

**TOWN OF NORTH HAVEN**  
**Board of Selectmen**  
**May 30, 2017**  
**4:00 p.m.**

**Minutes**

SELECTMEN PRESENT: Jonathan Demmons (Chair), Linda Darling, Jerry White, Alex Curtis  
ABSENT: STACY BEVERAGE  
TOWN ADMINISTRATOR: Joe Stone  
ABSENT: TAX COLLECTOR, Janice Hopkins  
AVAILABLE: TREASURER, Joette Adams

1. Jonathan Demmons called the Meeting to order at 4:00 PM
2. **Approval of the Minutes of May 23, 2017 tabled because a quorum of those present on May 23 was not available**
3. **Public Comment – None**
4. **Treasurer’s Report**

a. Approval of Bills, Warrants, Payroll Journals and Journal Entries:

Warrant # 22	in the amount of	\$4,521.73
Warrant # 21-A	in the amount of	\$26,828.79
Payroll Warrant # 21	in the amount of	\$21,382.64
Payroll Warrant # 21-A	in the amount of	\$4,025.95

**Motion to approve Bills, Warrants, Payroll Journals and Journal Entries**  
**Made by Demmons, seconded by White** **Approved 4-0-0**

5. **Correspondence:**
6. **Reports:**
  - a. Administrator:
    - i. Clinic
      1. Trying to isolate cost of insurance related repairs from voluntary renovations
      2. The autoclave seems to have resumed working properly; took it off the replacement list for the time being
      3. Alicia Brown reported that she was unable to get the combination on the lockbox on the ferry to work. She and Larry Frank ended up personally carrying the diagnostic coolers themselves. Waiting to hear back from MSFS on the lock combo issue.
    - ii. Sewer Department:
      1. Backfilling should be completed this week
      2. Concrete pouring (sampling enclosures, channel, entrance slab) on for this week

- 3. Hopkins working on sludge site license renewal (no update)
- 4. Waiting to schedule a get together with abutters to discuss landscaping preferences
- iii. Water Department:
  - 1. No update
- iv. Bartlett's Harbor
  - 1. No update.
- v. Ferry Service:
  - 1. Onus has temporarily shifted to Town to recommend a preference among various rate scenarios (see §7 (b) below)
- vi. Transfer Station
  - 1. No update
- vii. Floats & Docks
  - 1. White reported that the new ramp has been installed at Pulpit Harbor
- viii. Roads & Bridges:
  - 1. PH Rd and W. District Rd. repaving scheduled for next week
  - 2. Street sweeping scheduled for mid-June
  - 3. Stone reminded the Board that it would need to make a decision on whether and where to install the speed humps this summer.
- ix. Town Properties
  - 1. Stone reported that he was asking Elliott Brown whether the road crew alone could handle the erection of the back stop on the ball field
- x. Legal
  - 1. Wolfram/Nebo: no ruling expected for several months
- xi. Planning Board
  - 1. No update
- xii. Sheriff's Department:

<b>Date</b>	<b>Incident</b>	<b>Deputy</b>
5/23	Criminal mischief	Gordon
5/26	Assault	Walker
5/27	Theft	Potter

**7. Old Business:**

- a. *Granite Disposal:* Stone reported that he had done some research on retail prices for granite comparable to what is left over from the bridge project. \$60 to \$80 per ton seems to be the range. Assuming 13 CF/ton for granite, the retail price would be between \$125/CY and \$165/CY. Apart from NHCP, who requested and received some pieces to re-establish access to its two properties on either side of bridge, NHCS which wants some for landscaping, Southern Harbor Eldercare which would also like to use some for landscaping and Harbor Master Campbell, who would like to use some to replace the decrepit post and chain at the PH parking lot, there have not been many inquiries on availability. White pointed out that given the larger “footprint” of granite for marine structures, it poses a greater permitting challenge than pilings for piers and docks. There is not likely to be much demand for it for moorings. Although the Board did not reach a definitive conclusion, there seemed to be consensus coalescing around a plan to advertise a day (or days) when the public could inspect and choose pieces. The Board meanwhile will consider whether there are any other public purposes for which they would conserve some of the granite.
- b. *Ferry Fares:* Stone shared some spreadsheets he was working on which are intended to

help the Board make a decision on which fare scenario serves the residents best. Since there is no “typical” MSFS user, Stone ran had to run a variety of test cases through the MSFS scenarios. The first case tested the impact on a driver/vehicle/passenger fare with round-trip reservations which used the ferry monthly in three winter months, with greater usage in the “shoulder” months and with only one trip each in congested July and August. The annual dollar impact of MSFS scenarios 1.5 and 2 for this pattern of use was all but identical and represented about a 17% annual increase in cost, an increase which is reasonably compatible with the 15%-16% overall revenue increase the MSFS is seeking. (Scenario 1.5 maintains the mainland/island rate structure with a flat dollar increase imposed on both categories. Scenario 2 abolishes the mainland/island rate structure and uses a seasonal rate differential, in this scenario, a four month “high season”. )

Stone’s second analysis tested the impact of the MSFS fare scenarios on a 40 ft. truck whose annual usage would be something like that of the North Haven Grocery truck. In this case, the lowest annual increase (16%) resulted from the MSFS scenario 2, the scenario with a four month “high season” and no differential between island and mainland originations. Not surprisingly, given the pattern of usage by the grocery truck, the annual increases in scenarios 3 and 4 were unacceptably higher.

Following a suggestion from White, Stone will develop some additional test cases. While it is not entirely clear how switching from the mainland/island fare structure to the low/high season structure would solve the MSFS software challenges, White noted that a high/low system might achieve other efficiencies by eliminating the need for ticket punching. Stone noted another potential issue: namely the impact on someone who purchased a RT ticket who planned to return a day or week later, after the low season had become the high season (or vice versa). The high/low structure would seem to call for the reinstatement of one way fares. In the absence of a mainland/island differential, one way fares should not be problematic.

Next steps: develop some more test cases, share data with similarly affected island communities, possibly develop a collective position which would start to bring Islesboro’s fares more in line with those of the other islands and which would therefore lessen the 16% (or so) increase on NH, VH and Swan’s.

- c. *Pulpit Harbor Fishermen’s Wharf*: Stone asked Curtis, since he had had time to absorb the implications of the boundaries of the town-owned parcel and the boundaries of the easement within which it lies, whether he had further thoughts on what might be feasible to improve that site (or another) as working waterfront. Although the discussion which ensued was lengthy, it kept returning to at least one hard fact: the Town owns very few sites with water access and of those which it does own each has unique limitations. The other members of the Board encouraged Curtis to work with those fishermen who prefer to fish from PH to develop plans to which the Board can react either for the existing PH dock site, or Izzy’s Beach.

**8. New Business: None**

**Motion to adjourn at 5:55 PM  
Made by Darling, seconded by White**

**Approved 4-0-0**