

January 11, 2024
Harbor Committee Meeting Minutes

Present: Ryan Cline, Rick Erb, Dan Morris, Carl Danielson, Bill Mroz, Randy Elwell, Ben Norton, Peter Henderson, Greg Johnston (via zoom)

Guests: Jane Conrad, Van Thompson, Gerry Cushman, Justin Thompson, Jeff Holden, Chris Chadwick

Topic: Parking Plan

Discussion: Greg presented four parking schemes intended to maximize spaces. The work was based on the direction of traffic flow and room for a vehicle with a boat trailer to maneuver. The options did not include an option that would allow an 18-wheeled tractor trailer to maneuver easily without backing down the road, or using only a portion of the parking area.

The discussion focused on devising a plan that prioritized public safety while maximizing the number of parking spaces available. The group rejected the four scenarios that were presented and asked Greg to provide more options based on:

1. Public safety.
2. The movement of large vehicles like tractor trailers and boat haulers.
3. A maximum number of parking spaces.

Topic: Project updates

Discussion: Greg reports:

- Greg is aware of the request to have pilings driven to raise the gangway ahead of storms.
- Sheet steel will be driven in the week of January 15.
- The storm on January 13 did not damage work that has been completed.
- The substantial completion date of June 17, 2024 is likely because work is continuing with mild winter weather.
- Greg has not yet obtained drawings for the hoist from Cory Prock. The group, again, reiterated that there has been a plan available and that the price was with the hoists installed. The group asked Rick to resend the plans to Greg.
- Greg was aware that the group prefers chain with PVC rollers on the pilings versus the cables that were specified.
 - o The group asked Greg to make certain that the wood skirt is located near the hoists.
- The change order cost for removing seabed obstructions is still being negotiated. The length of the sheet steel eliminates the need for toe pinning and this expense reduction is part of that negotiation.

- Greg confirmed that the existing float/landing is being repaired and strengthened with new joists and decking.
- The float drawings have been reviewed.
 - o Greg was unaware of the change in configuration from the T initially specified to having floats across the face of the wharf. The group asked that he determine the cost of the change order and reminded him of the reduction in cost related to granite blocks and chain.

Topic: Commercial fishing fee

Discussion: The Committee continues to work on setting a fee for commercial fishing that balances affordability for fishermen and unintended competition with current fishing operations in Port Clyde. A strategy to base fees on landings (a price per pound of catch) reported to the Department of Marine Resources (DMR) was considered at the December 14 meeting. Rick followed-up with the DMR to understand if the data was available to the Town. He reports that the confidential data is available if the fisherman is willing to sign a release. A complicating variable is that the Freedom of Information Act would make the information available to anyone, if requested.

The group tabled this method of fee setting. The following points were made:

- o Unless the user is willing to self-report current landings to generate a invoice at a regular interval during the season, the information would be retrospective.
- o Establishing an administrative process to collect data, verify the veracity of the information, and generate a bill, would be cumbersome.
- o Confidentiality of total landings and the location of the catch are critical to fishermen. The Committee should carefully consider any process that has the potential to jeopardize the confidentiality of that information.

Dan presented an option for setting commercial fees based on the length of the boat. The example presented was:

- o \$5 per foot for vessels 0 to 24 feet, or a maximum of \$1,440
- o \$8 per foot for vessels 25 to 39 feet, or a maximum of \$3,744
- o \$12 per foot for vessels 40 feet and longer.

The fee schedule recognizes that larger boats tend to fish more traps, for longer periods of time with a greater catch. It factors in that larger year-round fishing operations have a greater impact on the facility.

The group tabled this method of fee setting with plans for more discussion at the next meeting.

A question arose about leasing the commercial operation to a lobster dealer. The group felt the idea should be considered at a future meeting.

Meeting adjourned at 8:40PM
Scribe. Mroz