL CONTINGENCY RESERVE	\$20,207.08		\$20,207.08	(\$4.20)	\$101.23	\$0.00	\$47.83		\$20,351.94
LAND AREA									
MADDY DODGE FIELD - RESERVE	\$4,413.83		\$4,413.83	(\$0.92)	\$22.11	\$0.00	\$10.45		\$4,445.47
SOCCER FIELD IMPROVEMENT	\$93,623.89		\$93,623.89	(\$19.45)	\$469.04	\$0.00	\$221.60		\$94,295.08
PROJECT									
ENGINEERING, ARCHITECT, SURVEY	\$163.64		\$163.64	(\$0.03)	\$0.82	\$0.00	\$0.39		\$164.82
FUTURE	\$1,832.55		\$1,832.55	(\$0.38)	\$9.18	\$0.00	\$4.34		\$1,845.69
INCLINE & FLOATS	\$32,560.83		\$32,560.83	(\$6.76)	\$163.13	\$0.00	\$77.07		\$32,794.27
MUNICIPAL BUILDINGS	\$33,095.06		\$33,095.06	(\$6.87)	\$165.80	\$0.00	\$78.33		\$33,332.32
ROAD RECONSTRUCTION	\$8,046.65		\$8,046.65	(\$1.67)	\$40.31	\$0.00	\$19.05		\$8,104.34
HEALTH CENTER TECHNOLOGY	\$1,139.28		\$1,139.28	(\$0.24)	\$5.71	\$0.00	\$2.70		\$1,147.45
SHELLFISH OPERATIONS	\$5,142.08		\$5,142.08	(\$1.07)	\$25.76	\$0.00	\$12.17		\$5,178.94
MUNICIPAL BUILDINGS EXPANSION	\$0.10		\$0.10	\$0.00	\$0.00	\$0.00	\$0.00		\$0.10
SOLAR-SALT BUILDING	\$69,755.47		\$69,755.47	(\$14.49)	\$349.46	\$0.00	\$165.11		\$70,255.55
SOLAR-TOWN OFFICE	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00
REPLACEMENT									
AGING SYSTEM REPLACEMENT	\$1,388.00		\$1,388.00	(\$0.29)	\$6.95	\$0.00	\$3.29		\$1,397.95
ACRE ISLAND PUB SAFETY	\$5,708.75		\$5,708.75	(\$1.19)	\$28.60	\$0.00	\$13.51		\$5,749.67
IMB - REPLACEMENT RESERVE	\$50,136.90		\$50,136.90	(\$10.41)	\$251.18	\$0.00	\$118.67		\$50,496.34
ISLAND FIRE SUB-STAT	\$16,876.81		\$16,876.81	(\$3.51)	\$84.55	\$0.00	\$39.95		\$16,997.80
LIBRARY EQUIP & REPAIRS	\$18,513.55		\$18,513.55	(\$3.85)	\$92.75	\$0.00	\$43.82		\$18,646.27
TRANSFER STATION WALL REPLACEMENT	\$10,818.77		\$10,818.77	(\$2.25)	\$54.20	\$0.00	\$25.61		\$10,896.33
TECHNOLOGY	\$24,315.82		\$24,315.82	(\$5.05)	\$121.82	\$0.00	\$57.55		\$24,490.14
TENNIS COURT RESERVE	\$339.09		\$339.09	(\$0.07)	\$1.70	\$0.00	\$0.80		\$341.52
SEA LEVEL RISE	\$150,031.64		\$150,031.64	(\$31.16)	\$751.64	\$0.00	\$355.12		\$151,107.24
FIDUCIARY FUNDS									
DHWWTF-Reserve	\$31,535.20		\$31,535.20	(\$6.55)	\$157.99	\$0.00	\$74.64		\$31,761.28
DHWWTF-Treatment Plant	\$6,320.05		\$6,320.05	(\$1.31)	\$31.66	\$0.00	\$14.96		\$6,365.36
RESTRICTED LIBRARY	\$24,365.75		\$24,365.75	(\$5.06)	\$122.07	\$0.00	\$57.67		\$24,540.43
UNRESTRICTED LIBRARY	\$53,538.04		\$53,538.04	(\$11.12)	\$268.22	\$0.00	\$126.72		\$53,921.86
CEMETERY FUNDS	\$9,615.00		\$9,615.00	(\$2.00)	\$48.17	\$0.00	\$22.76		\$9,683.93
PUBLIC HEALTH	\$7,570.63		\$7,570.63	(\$1.57)	\$37.93	\$0.00	\$17.92		\$7,624.91
EMERGENCY FERRY TRIPS-Reserve	\$39,468.49		\$39,468.49	(\$8.20)	\$197.73	\$0.00	\$93.42		\$39,751.44
REVALUATION	\$2.13		\$2.13	\$0.00	\$0.01	\$0.00	\$0.01		\$2.15
GRANT WRITER	\$42,570.24		\$42,570.24	(\$8.84)	\$213.27	\$0.00	\$100.76		\$42,875.43
GROUNDWATER	\$12,261.43		\$12,261.43	(\$2.54)	\$61.43	\$0.00	\$29.01		\$12,349.33
TOTALS	\$985,083.94	\$0.00	\$985,083.94	(\$204.60)	\$4,935.13	\$0.00	\$2,331.65	\$0.00	\$992,146.12

State of Maine Sample Ballot
Referendum Election, November 4, 2025
All Counties except Somerset and Washington

Instructions to Voters

To vote for a question, fill in the oval to the right of the "Yes" or "No" choice, like this: ●

To have your vote count, do not erase or cross out your choice.

If you make a mistake, ask for a new ballot.

Question 1: Citizen Initiative

Do you want to change Maine election laws to eliminate two days of absentee voting, prohibit requests for absentee ballots by phone or family members, end ongoing absentee voter status for seniors and people with disabilities, ban prepaid postage on absentee ballot return envelopes, limit the number of drop boxes, require voters to show certain photo ID before voting, and make other changes to our elections?

A "Yes" vote is to enact the initiated legislation.

A "No" vote opposes the initiated legislation.

Yes ○
No ○

Question 2: Citizen Initiative

Do you want to allow courts to temporarily prohibit a person from having dangerous weapons if law enforcement, family, or household members show that the person poses a significant danger of causing physical injury to themselves or others?

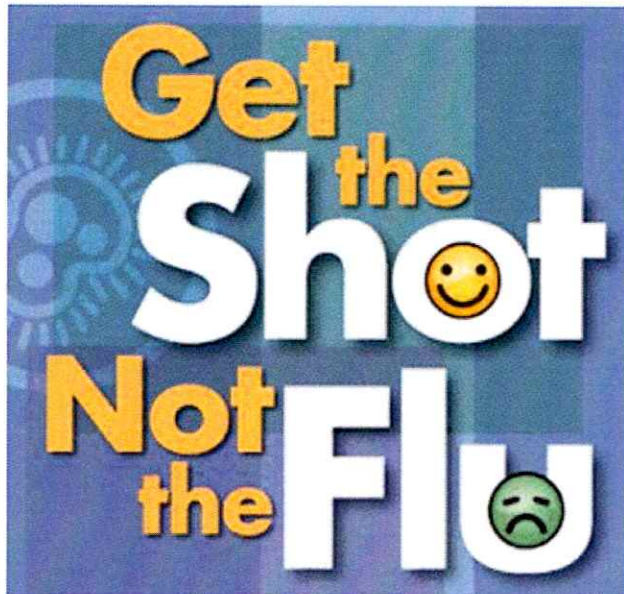
A "Yes" vote is to enact the initiated legislation.

A "No" vote opposes the initiated legislation.

Yes ○
No ○

SAMPLE

You Have Completed Voting



**2025
IHC
FLU VACCINE CLINICS**

Walk-in Clinics

Thursdays

10/9, 10/16, 10/23, 10/30

1:30 pm – 3:00 pm

Regular Dose

- For anyone 6 months or older.
- Please call & schedule a 15-minute appointment with a provider for flu vaccines any other time.

High Dose

- For those 65 years and older **only**.
- Must schedule 7 days in advance so we can order the vaccine.

**Please bring in
insurance card if
you have one to
offset the cost of
the vaccine.**

**Please wear short
sleeves**

**ISLESBORO HEALTH
CENTER**

150 Main Road

Islesboro, ME 04848

207-734-2213

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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