

Maine State Ferry Advisory Board

Thursday 1/25/24 10:30 AM

In Person and via ZOOM

Jon Emerson – So, do we have about as many people here as we are expecting? and online?

Bill Geary - I think so.

Jon Emerson – It seems as though we are well represented by the DOT and Ferry Service. I sent out an email a few days ago and didn't much of a response or any response really. I just thought I would read it because it has a couple of things that I think are important and it goes "In reading over the minutes of our last meeting, I realized several things. First, the meeting was long, second we covered a lot of important ground, perhaps more than what is expected at an Advisory Board meeting. While I feel it is important that everyone is able to speak at what is a public meeting, I don't want the meetings to become onerous. Going forward I would like to have suggestions from guests to come from their respective island Advisor, through me as Chair. Some issues must be resolved more quickly, perhaps even before coming to the full board. If this can work, fine, if it can't, perhaps we need to have a separate time for guests to speak, which is not my first choice. I would rather be inclusive rather than exclusive. I am open to suggestions, but I would like the meeting to be a less long if we can and have them that way and have topics come up related to what we are talking about, which as far as I am concerned have been related to the ferry system. So if we can be more efficient with time, that is basically what I am asking. There is a little smile from Eva, and that sounds like a good idea.

Okay, let's open the meeting with roll call.

1. Roll Call – In Person:

Jon Emerson - North Haven, Duncan Bond - Frenchboro, Al Barker - Vinalhaven, Bill Pulver – DOT, Robert McFerren DOT, Derek Dostie – MSFS Asst. Director, Matt sharp,

so if your still talking can I swing back in and see you – Bill Geary – yes), Joel Perry – MSFS, Abby Baker – MSFS, Bill Geary, Director Maine State Ferry.

Roll Call – On line: John King - Islesboro, Jan Keiper -Frenchboro, Melissa Goocher – DOT Finance, Kathy Clark and Sonny Sprague – Swan’s Island (muted but able to see on video). **Other people online:** Peter Dury, Jennifer Freezor, Majorie Straton. **Guest in person who arrived late:** Alex Zipparo – Island Institute.

2. Approval of the Minutes

Jon Emerson- Do I have anyone willing to make a motion on that?

Al Barker- I make a motion to approve the minutes.

Eva Murray- I second.

Jon Emerson- Okay the motion was moved and seconded. If you read them you will see they were long, but they were comprehensive, I will say that. That’s good. I know it’s not easy but good in my opinion to tell what is going on. Where you the one to do those (indicating to Bill Geary – yes). Any discussion beyond that? All those in favor? Online? Okay good, I don’t see any opposed. So the minutes are approved.

3. Communications

a) To or by the Board

Jon Emerson- I haven’t had any. The only communication I had was to the Board and I just read it.

b) To or by the MSFS/MDOT

Eva Murray- I have been trying to send to Bill (Geary) pictures of the recent storm, but there are difficulties with the size of the files and things like that. So I am just going to show them but I am going to try and send them.

Jon Emerson: Is that something that you can share with the rest of us.

Eva Murray: I know that someone just sent them to me and I know that Bill will if he can receive them.

Jan Keiper- I wanted to check with Bill (Geary), I think it came yesterday, just about the select boards approving Ducan and I continuing in our role though the next two years. Also the sound quality today for some reason from you guys at the meeting is very hard

to hear. Usually it is not an issue. People that are further away from the microphone possibly – are more garbled. It is hard to hear – that is all thank you. (Bill Geary adjusts the Owl camera and microphone to more center of the tables).

Jon Emerson – Let us know how that is going forward, okay?

Bill Geary – Jan can still hear us still? (gives a thumbs up on camera). Jan, I did receive that communication.

Jan Keiper – Great thank you.

Jon Emerson- Is there anything else to or by MSFS/DOT?

c) Legislative Review

Jon Emerson- This will no doubt be a carbon copy of the last few.

Bill Pulver- I have nothing new to report.

Jon Emerson- Okay that's good to hear.

4. Reports of the Board

Jon Emerson- I don't know of any. There is one coming up in which we need to submit by June 1st, I think. Which we had a false alarm around Christmas time. There is a report to the Secretary of the State, which Bill Geary has submitted for us so we are still legal as a Board. That was not our usually annual report that we give to the Commissioner, but that is coming up, so we will want to keep that a little bit in mind for each island things you will want to put in there.

Bill Geary- Jon, I have that under new business, but it would probably make more sense to talk about it now. The clarification of the Advisory Board reports, so I will just cover that now. As Jon stated, there are 2 main reports that come out of it, and I think there was some confusion at the last meeting, and me being the secretary of the Advisory Board, and really coming into that and understanding it better now. So just for everyone's clarification, the one that we had in the last minutes were every island submits in their report, complies it, which John King has agreed to do going forward. That goes to the Commissioner and is one of the reports that get done and will be done in June. And you were good for that report for last year. The one report that we delinquent in a different report that goes to the Secretary of the State. I have to go online and put in every meeting that we had in the year prior to, and also who are the Advisory Board

members. So you will the request later where we have the correct Advisory Board members and that we have that updated. I am not allowed to update that and someone at the State has to do it and I need official communication from the municipalities to be able to change those and update. So we were a little late in submitting that because of the Advisory Board members, but was told we could submit the report and can update the members later once we get the letters, which we have everyone's minus one. But we will go over that later. Hopefully that clarifies for everyone the two different reports. So I will take care of the year end one, and you guys will continue to do the one in the middle of the year.

Jon Emerson- Thank you. We just never knew about the end of year one, because it just happened, automatically. We didn't need to do anything other than meet, and Mark Higgins would send it in. So I am glad that we are aware that this is something that is happening. Thank you.

Bill Pulver- Can I just add that the Secretary of State's office has a person or multiple people keep track of all the boards and committees that's established through the legislature that is one of. Part of them is making sure that those boards are doing what they are supposed to do, through the legislature, that is why they are asking for this report. In years past it has been more of a we submit a report, very informal, and I don't think we got a request for the official appointments before. But if you get a new person in these positions, they can be a little more thorough, I'm not sure that is what happened. I don't recall having to have that before, but there is an entity within the State to keep track of all those things and want information on how you are active. But it is different than what has been explained to about the annual report.

Jon Emerson- I just don't want people to lose sight of what they must do, it is still a little ways off, but want to keep half way in mind. Does anyone on zoom have questions or comments?

Al Barker- Got classification from Phil (Crossman), last one was for 2022, and was done in July of 2023, for the past year. The report for this coming year, in July 2024 will be for the total year of 2023. Gives us a little more time to put things together.

Jon Emerson- First of all, when you say July does that mean. June 30th?

Al Barker- He's always said he's done it in July. The states fiscal year.

Jon Emerson- That's what I was wondering. Between everyone here, what does the date mean? Does that mean the date that it has to get in by. Is it more tied to fiscal year versus scheduled year. With some of the information in there.

Joel Perry- Main advisory board meeting, in May, so every other month?

Eva Murray- Town meetings in April, or does everyone have a meeting later than that? So maybe that's not helpful.

Al Barker- Middle of June, to discuss it? June 1st should be an informal draft.

Discussing. Something like that.

Jon Emerson- I foresee most of this happening electronically by email. With John King acting as the clearing house. Is that what your expecting, John?

John King- Yes, essentially. The only thing I want to point out is if you want the report to include any type of financial information. End of year financial information, that's not going to get done any time before June 30th I believe. Making the date, Mid-July, will give us more time to make it more complete. Cause, otherwise anything to do with finances would throw it way into next year. And by the time we did it, it'd be a year old, and wouldn't be too helpful.

Eva Murray- These next reports will be for the year of 2023, a year past anyway.

Al Barker- These are all for 2023, the past year. Nothing with the current budget will be affected, other than the Wishlist.

John King- The problem is with the anomaly of calendar year. (Connection isn't great).

Jon Emerson- Well it does seem like, we should aim for June. Does that sound like it makes sense?

Melissa Goocher- If you're looking for financials for fiscal year ending June 30th, those won't be available till at least until mid to late July, because of the fiscal year closing. So there is a timing difference between them. If you'd like to include those prior to June 30th, then that would have to wait.

Jon Emerson- We can sort that out more as the time comes. If we can converge you again with anything more with the financials. Is there anything else, on that?

5. Reports of the Ferry Service

Jon Emerson- Reports of the Ferry Service, Ridership.

a) Ridership

Joel Perry- Just a quick overview with the ridership. With the whole month which was December, we were up, just over 1500 vehicles and passengers, positive note there. It seems like it goes up every month from there, it keeps seeming to go up.

Jon Emerson- That's every island together?

Joel Perry- Yes, this is across the board all islands, but if you want more specific reporting, I am happy to break those down for you.

Jon Emerson- Does it seem likely that Vinalhaven and Islesboro might be down slightly, because of everything?

Joel Perry- We'll have to see. I wanted to do a full month.

b) Vessel Status Report

Jon Emerson- Vessel Status Report,

Derek Dostie- Good Morning Everyone, Derek Dostie here. I will take this part. So I'll start with the *M/V Charles Philbrook* vessel, which is currently in dry dock, is in dry dock at Rockland Marine with scheduled maintenance and repair. The USCG has completed their exam and the hull exam, internal structure exam, and air and pressure tests of all the receivers, and of other items, all those are complete. On the hull there was two sections of hull were noticed to be below stain lin. And needed too, and were replaced, work was performed. New zincs and full link coatings were applied. The rutter posts, were examined from fractures. Which was a fleet wide initiative that was taken for drydocking's. It's still pending for the new weather tight doors installations. Doors are getting sent here for installation. We expect the vessel will be placed back in the water next week and in the next couple weeks, from there final work completion from there, final preparations for it to return back to work service.

Jon Emerson- What is that about a month total?

Derek Dostie- No, within 2 to 3 weeks. The next vessel the *Margeret Chase Smith*, that does the Lincolnville Islesboro run. Early January, it was discovered some damage happening to the port engine reduction gear, upon inspection we noted there was an issue going on. The vessel was taken out of service January 9th, and brought

down here the Maine State Ferry Service pier here in Rockland. As a result the Captain E. Frank Thompson was moved from here up the Lincolnville, Islesboro run. And doing that the Everett Libby is filling in as our second vessel to Rockland, Vinalhaven. The plan is once the Captain Charles Philbrook returns to service, the Margaret Chase Smith will be brought to Rockland Marine, for dry docking. So again when the Philbrook comes out, this will slide right in. Once in dry dock, repairs will continue to the port engine. Once we opened up that case, there was significant damage on that case to the reduction gear. We suspect, it may have occurred on the starboard engine, so once we get to dry dock, we will confirm, but we'll wait till we can get over there. The USCG will be performing an inspection while we're over there, giving us credit for our hull exam while we have her hauled out. Also checking zincs as well. Looking at another 8 to 10 weeks over at Rockland Marine as well, once she's there.

The Captain *Neal Burgess*, that provides service Rockland to North Haven, no major issues to report. But I have it, because of the dry dock schedule at Rockland Marine, we asked for a 90-day extension for her dry dock which is currently scheduled for February. The Coast Guard has granted that and is holding off until the completion of the Margaret Chase Smith. The Burgess will go into dry dock, following the Smith's dry dock.

With the *Captain Henry Lee*, operational, nothing to report with her.

The *Captain Richard G. Spear*, was operational, however this morning, she's currently not operational. We have repairs needed, for a shaft break, on the rescue boat davit is inoperable. Which is a critical piece of life-saving gear, and the vessel cannot operate, with its USCG inspection with it down. We're working diligently to get that fixed, and return her back to service. So currently we only have the Everett Libby going to Vinalhaven.

Jon Emerson- Nice.

Derek Dostie- And the *Captain E. Frank Thomspson*, up at Lincolnville is currently operational, with nothing to report.

I did want to make a mention here about the storms. The storms of January 10th and 13th. In a broadscale overview, we experienced, a closure of ferry operations, across the region. There were a couple of runs made on the Saturday January 13th one, but otherwise we saw a full sustain of operations. Mainly due to the high winds, the high seas of the bays, and the significance of the storm surge. The storm surge caused flooding of the ferry bridges, especially where the connected with the causeway/roadways. The terminals had ah, the terminal parking lots, some of them flooded, and especially the causeways themselves, especially at Bass Harbor, were significantly damaged. Significant debris, was in and around our pens, our parking lots, and the waterways. Some damages were taken to ferry bridges, Bass Harbor.

I have to thank, ah, DOT, Prock Marine, and others, for quickly repairing those roads, for service again, within a very short time period, and Swan's. And the removal of debris in the Lincolnville parking area.

Lastly with the commissioners permission, I wanted to mention the Margaret Chase Smith Replacement vessel, based, on if you don't mind me reading your email sir (looking at Bill Pulver)? 'Based on a recommendation of a Ferry Service Advisory Board and with the approval of Commissioner Bruce Van Note, the Smith replacement will be named, the George J. Mitchell.' Just a brief overview. George John Mitchell Jr. was born August 20, 1933, an American politician, diplomat, and lawyer, a leading member of the democrat party. Served as a United States Senator from Maine, from 1980 to 1995, and as a senate majority leader from 1989 to 1995. After retiring from the senate, played a leading role in the negotiations for peace, in Northern Ireland and the middle east. He was appointed the United States, special envoy Northern Ireland 1995 to 2001, by President Clinton as United States special envoy for Middle East peace 2009 to 2011, by President Barak Obama. Thank you. That's all I have to report.

Eva Murray- Are there any Shay updates?

Derek Dostie- So, with the Shay, well both Vessels, the Shay and the Dinsmore. Are both proceeding along in there construction dry dock. So the Shay, down in Alabama, we are actually planning a visit here to go down soon. Theres also a commissioning ceremony in the works, early March. I know for us here there is actually talks of the bridge layout, next Thursday, to make sure the equipment is placed where the captains need it to be. So far she's progressing along on her latest, current schedule. No shipyard delays from the last update.

Eva Murray- (Couldn't Hear)

Derek Dostie- Yes April.

Bill Geary- April. Yes, so we'll have a better understanding when we go down. We'll have a christening. But we're in contact with Mr. Shay's family right now, to see if someone wants to be there to break the champagne, across the bow. And really coordinating with those types of pieces in Bayou Labatrie, Alabama. And as he said we're planning for early March. And we do have a tentative sail date, to bring it up from Alabama to Maine. Again, I am cautious to give the date but it is in April, .that's sort of where the ball park is somewhere around April. And um, as we get those dates closer, we'll plan for a big celebration here in Rockland. With an inaugural sailing, and we'll really do the big celebration when we get the vessel up here.

John King- If I may. Just on behalf of Islesboro, the vote taking by Islesboro.

Jon Emerson- We're having a hard time hearing you.

John King- *Inaudible*.... The vote on Islesboro, was taken some months ago on Islesboro. Just on behalf of Islesboro Select Board, we're happy with the selection.

Bill Geary- you're referring the selection of the naming of the Margaret Chase Smith vessel replacement.

Bill Pulver- So the commissioner accepted the recommendation, but one important thing, we have to do is contacting the person that is still alive, and make sure they're ok about having the vessel named after them. We just recently received word, that Senator Mitchell accepted, and was very honored by it, so.

Jon Emerson- Both vessels are well named, in my opinion.

c) Staffing Report

Jon Emerson- So Staffing Report?

Matt Higgins- Yes, Matt Higgins here. So since our last meeting we've hired, 3- Able Bodied Seaman- Full Time- Hired in December. We've also hired, 1- Engineer- Full Time- Islesboro Run. Also made an offer. Currently we have a Ferry Captain- Full Time- Relief- Closing soon, currently have several applicants that are interviewing also. And as of yesterday we've readvertised the Assistant Port Engineer- Full Time. Hopefully we'll be able to get some applicants.

Jon Emerson- Any questions?

Kathy Clark- I have a question on the status of the Dinsmore? I didn't hear anything on how that's coming?

Derek Dostie- Anticipated late May or early June. I am not sure, of the exact date. We're having to get an update from the shipyard, there's a delay with the fire system getting a delayed approval with the USCG, and acceptance for getting installed there. And Ah, was working through that system. Certainly takes some time. And is part of the delay. And we won't have a new revised date, until that's, recompleted or completed and the vendors, identified. So it's all hinging with all those approvals for parts, etc.

Kathy Clark- Thank you.

Derek Dostie- Yes.

d) Financial Reports/Financial Subcommittee Report

Jon Emerson- Is it all set to go ahead to finance? Who's going to take this?

Bill Geary- Missy will do it.

Jon Emerson- Ok.

Melissa Goocher- What am I doing?

Bill Geary- Your on for the finance reports Missy. Or was John King going to go first, finance Subcommittee? Looks like he fell off.

Jon Emerson- John are you still here?.... Yeah there you are. Are you in a position to give a brief, financial subcommittee report?

John King- Umm, can you hear me ok?

Jon Emerson- Sorta.

John King- Well we don't have a whole lot to report. Revenue (connection lost).

Professional Services by not by state and talked about how it is budgeted for nothing. But that is not the big deal. The big deal is we are almost up \$300,000 and those of us on the finance subcommittee thought it be beneficial to know what those services are. Don't need an answer today but I thought it'd be beneficial to know what those services are, but it'd be beneficial to the Advisory Board. *(Hard to hear parts of conversation- because of connection)*

Jon Emerson- We go on too Missy and her report. You did submit a written report and that will answer the questions we may have. We're having a hard time hearing you, John.

Missy Goocher- To address John's question about the professional service not by state that includes a lot services contracts that aren't for a specific purpose and more generically coded. So, for the vessels that includes fire equipment, security, life raft inspections, the elevator, and diving contracts; it's about \$102,000. The service contracts for the buildings, for security, cleaning, ground maintenance, which includes mowing and plowing, HVAC, and the parking lot, that is about \$101,000, so that is the majority of it right there. The remaining larger items are staffing augmentation through project staffing, that is \$52,000. Then the passenger boat service out of Bass Harbor for \$48,000. So that is what makes up the \$296,000. It is the way that it is coded when they are paid. Does that make sense?

Jon Emerson- Did everyone hear that okay? Audio is not the greatest either way, apparently, but we will move along.

Bill Pulver – Bill (G) do you want to summarize that?

Bill Geary- Yes, I can give it a go, and Missy correct me if I miss something. Buildings, HVAC- Professional Services, Gott Boat out of Bass Harbor, snow removal, parking lots. Missy, I know there were some other big ones.

Missy Goucher - Security, Fire Equipment, and those inspections. All of those are service contracts and not part of the repairs so they are generically coded.

Jon Emerson- Okay, any other questions from those in the room or on zoom?

John King – I got most of that, so thank you Missy, appreciate it.

Missy Goocher – You are welcome.

6. Island Specific Issues

Jan Keiper- We had some problems with the winter schedule for Swans Island and Frenchboro which has now been solved. So, we want to improve communication and have a meeting with all parties concerned between our two island, so wanted to know the deadline for the summer schedule?

Bill Geary- Jan, Derek and I were able to go to Swan's Island in December and had a meeting with their Advisory members that we wanted to have this meeting, with you and Duncan and whoever else needs to attend from Frenchboro. The 3 of us meeting and having good synergy going in to looking at summer schedules. So, we will look to schedule that is mid-to end of February, so I will get with Kathy, Duncan and you to schedule that.

Jan Keiper – Great, thank you.

Kathy Clark- Can we please not have propane trips on Wednesdays, especially Wacky Wednesdays, because we are short of trips that day. We have asked before but I think the problem is we have checked with the Swan's Island terminal, but Bass Harbor has not been communicated with, where they make the reservations, so they may not realize that. So, if we could have on other days besides Wednesday that would be great, thank you.

Eva Murray- Not that this is an action step but to signal to you guys that I did write another letter (unable to hear fully) – to the legislature because I was asked to. It's my job to nag. (unable to hear). I wanted to let you know that there is a letter out there to legislature out the number of runs we get on Matinicus. Who knows if it will ever happen, but we don't want it to fizzle away.

Jon Emerson- An island wide issue that started about a week ago, with a change made in the phone system, which effected the scan used for the tickets. That would been a good time to have given a heads up that things were changing. Not that you knew there were going to be issues, but if they do have a heads up then perhaps we could have known about this change and better prepared to deal with it. Sounds like it is working on some of the trips now but not all of them.

Joel Perry- I have been working with RocketRez on the day the update came out. We were told it would be seamless and clearly that did not happen. I was on the phone with them all day Wednesday and they were scrambling to send an update to get it to work.

We did get it to work and are trying to figure out why. It is not perfect, and they are pushing out another update Thursday night. As far as I know, it will scan for any trip, I haven't heard that from North Haven – was that Beth (Jon E – yes). I will talk with her today. I haven't heard any other issues other than it is very time consuming. Fingers crossed with the update tonight it will get figured out and working properly.

Jon Emerson – one of the concerns with this is that perhaps it didn't scan or not use the ticket at all. On a slightly different topic, are they still working on the customer to be able to check their uses on the ticket or is that still a way off?

Joel Perry- Still working on it. I'll follow-up with RocketRez.

Al Barker- What about the old ticket system, with the two-piece ticket? Surrender halves as you use them, instead of scanning and eliminates if the scanner isn't working.

Joel Perry- We have discussed this but it doesn't really help with the online ticket (discussion on paper vs electronic ticket that is hard to hear).

Jon Emerson- Keep working.

Al Barker- When do you anticipate being able to get tickets online?

Joel Perry- You can purchase tickets online now.

Al Barker- Oh you can? What about reservations?

Joel Perry – You cannot make reservations online, only purchase tickets.

Marjorie Stratton- I wanted clarification on which boats are on for Vinalhaven now? I had been informed it was the Thompson and the Libby? But then there were 2 cancelations today. Could I get some clarification on that?

Derek Dostie- So today through Sunday we anticipate it is going to be the Spear and Libby. But the Spear currently has an issue with a life service apparatus so only the Libby is currently servicing Vinalhaven. The move for the Thompson was going to occur on Sunday when we bring the vessel back down here to Rockland and move the Spear up to the Lincolnville route but we are now waiting to see what happens with the Spear.

Marjorie Stratton- Where's the Thompson?

Derek Dostie – Lincolnville – Islesboro route.

Marjorie Stratton – So you're kidding me right? It is unimaginable. You're going to have to do something to relieve the situation.

Derek Dostie – That is what we are currently working on. We currently have three vessels down right now and are trying to get them back into service.

Marjorie Stratton – You are going to have to do something to get something bigger than the Libby. So, work on it.

Bill Geary- The Spear latterly just happened morning. It sailed from Vinalhaven this morning and it happened on the way over that the lifesaving davit with the raft. The captain informed us that it is not maneuvering properly. So that happened this morning.

Marjorie Stratton – Figure it out, move something bigger to Vinalhaven. Figure it out.

Bill Geary – That is what we are doing Marjorie. That is what we are doing.

7. New Business

a. **Advisory Board Members official appointment letter**

Bill Geary- This goes back to the Secretary of State, I have received every island officially and believe the only one I am missing is John on Islesboro.

John King- I can remedy that, Bill. I thought I sent you an email, that confirmed my appointment but if I'll find that email, I can have Janet Anderson to send you something.

Bill Geary – I don't recall seeing it but double check and will get back with you if I don't have it.

John King – Okay, I had confirmed this with the Select Board and Gabe had been reaffirmed by the Select Board about 3 meetings ago I believe.

Eva Murray- Did we get anything from Tom Littrel in Rockland? I was speaking with him the other day and he said he was interested in trying to get back to some of these meetings.

Jon Emerson – Is he still on the email list?

Bill Geary- Yes, he was until that last email. He is the town manager of Rockland, right, but not a member of the Advisory board, right? There are two from the mainland – Hank and Dennis?

Bill Pulver – The Commissioner appoints three from the mainland.

Bill Geary – Okay, so he is the third? Okay – so that is my mistake. He has been included in email except for this last one.

Eva Murray – It sounded like his schedule was great and that he wasn't that interested.

Bill Geary – Okay – every other Advisory Board meeting he has been invited to except this one.

Jon Emerson- Remind me where Hank stands? I know he retired.

Bill Geary – He confirmed that he would stay on. He told us that he had a conflicting appointment today and couldn't join.

Jon Emerson – North Haven is still looking for an alternate. Rick is in that position now.

Bill Geary – I don't think he was appointed as the alternate the letter he sent me.

Jon Emerson – I am not sure. I know we are looking for an alternate or the board is. Have you heard back from most of the islands on the municipal priorities?

Bill Geary- I sent out the Town Managers if I had their email address and to the Advisory Board members if I didn't know the email of the Town Manager. I have gotten official communication back from I need the official communication back from Islesboro and Swan's Island for their requests for municipal priorities for the upcoming tariff.

Al Barker- I have Vinalhaven's here.

Jan Keiper- I'll make sure Frenchboro gets that done ASAP.

Eva Murray- Do I need something from us where nothing is changing?

Bill Geary – If you as the Advisory Board member are stating there are no changes then I am good with that.

Jon Emerson- I think the same can be said for North Haven, although as a need came up it can be changed through the Select Board through this office here and what priority was approved or not and generally, they have been approved. How did we end up with the discussion of the mail?

Bill Geary- In doing the minutes and listening to audio of the last meeting, the original recommendation was to move it off of the emergency services. But based upon some of the islands having flights and not having enough time to move that to a priority, the recommendation ended up being to keep as an emergency. It wouldn't apply to some islands that it would be an emergency.

Jon Emerson- So do you still want to hear from the select board on North Haven?

Bill Geary – No, if you want to attest to no changes to what is in the current tariff, I'll keep what is in there for the new one.

Jon Emerson – it seems like there is room to adjust things. Is that incorrect?

Bill Geary – I would say on a case-by-case basis. If there is an emergency and there is something that comes up, I absolutely can do that. But by having it in the tariff, it is more consistent. The town is saying we want to have these priorities, from the town on these days on these boats, for these specific services and the town gets those.

Jon Emerson – I think we are all set on those. Anything else on municipal priorities?

8. Old Business

a. **Update on Tariff 10 timeline.**

Jon Emerson- Update on Tariff 10 timeline.

Bill Geary- The draft that we have submitted for the fare change has been approved by the Attorney General's office yesterday. Now we are working with our legal team to set up the logistics where we are going to have the public meeting, more than likely that will be done at the UMaine Hutchinson center, where it was done last time. So, working on those logistics and working with the Secretary of State to get this published, which will take a week to get that done. So that all could be coming in the next few weeks. Once that is done then there is a 17–24-day period of then that is to be published of when that meeting will be held. Then there is a 10-day comment period after the meeting is held. That is what we are looking at for a rough timeline for tariff #10. So, a little way out but the first wicket of getting through the AGs office happened yesterday.

Duncan Bond – is that available? It is closed.

Bill Geary – I didn't know that. If it isn't available, we will find an alternate location.

John King- Bill (G) Can I just ask that as soon as the comment section opens, someone from the ferry service shoot a broadcast email to all the Advisory Board

members so we can get that out to people? I know there will be comments and I just want to give people as much of an opportunity to comment as possible. (Bill G – Yes)

Jan Keiper- Was this the draft updates that went out, on 11/29/2023 that were in the red boxes what went up?

Bill Geary- Minus Matinicus. Yes, there was a change to Matinicus from that Advisory Board meeting.

Jon Emerson- Do you have something that you can send us that will show us what they currently will be?

Bill Geary – Yes. That was the update that I had on the timeline.

Jon Emerson – Is there anyway you can provide us with dates on this – to project out this timeline? It’s hard to predict to find a place.

Bill Pulver- Can send the rates in the format like we did before with the last thing we submitted to legal. But with the rule making process being so formal, we don’t want to act like we are starting the rule making process when they will be sending this out. It is just a formality.

Jon Emerson – You have already given them to us.

Bill Pulver – Yes.

Jon Emerson- Anything more on Tariff 10?

9. Next Meeting/Adjournment

Jon Emerson- I hate to move to the next meeting and adjournment but that’s where we are.

Al Barker – No, we are not ready for that.

Jon Emerson – So next meeting in March 21 or 28th? (some discussion) How about online? Ferry service – no issues. Good next meeting **March 21, 2024 at 10:30 am.**

Jon Emerson – I move to adjourn. Can some make the motion and second.

Duncan Bond – I motion to adjourn.

Al Barker – No, I have something more. I am serious.

Jon Emerson – Oh, I didn’t realize he was being serious.

Al Baker – First thing as Marjorie alluded to, we cannot survive with the Libby as the Island boat. When the Thompson comes back, they were going to put her on the

Rockland side and give us the Libby. One of the reasons that Bill mentioned to me the other day was due to the crew and don't need a 5-man crew on the Libby. We have nice crew quarters on the island. Can't they just send the Ordinary Seaman can cover and stay on the crew's quarters. Because with all the medicals, the reservations that we have, you already have 8 reservations going on the first boat and it only takes 9 cars. That doesn't give anyone an opportunity to get off the island. No line numbers will be available and its aggravating. And then with the 3:15pm schedule if you manage to get off the island, its going to be noon, you got to get your stuff done and then one car in standby line because all the reserves are going back. We can't live with that. Is it still limited to 60,000 pounds? There is so many things we can't do. So many things we can't do. And it can't take the trucks, with the weight limit only being a gross of 60,000. We just can't function with this. Our newest vessel is currently tied up, and the oldest, is going strong. You say it's going to be 2-3 weeks before the Philbrook is back. Why can't the Ordinary Seaman stay in the crew's quarters for that time? (discusses examples of vacation and substituting different people in and do it all the time).

Henry McFerren- I will speak to one of the challenges that you are referring to. For us to change an employee's schedule that it takes a 14 day notice by union contract. It sounds like it should be simple, and I don't disagree with you, but unfortunately it is not that easy.

Al Barker- Is it changing their schedule they are being asked to work?

Henry McFerren – It would be.

Al Barker – You could ask for volunteers?

Derek Dostie- We exhaust all these when we go through the rotation of personnel. We have our reliefs which are more flexible, but the permanent positions are not. They are on a set run. If they volunteer it solves it, but if they are not willing, we can't force them other than giving the 14-day notice. There are caveat's to everything, it is a very complex situation. We don't have 6 rooms, we have 5. But we are looking for solutions. Just to be plain and upfront, we have to service all islands. We're doing what we can to make sure all islands have service, while looking at all solutions. It's not an all of one and none of the other which is what some folks have provided. We are trying to balance our service across our service region with the few assets that we currently have available. It

is unfortunate that is happening all at the same time but hopefully this disruption will be short. Until we get the Philbrook out and the Spear fixed we ask for your understanding because we are actively trying to get these back in.

Al Barker- No, I understand that. (discusses Sunday plan) We just want the bigger boat and swap the Libby and Thompson.

Bill Geary – We are looking at all of that.

Al Barker – We just need the bigger one on the island because of the dynamics of our traffic.

Henry McFerren- I would also offer that while we don't have all the answers here this morning as far as a timeframe. I have asked Bill and Derek to go over to Rockland Marine, with the Philbrook door change and seeing about speeding this up. Now the Spear is down this morning, it is certainly something we don't want to happen, its bad time on everything going on here. We understand that this impacts everyone's day to day life. I'm asking these guys to see if we can get the Philbrook out early, bring it back another time to do the doors, about the door, and get it back in service. We don't have the answers for the Spear this morning, the engineer was looking for some schematics, but with it being a lifesaving it is not one of those things we want to push the Captain on to sail. If something were to happen, that would be very detrimental. While we hope to have the Spear up and running as quickly as possible, we don't want to say oh by 4pm it will be. We will look into having the bigger boat on the island.

Jon Emerson- I didn't realize it was such a big issue.

Al Barker- Yes, on Monday it is crew swap, you have 3 cars right there that get on first, then the medicals, reservations, you can squeeze all of those on and those other people waiting to go are just sitting there waiting to go. You can't catch a flight, a bus, you can't do nothing.

That brings me to my next point, and something that probably needs to be in the next tariff under vehicle descriptions. People call in and make their reservations (discusses sprinter vans and vans that have ladders and outside the size that can go). Who gets bumped when have to go down the center aisle? (discusses more on ladders and not being able to go down the side) There should be more than 7 feet tall pay the truck rate, since they have to be down the center line. Can't make a reservation if you are more than

7 feet tall. With the new tariff this is a good time to do this. (another example of truck with width of a truck and needing to be down the center line).

Jon Emerson- It seems as though who can make those changes have heard you. Do you have what you need on this (looking at Bill G)

Bill Geary- Yes, Allen and I spoke on Friday regarding this, and I asked him to bring this up at the meeting because I think there are some good valid points that he makes with the centerline, and I wanted him to speak here about that. I think he has some good insights and can look into this for the tariff, and I appreciate that.

Bil Geary – Jan is heading off – have a good rest of your week.

Jon Emerson- Are we done? Is there anything else from zoom? In the room?

Duncan Bond- I move to Adjourn this meeting.

Al Barker- I second..

Jon Emerson- All those in favor? Consider us adjourned.