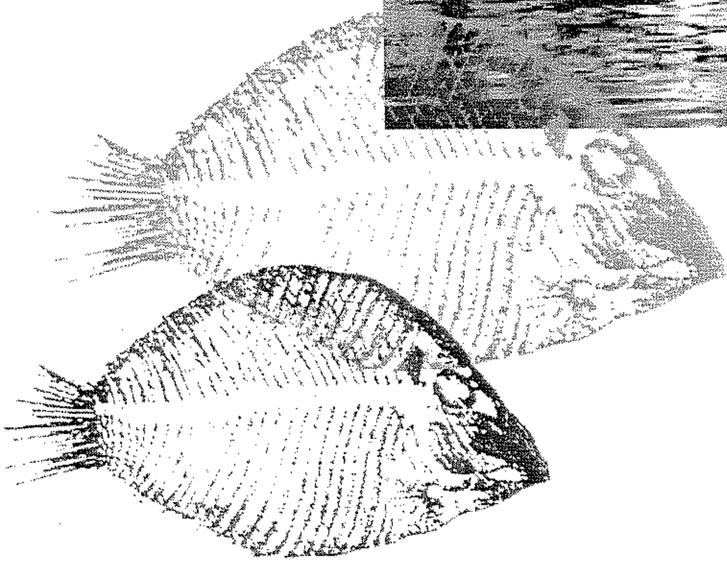
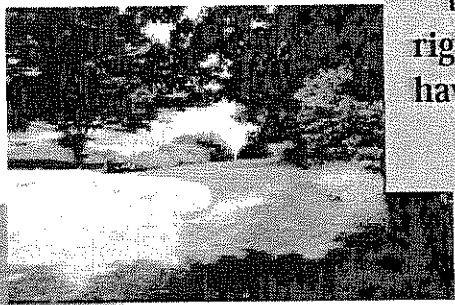
# Preserving Commercial Fishing Access:

## *A Study of Working Waterfronts in 25 Maine Communities*

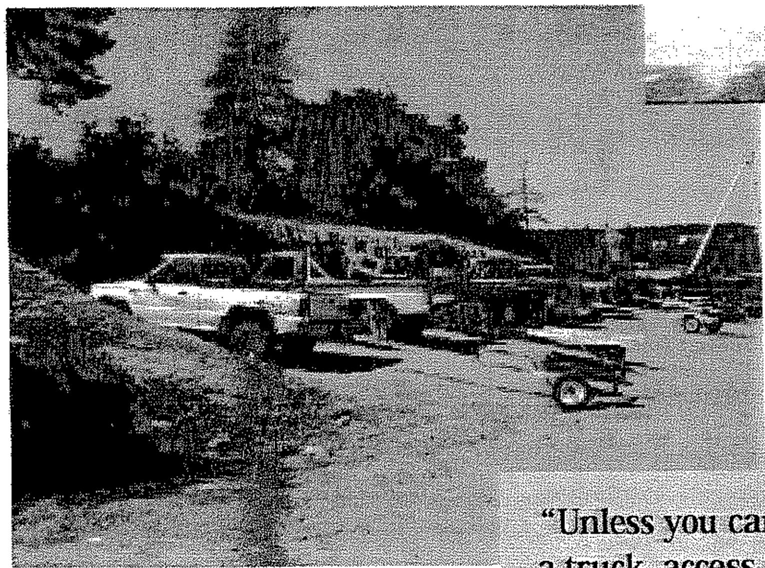


**639**
**PRESERVING COMMERICAL FISHING ACCESS:**
**A Study of Working Waterfronts in 25 Maine Communities – 12/02**

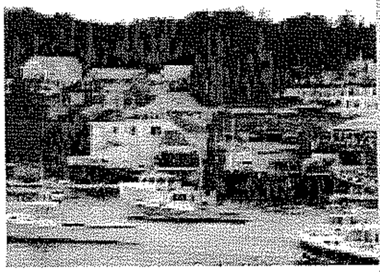
"New coastal property owners don't understand the historical rights that people have to access the water."



*The picture shows how a private landowner who abuts a town access point has 'land-scaped across the right of way'.*



"Unless you can park a truck, access means nothing."



*The picture shows one of the co-ops in Bristol that help assure commercial fishing access.*

"Property is being sold off. Houses are selling for at least 200% of their value. In a few years it will just be a few co-ops that are left providing access."

# Preserving Commercial Fishing Access:
## *A Study of Working Waterfronts in 25 Maine Communities*

A report by Coastal Enterprises, Inc. submitted to the
Maine State Planning Office Coastal Program

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Coastal Enterprises, Inc. mission statement: to help people and communities, particularly those with low incomes, reach an adequate and equitable standard of living, working and learning, in harmony with the natural environment.


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CEI Coastal Enterprises, Inc.

Maine Coastal Program

# Introduction

**When you trace the tidal shore land from Kittery to Eastport, Maine's coast measures about 7,000 miles long. At last count, working waterfronts represent a mere 25 miles of this coastline.[1]**

Recent testimonies and hearings on the issue contribute to the concern that this small patch is shrinking. Many towns are, or soon will be, facing important planning and investment decisions about their waterfronts.

Historically, these 7,000 miles have served and supported a range of human needs from industrial and commercial to residential and recreational activities, from bulk cargo and fishing to houses and parks. The recent downturn in the stock market has steered investors into the current rush to purchase summer homes with waterfront access. Traditional water-dependent uses are feeling the pinch. Commercial fishing and recreational traffic are all vying for increasingly expensive waterfront real estate. Basic questions about who can afford to live and work along Maine's waterfront are being raised.

This report and study is specifically concerned with the issue of commercial fishing access. It focuses on where the roughly 10,300 fishermen and women will unload their catch, buy ice and fuel, park their trucks and access their boats. Why is this important? Our commercial fishing industry makes a valuable and important contribution – as a producer of high quality protein to feed our families, as a generator of over 26,000 jobs, and as a creator of real income for Maine's rural communities. In 2001, the industry's economic impact climbed to over $860 million from $773 million the year before.[2]

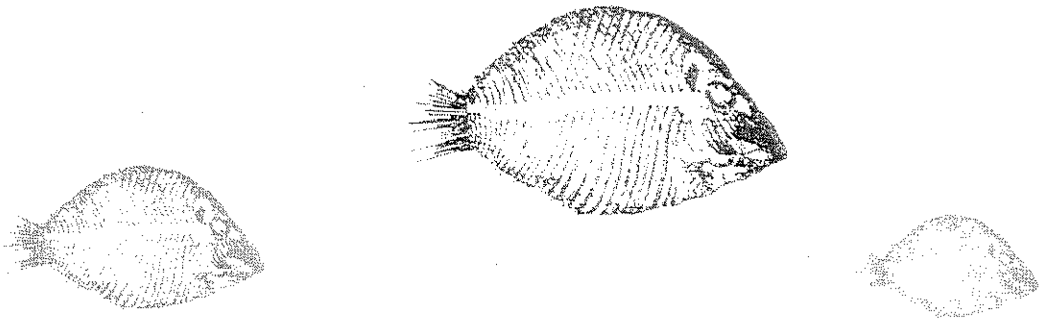
In October of 2001, the Maine State Legislature convened a taskforce to better understand the threats to commercial fishing access. The taskforce heard from fishermen, municipal officials, and coastal residents who offered testimony of lost access in their town: no trespassing signs across paths to clam flats, growing congestion on municipal piers, and working wharves converted into summer residences. Aside from stories like these and the 25 miles figure, the taskforce had almost no other data. As part of their recommendations, they agreed to a need for a systematic assessment of the current conditions and threats to commercial fishing access, as well as a need for tracking this issue over time.

In response, the State Planning Office contracted with Coastal Enterprises, Inc., to assess the status of commercial fishing access through a survey of 25 coastal fishing towns and to make recommendations regarding monitoring this issue in the future. The study included a review of two previous studies and databases on waterfront facilities, and interviews with 90 municipal officials, staff, waterfront committee members, commercial fishermen and harbor masters. We also analysed secondary development data (economic and demographic) and commercial fishing licenses to round out the information on the importance of the industry and to distinguish between different development pressures experienced by various towns. Following the methods section we have summarized major findings and recommendations. The analysis of issues and trends section offers details and discussion for each survey question response. Each town has a summary profile that offers an at-a-glance summary of commercial fishing access statistics and responses as well as the average numbers and responses from the total 25-town sample.

1 Source: Maine State Planning Office, 2000

2 Source: This figure represents the economic impact of Maine's fish and shellfish landings. For every dollar of landed value generated, $2.39 is generated in income. (Source: Jim Wilson, Resource Economist, University of Maine, Orono and NOAA/National Marine Fisheries Service www.nefsc.nmfs.gov/press_releases /news00_16.htm-12 August 3, 2001.)

# Findings & recommendations



The changing constituency in coastal Maine has and will have an impact on how waterfronts are valued and used. Cost of living & housing are making it more difficult for working families to live in coastal communities. As more fishermen commute from inland homes to use "waterfronts", there is a danger that local residents will choose to change waterfront uses. This has implications for long-term use of waterfronts in Maine.

The challenge here on preserving commercial fishing access/working waterfronts is that, to date one of the most effective tools used to prevent conversion is exclusive zoning, which limits property rights and therefore property values. For the 25 towns studied **40% of the commercial fishing access is provided by private residences**. It raises tremendous concern and genuine opposition when working families are asked to limit the value of one of their major, if not only, asset—their land and property.

Loss of commercial fishing takes many forms, which adds to the complexity of tracking it and strategies to respond to it: We have identified six kinds—

1. Access to inter-tidal areas lost through no trespassing signs
2. New coastal property owners closing off/contesting public access
3. Commercial fishing access tenuous through lease arrangements
4. Singular reliance on public facility—competition from other users
5. Land-use access problem: limited parking
6. Conversion of working wharves to residential/recreation

There is strong support and concern for protecting commercial fishing access. **64% of the 25 towns surveyed indicated that access is a problem now. 80% of the 25 towns surveyed are planning to address this issue.** They are using a variety of strategies: first right and refusal on waterfront property—(Phippsburg); purchasing land, improving facilities through Small Harbor Improvement Program (SHIP); working with land trusts (Machiasport); access rights through summer residents—use and deeds (Winter Harbor, Blue Hill, Summer Island); fishing cooperatives purchasing land, towns working on economic development issues with fishing industry (Bath); priority lists for moorings for commercial fishing (capacity to hand it down); towns working together to create resource access. (Stonington & Isle au Haut); eminent domain (Addison).

For the 25 towns surveyed, commercial fishing access is provided through publicly-owned facilities, privately-owned commercial piers and through private resident-owned wharves: **25% by publicly owned facilities; 75% private, which consists of 35% private commercial and 40% private residential**. On the one hand this shows the importance of and the reliance we have on private resident working wharves to insure access for commercial fishing. It is not surprising that, as shown below, **84% of the towns voted for property tax relief as a key strategy for preserving access**. The fact that commercial fishing access is provided by both public and private facilities/residences highlights the need to distinguish strategies and tools for each.

**Public sector**: Public infrastructure grants are a critical strategy for creating, improving and preserving publicly-owned commercial fishing access. The SHIP program is in high demand from coastal towns and needs additional money to support the program. The Land for Maine's Future and Economic Development Administration programs have also been used for land acquisition and pier construction.

**Private sector:** To support commercial fishing access, 75% of which is provided privately, there is a need for a corresponding pool of capital for land acquisition, maintenance and improvement of piers and wharves that provide access. In our discussions with private pier owners and public managers, we found interest in business assistance to help pier owners and fishing cooperatives grow and keep their businesses viable.

**Public and private sector:** The timing and cycle of grants and even loan funds do not always keep pace with quick turnaround requirements of the current coastal real estate market. There is a need for a mechanism, a bridge loan program that could serve towns and private pier owners committed to purchasing coastal property to create additional or keep from losing working waterfront.

**Immediate threats to access:** Higher taxes; competition from recreational use and development pressure. In order to better understand what makes a town secured or vulnerable to losing working waterfront, we developed a series of critical indicators. We postulate that towns with the following characteristics are less vulnerable to losing access:

- Commercial fishing access is a priority among town officials.
- Strong ordinances & regulations in place to protect waterfront from conversion to non water-dependent uses.
- Less than average development pressure as measured by population and housing increases, tax value per acre and tax cost per acre.
- A dedicated fish pier for commercial use.
- A significant number of fishing community residents.

Of the 25 towns surveyed, the top two tools to help preserve access:
- #1 – Property tax relief 84%
- #2 – Planning assistance 76%

Planning assistance ideas mentioned during our survey include: purchase access rights, deeded access, a planning workshop on waterfront access tools, transfer shoreside development inland, model ordinances, comprehensive plan assistance, write grant proposals, write ordinances, permit assistance, legislative process, an education campaign on waterfront issues, land use regulations, new shoreland zoning setbacks, town incentives to provide access, legal assistance, assistance identifying historical access in towns, highlight the importance of the fishing industry, share information about state and town actions (communication), and a database for towns to access with FAQs.

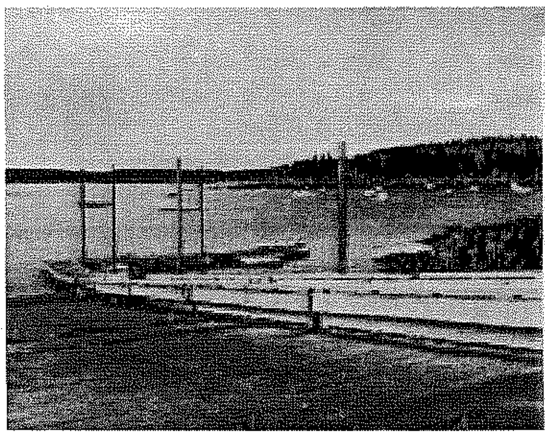
We recommend an annual reporting system for tracking & monitoring access for commercial fishing. Previous databases and studies are not compatible. We, therefore, recommend working directly with harbor masters on an annual access survey to track commercial fishing access issues and changes.

**Tracking unit:** Boat access, which is defined as the total number of berths + moorings + slips + tie-ups for each coastal town.

**Monitoring:** Total use, the percentage used by commercial vs. recreational, the break out between publicly vs. privately owned, demand for access measured by quantity (waiting lists) and cost.

**How:** Work with harbor masters to establish a program and an annual report on this issue. Develop a funding mechanism to support this effort.

*The photo shows the South Addison boat ramp, which was built using federal and state grants and town money.*

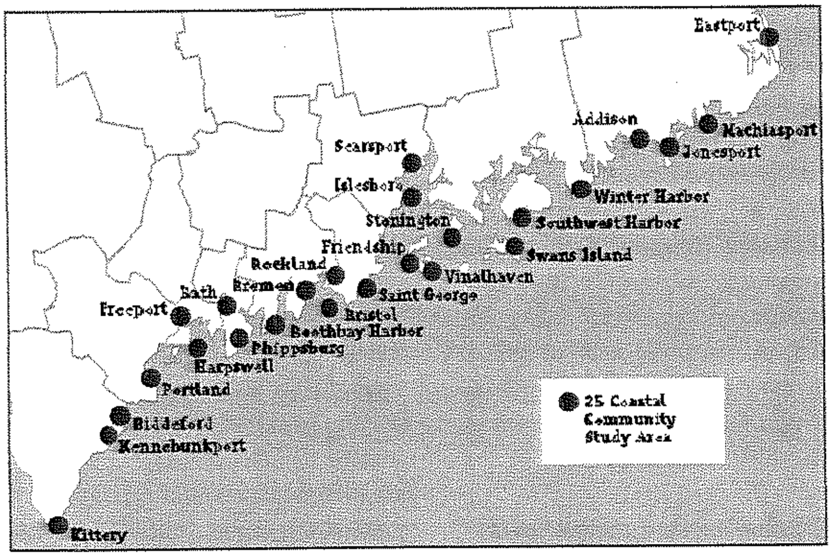


**"A few miles up the coast in Jonesport, 7 waterfront properties changed hands in 1998. The following year, 1999-2000, there were 32 waterfront properties sold."**

# Methodology

### The towns

We selected 25 coastal towns with a fishing industry presence that 1) represented geographic diversity (2-4 towns per county); and 2) offered a range in fishing industry size, population, and planning approaches to the waterfront.




The 25 selected communities represent:

- 1,736 miles of coastline.
- 4,076 commercial fish harvesters.
- 154,347 coastal residents.
- 3% average growth in population between 1990-2000.
- 11% average increase in housing units between 1990-2000.
- 11,462 total current boat access (berths + moorings + slips + tie ups)
- 42% of the total current boat access in use is dedicated to commercial fishing

### Facilities studies and databases

We collected and reviewed two previous studies on waterfront facilities to find out whether past information could be used as a base from which to monitor or track commercial fishing access. One study was The Maine Department of Transportation's (MDOT), "Maine Port Development Study," conducted in 1985. The Southern Maine Economic Development District and the Eastern Maine Development Corporation conducted a second study in 1998 for the Maine Department of Marine Resources (MDMR) "Maine Port Facilities Inventory and Analysis."

### Interviews

In preparation for the town site visits and interviews, we contacted each town office to generate a representative list of municipal officials, staff, harbor masters, and members of relevant marine and/or waterfront committees. Interviews were conducted from July to September 2002. Each interview lasted about two hours and consisted of a questionnaire, and review of waterfront facilities and boat access information. A sample of the questionnaire is provided in the appendix.

### Vulnerability Table

To better understand the context of the commercial fishing access issues, we identified a series of criteria that we believe affect a town's vulnerability to potential loss of access. As we made our way from one community to another we saw that very often neighboring towns of similar size and fishing population could have contrasting access issues. We collected a range of conditions, which we believe strengthens a town's commercial fishing access. For each area that we defined as a data source, we calculated the sample-wide average. Communities were given a point for each criterion in which they were considered weaker than the other towns. For example, a town that scored weak on all criteria would garner a total score of 9. The scores reveal how each town stands against that particular criterion for maintaining access. The summary score is not meant to prioritize coastal access issues in any way but rather to generate discussion about the issues raised.

Whenever one attempts to take a complex multi-variable public policy issue and offer an index of key factors there is risk. The risk here is oversimplification and reading the data as prescriptive. The reward is potential insight, increased attention, and discussion of policy priorities. In the hopes of the latter we offer a description of the data and its limitations.

Commercial fishing access is stronger (less vulnerable to conversion) when

- *Access is a priority;*
- *There are strong ordinances;*
- *There is investment in waterfront facilities;*
- *There is a dedicated fish pier;*
- *There is less development pressure;*
- *There is greater than average size of harvester community.*

***Access is a priority:*** *This criterion underscores the importance of needing support from locally elected officials to champion this issue. A score of 1 reflects the fact that we did not hear from the town's interviewees that this was a priority issue.*

***Strong ordinances:*** *As is the case in most land use planning issues, there are a range of potential regulations. In waterfront planning this includes anything from simple setback exclusions to use restrictions. This criterion score measures towns against the most effective tool that prevents waterfront conversion, which is exclusive zoning.*

***Investment in waterfront facilities:*** *This criterion addresses the pressure against losing access when the town takes steps and invests in its waterfront infrastructure. The limit here is that this measure only focuses on a town's most recent public investment efforts through the Small Harbor Improvement Program.*

***Dedicated fish pier:*** *A more obvious criterion is the presence or absence of a dedicated commercial fishing pier. This unfortunately does not reflect the state of that pier, i.e. the extent to which a town has maintained and invested in its upkeep.*

***The development pressure data:*** *This was the most complex and challenging criterion to select and find the right combination of data available at the municipal level to reflect coastal development pressure. The data are meant to make sense as a collection of indicators of development pressure – as singular measures they fail to capture the complexity or expression of development. With advice from the State Planning Office, we chose to include percentage change in population growth and housing units to capture the demand interest and pressure to live in a particular place as well as the demand and effect of dedicating more land to residential use. The census data used compares this change from 1990-2000. The next two measures, tax cost per acre and tax value per acre, address how a precipitous increase in property taxes can serve to push and/or pull people to sell working waterfront property. The tax cost per acre measures the push because of higher and higher tax bills. The tax value per acre attempts to measure the pull – incentive to sell property given the market opportunity to cash in. The latest census data available is for 2000. One need not look farther than the local paper or one's own tax bill to know that the last two years is in fact when a significant number of town re-valuations have been triggered.*

***Greater than average size of harvester community:*** *Finally, the last criteria selected accounts for the strength in numbers factor for preserving commercial fishing access. Due to data limitations we took the number of harvesters as a % of each town's population. Those with a % at or above the median (6%) were considered less vulnerable.*

Aside from the data limitations of each of the criteria, it is important to explain that these measures do not necessarily address the most important measure of a town's strength against losing access – the community-wide commitment to maintaining commercial fishing access. While we witnessed this commitment we had no way of measuring it. We only hope that this matrix will generate a conversation and help those interested focus on the tools it may take to keep their access.

# Analysis of issues and trends

## I. Town approaches to managing access for commercial fishing.

Each town carries its own tradition of access, which has been shaped by early land tenure patterns and the historical role fishing has played in the economy. It also reflects the commitment of local leaders and citizens to maintain a working waterfront. Over time, each town has developed a particular pattern of providing access through publicly-owned or managed piers, private commercial facilities, or a collection of family-owned working wharves.

***Table 1: Current planning tools used for waterfronts***

| Community Town/City | Comprehensive plan in place | Zoning in place | Mixed use zoning | Exclusive zoning |
|---|---|---|---|---|
| Kittery | X | no | | |
| Kennebunkport | X | X | Mixed use | |
| Biddeford | X | X | Mixed use | |
| Portland | X | X | | Exclusive |
| Freeport | X | X | | Exclusive |
| Harpswell | X | X | | Exclusive |
| Phippsburg | no | no | | |
| Bath | X | X | Mixed use | |
| Boothbay Harbor | X | X | Mixed use | |
| Bristol | X | no | | |
| Bremen | no | X | Mixed use | |
| Rockland | X | X | | Exclusive |
| Friendship | X | X | Mixed use | |
| St. George | X | X | Mixed use | |
| Vinalhaven | X | X | | Exclusive |
| Islesboro | no | X | | Exclusive |
| Searsport | X | no | | |
| Stonington | no | no | | |
| Swans Island | X | X | Mixed use | |
| Southwest Harbor | X | X | Mixed use | |
| Winter Harbor | X | no | | |
| Jonesport | X | X | Mixed use | |
| Addison | X | no | | |
| Machiasport | X | X | Mixed use | |
| Eastport | X | X | Mixed use | |
| **Percentiles** | **84%** | **72%** | **48%** | **24%** |

This section addresses the question of how towns approach the waterfront from a planning and regulatory standpoint. Table 1 summarizes, from left to right, the broad to specific planning tools a town can use to manage the use of the waterfront area.

**Findings**:

- 84% (21 out of the 25 towns sampled) have a comprehensive plan in place.
- 72% of the towns employ some kind of maritime use district for their waterfronts.
- 24% of the towns use an exclusive zone to protect waterfront access.

Comprehensive plans guide but do not guarantee waterfront access. We found a strong third of the 25 surveyed towns (nine) are currently in the process of revising their plans. Some towns, like Phippsburg and Harpswell, are using this process as an opportunity to clarify their working waterfront values and policies regarding access. During the questions regarding zoning, the interviewees were often uncertain of specific prohibitions or permitted uses in the district or zone. In general, maritime use districts offer a more lenient set of standards for water dependent uses (such as less of a set-back). 48% of the towns take a mixed use approach to the waterfront which permits some shared use between commercial and residential uses and therefore does not always protect waterfront areas from possible conversion from commercial to residential. The last column underscores the fact that relatively few towns (24%) are using a strong regulatory tool like exclusive zoning.

Important to note is that the presence of zoning does not say anything about the quality or sufficiency of the town's current waterfront access. For example, 11 of the 18 towns that have either mixed use or exclusive zoning in place are currently worried about the loss of commercial fishing access. In the end, these planning tools, though important, do not guarantee against having an access problem for commercial fishing.

**"There are 218 miles of coastline in Harpswell. One quarter of that is zoned for Commercial Fishing. Zoning does not guarantee access."**

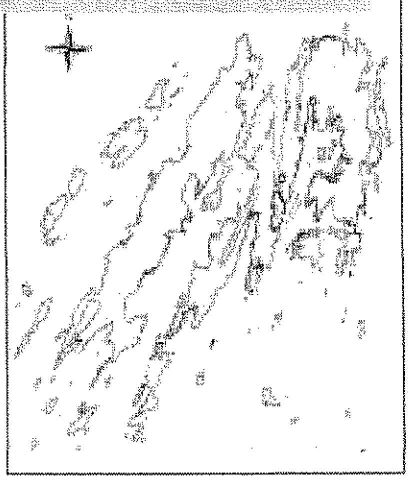
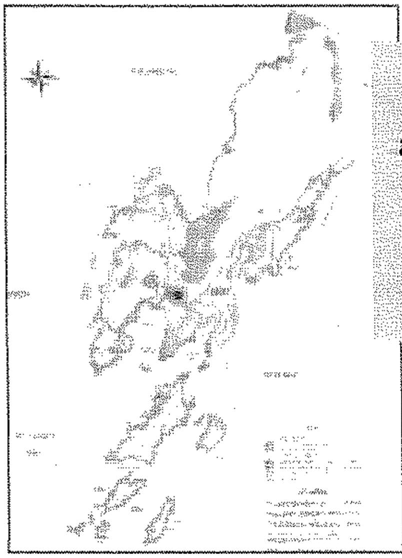


*Table 2: Current efforts to address access for commercial fishing*

| 24% looking for land (access) | 28% just purchased land | 32% improve access infrastructure |
|---|---|---|
| Biddeford | Freeport | Bath |
| Portland | Harpswell | Bristol |
| Phippsburg | Stonington | Rockland |
| St. George | Swans Island | Winter Harbor |
| Winter Harbor | Southwest Harbor | Jonesport |
| Machiasport | Jonesport | Machiasport |
| Eastport | Machiasport | Eastport |



*The map above shows Friendship's commercial/marine activities in dark red.*

**"There is plenty of access in Friendship and everyone on the planning board is pro commercial fishing.**

## II. Who pays attention to commercial fishing access?

**Findings**:

- 64% of the towns surveyed have a permanent harbor committee or commission.

The remaining towns use ad hoc committees. Worth noting is that the permanence of a committee may reflect a town's commitment to overseeing the area but it does not necessarily mean that there is stronger participation than on a temporary committee. Many of the committees had some representation from the fishing industry or harbor masters who themselves had fishing experience. On the ground, it is the towns' harbor masters that face the daily challenges of unresolved access issues (the unsung heroes). It is important, however, to make a distinction between those who pay attention to these issues and those who in fact make the actual decisions (planning boards, selectmen, and councils).

*The map to the left shows Harpswell's Commercial Fishing Zones (in red).*

## III. Efforts to shore up access.

**Findings**:

- 64% (16 out of 25 towns sampled) are currently involved in projects to preserve, increase, or improve commercial fishing access (see Figure 1, page 17).
- 76% of the towns have applied for Small Harbor Improvement Program (SHIP) round 1 or round 2. Of those that applied, 17 towns or (68%) were successful (see Table 3).

There are two tables and one map to summarize the information gathered. Table 2 simply defines the kinds of projects and lists those towns engaged in each. Table 3, a more comprehensive table, adds a few columns to show which towns have made efforts to get public funding for waterfront projects and which have succeeded. The map reveals the coastwide geographic diversity of those towns involved in access projects. One note is that the majority of towns to have most recently purchased land are downeast.

## IV. Nature of access problem.

This next section focuses on the perception that commercial fishing access is a problem. The questions then lead to a discussion of the causes of access issues, current and future threats and impacts.

**Findings:**

- 64% (16 out of 25 towns sampled) considered waterfront access for their town's commercial fishing community a current problem (see Figure 2, page 17).
- Among the three coastal regions (southern, midcoast, and downeast) we found that the southern and midcoast towns were more acutely facing the combination of threats to access: higher taxes, acute development pressure, and competition from growing recreational use of the waterfront. All of the towns in York, Cumberland, Sagadahoc, and Lincoln counties flagged access as a problem.
- Just as access is provided in diverse ways, the loss of access takes many forms. The list below tries to inventory the "lost access scenario" and those towns which had this experience.

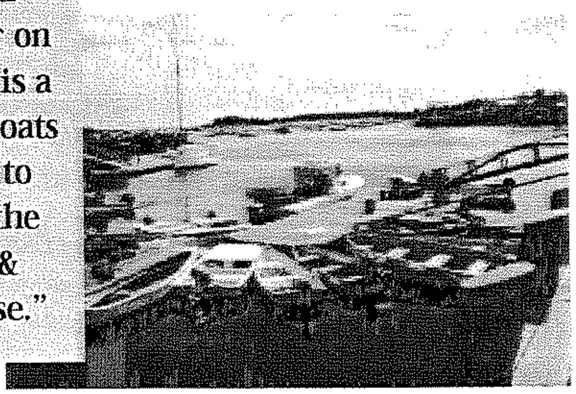
*Table 3: Town efforts and public infrastructure applications & awards*

| Community Town/City | Looking for land | Just purchased land | Recently improved access | Have applied for SHIP funds in past | Have received SHIP funds in past |
|---|---|---|---|---|---|
| Kittery | | | | X | X |
| Kennebunkport | | | | X | X |
| Biddeford | X | | | | |
| Portland | X | | | X | |
| Freeport | | X | | XX | |
| Harpswell | | X | | | |
| Phippsburg | X | | | | |
| Bath | | | X | X | X |
| Boothbay Harbor | | | | X | X |
| Bristol | | | X | X | X |
| Bremen | | | | | |
| Rockland | | | X | X | X |
| Friendship | | | | | |
| St. George | X | | | X | X |
| Vinalhaven | | | | X | X |
| Islesboro | | | | X | X |
| Searsport | | | | X | X |
| Stonington | | X | | X | X |
| Swans Island | | X | | X | X |
| Southwest Harbor | | | X | X | X |
| Winter Harbor | | X | X | X | X |
| Jonesport | | X | X | X | X |
| Addison | | | | X | X |
| Machiasport | X | X | X | X | |
| Eastport | X | | X | | |
| | 24% | 28% | 32% | 76% | 68% |

*Note: The last two columns represent data gathered from the Maine Department of Transportation — outside the interviews.*

**"Loading and unloading gear on the town dock is a problem. The floats are too small to handle all of the commercial & recreational use."**

*The photo shows heavy use of the Vinalhaven town dock.*



1. Access to intertidal areas lost through no trespassing signs and loss of traditionally used right-of-ways for clam/worm diggers:
   Kittery, Harpswell, Bristol, Bremen and Addison.

2. New coastal property owners closing off and/or contesting public access:
Kittery, Kennebunkport, Freeport, Harpswell, Bristol and St. George.
3. Commercial fishing access tenuous through leases/agreements with summer residents and yacht clubs:
Biddeford, St. George, Winter Harbor and Vinalhaven.
4. Singular reliance on a public facility that is faced with competition from recreational users:
Freeport, Boothbay Harbor and Rockland.
5. Land-use access problem — parking:
Kennebunkport, Harpswell, Phippsburg, Vinalhaven, Southwest Harbor, Stonington and Jonesport.
6. Conversion of working wharves to residential and recreation:
Kittery, Kennebunkport, Harpswell, Phippsburg, Bristol, St. George, Vinalhaven, Stonington and Jonesport.

*Note: Geography and environmental conditions can often limit access:*
*Winter Harbor, Bath, Searsport.*

## V. What is the problem?

- Intense real estate pressure to use the waterfront in non-commercial/water dependent ways.
- As fishing families sell waterfront, the move to town/public pier increases use pressure.
- Many public wharves must balance and serve both commercial and recreational use.
- Limited parking areas; increased competition for parking as tourism grows.
- For some areas with heavy tourism there are limited moorings.
- Boats are getting bigger (both commercial and recreational)
- Increased cost for coastal towns for legal challenges and access.
- Higher property sales trigger revaluation, which can lead to higher taxes.
- Towns and private wharves have costly infrastructure and upkeep; challenge to keep self-sustaining.
- Towns and individual fishermen cannot afford inflated market prices for waterfront property.

**"People are paying ridiculous money for property. This offsets the tax base for everyone else. Many kids who grew up here cannot afford to live here [in Port Clyde]."**

## VI. Who does this affect?

This question was asked to find which fisheries businesses are or would be affected by a loss of waterfront access.

**Findings**:
- 88% (22 out of 25 towns sampled) noted their lobster fleet.
- 68% noted their urchin, scallop, clam, worm, seaweed harvesters, and bait dealers.
- 60% noted their groundfish harvesters and lobster pounds.

Another way to read the answers here is to note not only which fishing groups are most frequently impacted, but also which towns have the largest number of fishing groups dependent upon access. Towns with a high diversity of marine-related groups affected by access:

1. **Jonesport** (GF, L, SU, C, W, SW, M, S, LP, BD, BY, F&I, CO, O)
2. **Machiasport** (GF, L, SU, C, SW, M, S, LP, BD, BY, F&I, O)
3. **Port Clyde** (GF, L, SU, C, W, M, S, LP, BD, BY, F&I, CO)
4. **Harpswell** (GF, L, SU, C, W, SW, M, S, LP, BD, BY, F&I, CO)
5. **Vinalhaven** (L, SU, C, S, LP, BD, BY, F&I, CO, O)
6. **Phippsburg** (GF, L, SU, C, W, SW, M, S, LP, BD, BY, F&I)
7. **Eastport** (GF, L, SU, C, W, SW, M, S, BD, BY, F&I, O)

**GF=Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP= Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer*

| *Affected fisheries* | *Count* | *% of total* |
|---|---|---|
| Lobster harvesters | 22 | 88% |
| Sea urchin harvesters | 17 | 68% |
| Scallop harvesters | 17 | 68% |
| Clam/Worm/ Seaweed harvesters | 17 | 68% |
| Bait dealers | 17 | 68% |
| Lobster pounds | 15 | 60% |
| Groundfish harvesters | 15 | 60% |
| Fuel and Ice | 14 | 56% |
| Mussel harvesters | 12 | 48% |
| Boatyards | 12 | 48% |
| Co-ops | 9 | 36% |
| Other | 6 | 24% |

## VII. Current and future threats to commercial fishing access.

During each interview town groups were asked to check off which of the following threats affect commercial fishing access now or in the future (development pressures, higher taxes, a decline in the commercial

> **"There is daily competition [on Isleboro] for parking among contractors, ferry traffic, recreational boaters and fishermen."**

fishing industry, deterioration of infrastructure, increased competition from tourism or recreational use, conversion of residential/commercial to residential). As noted below, the top three present threats were the same for the future. It is worth noting that currently taxes appear to be the top threat, while the future threat is in development. It is also important to note that these threats, particularly the development pressure, higher taxes, and changing demand/use of the waterfront, are in fact all related and tied to demographic, local real estate market, and wider economic changes now influencing coastal Maine.

**Findings**:

- 72% (18 out of the 25 towns sampled) identified higher taxes, increased competition from recreational uses, and development pressure as the top three immediate threats to commercial fishing access.
- As we move from the list of current to future threats, the overall number of towns identifying threats grows for each issue in every case.
- In the future, while the top three issues remain the same, 84% of the towns list the number one threat to access as development pressure.

| Current threats to access | | # Towns |
|---|---|---|
| 1. Higher taxes | 72% | 18 |
| 2. Increased competition - tourism and recreation | 68% | 17 |
| 3. Development pressure | 68% | 17 |
| 4. Decline in commercial fishing | 52% | 13 |
| 5. Conversion of property | 36% | 9 |

| Current threats to access | | # Towns |
|---|---|---|
| 1. Development Pressure | 84% | 21 |
| 2. Increased competition - tourism and recreation | 80% | 20 |
| 3. Higher taxes | 76% | 19 |
| 4. Decline in commercial fishing | 64% | 16 |
| 5. Infrastructure deterioration | 52% | 13 |
| 6. Conversion of property | 48% | 12 |

## VIII. Commercial fishing access in two years and five years.

Here we asked towns to predict their futures in terms of commercial fishing access. Specifically we asked, will access decrease, stay the same, or increase? (See Figure 3, page 17.) The side-by-side maps display the responses for both periods. We found that, in the end, responses to this question reflected a range of levels of optimism or pessimism about a community's capacity to address commercial fishing access issues.

**Findings**:

- 48% of the towns predict that access in two years will be the same, whereas 36% of the towns predict a decrease, and 12% an increase.
- 44% of the towns predict a decline in five years, and 32% predict access will stay the same. 12% say access will increase and 12% could not make a prediction.
- Three towns predicted an increase in access in two years (Machiasport, Islesboro, and Addison) and five years (Machiasport, Eastport, and Portland).

## IX. Ways to protect access.

This final section of the town survey identifies which towns are planning to protect access, which towns are interested in public and private infrastructure investment, and what if any other tools might a town want to try to help them with access issues.

**Findings**:

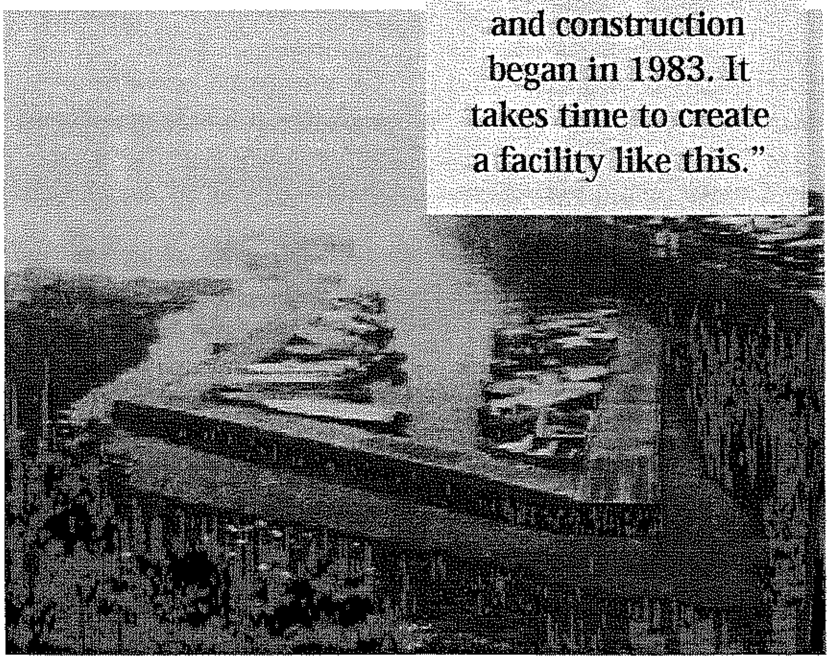
- There is strong interest in working on protecting commercial fishing access: 80% (20 of the 25 towns sampled) from Kittery to Eastport, plan to address commercial fishing access in the future. This shows a strong town local interest in working on these issues. Of those not included, 3 of the 5 towns have strong rules in place (see Figure 4, page 17).
- Public infrastructure improvement grants, such as the Small Harbor Improvement Program (SHIP) are a very important part of the strategy to protect access: 68% of the towns have applied and received SHIP funds.
- The top improvements for publicly-owned access: expand parking, repair piers, dredging, repair floats, expand piers/wharves, create new parking, and land acquisition.
- The top improvements on the private sector side: property tax relief and low interest loans were listed as the number one improvement to assist commercial fishing access. This was followed by repairing wharves and floats, dredging, and land acquisition.

- 64% (16 out of the 25 towns sampled) noted that specific private improvements would assist in access.

***Summary of improvements needed in the public sector***

| Infrastructure improvement | Count | % of total |
|---|---|---|
| Expand parking area | 15 | 9.38% |
| Repair pier/wharf | 13 | 8.13% |
| Dredging | 12 | 7.50% |
| Expand floats | 12 | 7.50% |
| Expand pier/wharf | 12 | 7.50% |
| Repair floats | 11 | 6.88% |
| Create new parking area | 11 | 6.88% |
| Land acquisition | 10 | 6.25% |
| Other improvements | 10 | 6.25% |
| Repair boat ramp | 8 | 5.00% |
| Build a boat ramp | 6 | 3.75% |
| Increase mooring field | 5 | 3.13% |
| Replace boat ramp | 5 | 3.13% |
| Cold storage facilities | 4 | 2.50% |
| Increase berthing space | 4 | 2.50% |
| Erosion control | 4 | 2.50% |
| Build a marina | 3 | 1.88% |
| Increase bulkhead | 2 | 1.25% |
| Permitting assistance | 2 | 1.25% |
| Expand trailer parking area | 2 | 1.25% |

*The picture shows the Stonington Fish Pier and its importance to the fishing community.*



***Summary of improvements needed in the private sector***

| Infrastructure improvement | Count | % of total |
|---|---|---|
| Property tax relief | 13 | 10.66% |
| Low interest loans | 13 | 10.66% |
| Other improvements | 12 | 9.84% |
| Repair pier/wharf | 11 | 9.02% |
| Dredging | 11 | 9.02% |
| Repair floats | 10 | 8.20% |
| Land acquisition | 10 | 8.20% |
| Expand parking area | 9 | 7.38% |
| Expand pier/wharf | 7 | 5.74% |
| Permitting assistance | 6 | 4.92% |
| Cold storage facilities | 6 | 4.92% |
| Increase berthing space | 5 | 4.10% |
| Expand floats | 5 | 4.10% |
| Increase mooring field | 3 | 2.46% |
| None of these choices | 1 | 0.82% |

## X. Loan fund.

We asked towns if they thought a low interest loan fund would assist their commercial fishing access issues and to measure the importance of such a fund.

**"Planning for the fish pier started in 1979 and construction began in 1983. It takes time to create a facility like this."**

Findings:

- 76% (19 out of the 25 towns sampled) thought a low interest loan fund for private pier owners would help with access (see Figure 5).
- 64% said such a loan fund would be important, 3 towns said critical, 4 said not important.

| Community | Low interest loan fund importance |
|---|---|
| Portland | Important |
| Biddeford | Important |
| Addison | Important |
| Machiasport | Important |
| Harpswell | Important |
| Bath | Critical |
| Eastport | Important |
| Kittery | Important |
| Southwest Harbor | Important |
| Winter Harbor | Important |
| Phippsburg | Important |
| St. George | Important |
| Jonesport | Critical |
| Bremen | Important |
| Bristol | Important |
| Boothbay Harbor | Critical |
| Vinalhaven | Important |
| Stonington | Important |
| Swans Island | Important |
| Rockland | Not Applicable |
| Searsport | Not Applicable |
| Friendship | Not Important |
| Islesboro | Not Important |
| Kennebunkport | Not Important |
| Freeport | Not Important |

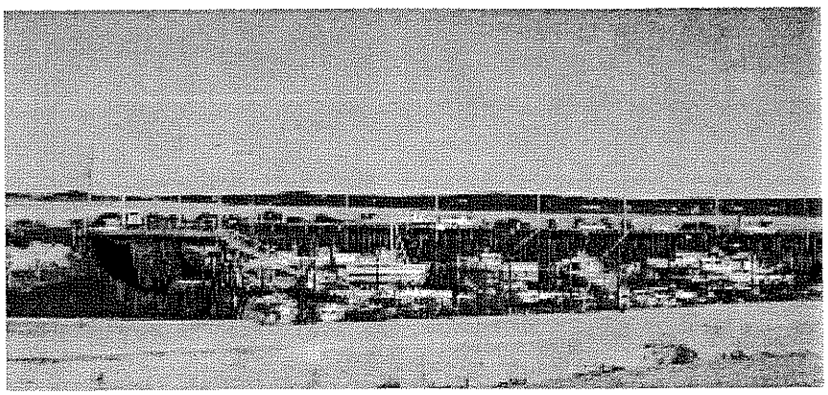
## XI. A list of tools.

Our last question asked those attending which tools, if any, would be of interest to their town. The table below summarizes the interest level by tool. On the following page the table displays the level of interest (2 xx very interested, 1 x interested) and the tools selected by each town.

| Community | Property tax relief | Planning assistance | Purchase access rights | Deeded access | A planning workshop on waterfront access tools | Transfer shoreside development inland |
|---|---|---|---|---|---|---|
| Kittery | XX | X | XX | XX | X | |
| Kennebunkport | XX | X | | | | |
| Biddeford | X | X | XX | X | XX | X |
| Portland | XX | XX | | | X | XX |
| Freeport | XX | XX | XX | XX | XX | XX |
| Harpswell | XX | XX | XX | X | | XX |
| Phippsburg | XX | X | X | | XX | |
| Bath | | XX | | | | |
| Boothbay Harbor | | | | | | |
| Bristol | XX | | XX | XX | | |
| Bremen | XX | | XX | X | | X |
| Rockland | | XX | | | XX | |
| Friendship | XX | X | XX | XX | | |
| St. George | XX | X | XX | XX | | |
| Vinalhaven | XX | XX | XX | X | X | X |
| Islesboro | XX | | XX | XX | | |
| Searsport | XX | XX | X | X | XX | |
| Stonington | | | X | | X | X |
| Swans Island | X | | XX | | XX | |
| Southwest Harbor | XX | XX | | X | | |
| Winter Harbor | XX | XX | X | XX | XX | X |
| Jonesport | XX | XX | XX | XX | XX | XX |
| Addison | XX | XX | | X | | |
| Machiasport | XX | XX | XX | XX | XX | XX |
| Eastport | X | XX | X | X | XX | X |
| Percentiles | 84% | 76% | 72% | 64% | 60% | 44% |

| Waterfront access tool | # of towns very interested | # of towns somewhat interested | Totals | Percentiles |
|---|---|---|---|---|
| Property tax relief | 18 | 3 | 21 | 84% |
| Planning assistance | 13 | 6 | 19 | 76% |
| Purchase access rights | 13 | 5 | 18 | 72% |
| Deeded access | 9 | 7 | 16 | 64% |
| A planning workshop on waterfront access tools | 10 | 5 | 15 | 60% |
| Transfer shoreside development inland | 5 | 6 | 11 | 44% |

**"There is a strong commitment to allow fishermen the right to make a living. We are currently working on a grant to create berthing space for transient boaters, which would take some pressure off the commercial area."**



*This picture shows the Eastport breakwater which provides important shelter to local fishing boats.*

## XII. Access for commercial fishing: creating baseline data.

To better understand commercial fishing access issues over time, we knew that we wanted to collect good reliable quantitative information to accompany our interviews with each town. Given the limited data to start we set out to see if we could 1) find an existing database to update and track changes in access or if we would need to 2) define and collect a new baseline of data to track commercial fishing access. We started with two previous studies that investigated and documented waterfront facilities from Kittery to Eastport, Maine. The Maine Department of Transportation (MDOT) conducted one study, "Maine Port Development Study," in 1985. The Southern Maine Economic Development District and the Eastern Maine Development Corporation conducted the second study in 1998 for the Maine Department of Marine Resources (MDMR) "Maine Port Facilities Inventory and Analysis." We developed a baseline of the names and total number of waterfront facilities that provided access to the water. We updated and added to the baseline data during our meetings with town harbor masters. In the end, however, we found that the facilities inventories were not a good method to measure commercial fishing access because they were never designed or intended to do so. Simply counting or tracking the number of waterfront facilities is not an adequate tool for measuring and monitoring commercial fishing access in a particular community.

Instead, we have developed a separate baseline of data that does not count facilities but carefully tracks the total access available in each community. This means counting up the total (berths + moorings + slips + tie-ups) in use for each town and by category of use, commercial or recreational. This baseline would then allow us to monitor changing use and changing access over time by commercial and recreational sectors.

**Findings:**

- In 2002 the total current boat access was 11,462 for the 25 towns surveyed.
- Of the 11,462 current boat access: 42% are used by commercial boats and 58% are used by recreational boats.
- For individual towns, this balance between percentage of commercial use and recreational use varies. In the majority of the surveyed towns (15 out of the 25), recreational boats use greater than 50% of the town's water access. In 10 of the 25 towns, commercial fishing boats utilize 50% of the town's water access.
- Does the private or public provide this access? Another important statistic to track is the extent to which current boat access is provided by public facilities versus private businesses. Of the total commercial fishing access provided: 25% is provided by publicly-owned facilities ( i.e. fish piers, boat ramps) 35% is provided by privately-owned businesses (co-ops, private pier owners), and 40% is provided through private residence.
- 19 of the 25 towns sampled rely on private residential wharves to provide commercial fishing access. Of the 19 towns, 9 rely heavily on this access (where over 50% of the commercial fishing access is provided privately).
- We recommend that an annual review of commercial fishing access be conducted in order to monitor changes, issues and needs along the coast. In addition to the baseline current boat access (berths + moorings + slips + tie-ups), we recommend tracking commercial fishing access as a percentage of current boat access and recreational use as a percentage of current boat access in order to track the extent to which this boat access serves commercial or recreational boats. The changing percentages can serve as a flag for a town, and raise additional questions regarding the reasons for loss. This is why we believe it is important to also monitor changing demand and supply for this access.
- In terms of tracking and monitoring commercial fishing access issues in the future, we recommend working with town harbor masters — they know their waterfront communities best. Their service is invaluable and they are often juggling multiple demands. We understand that the recommendation for additional information from harbor masters should be standard, quick and easy (electronic). In fact, their input should be incorporated into this reporting system and design.

# 25 town study maps

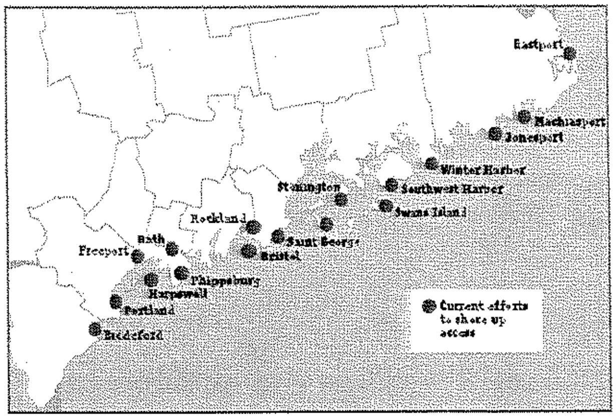



Figure 1. Towns (64% of the 25 sampled) currently involved in efforts to secure access. The current efforts by towns do not include past or present SHIP grants.

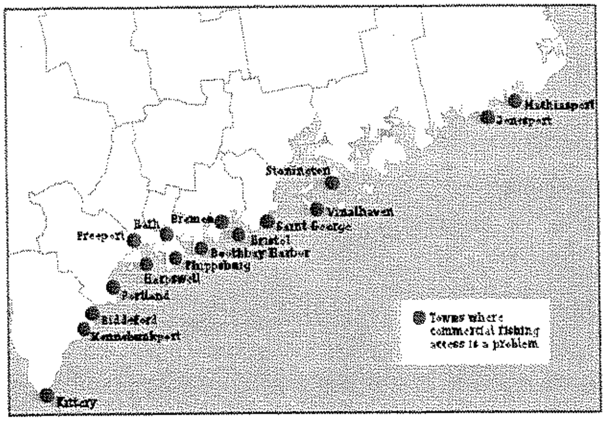
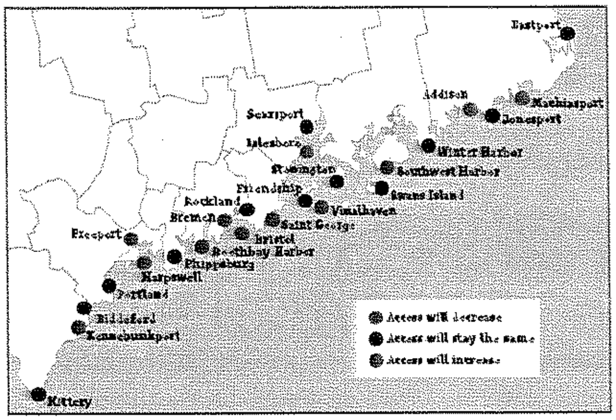



Figure 2. Towns (64% of the 25 sampled) with a current commercail fishing access problem.



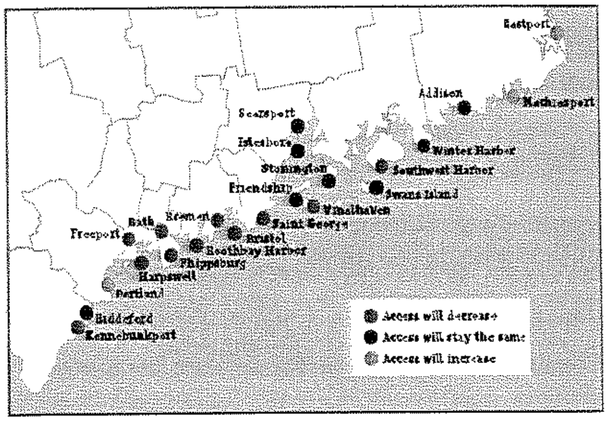




Figure 3. Towns (of the 25 sampled) with a perceived commercial fishing access problem in 2 and 5 years.

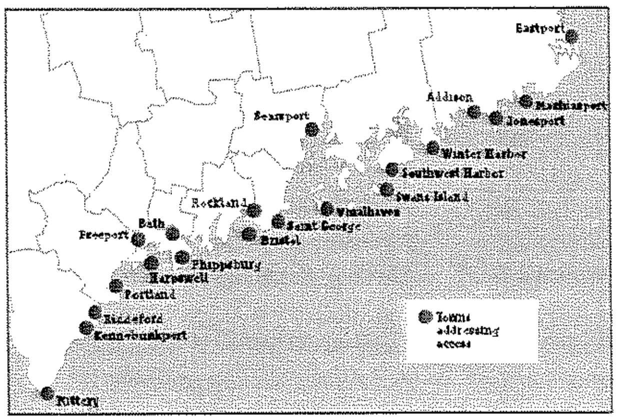



Figure 4. Towns (80% of the 25 sampled) planning to address commercial fishing access in the future.

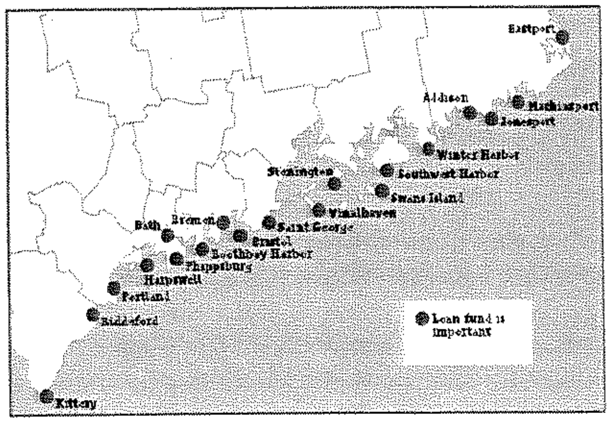
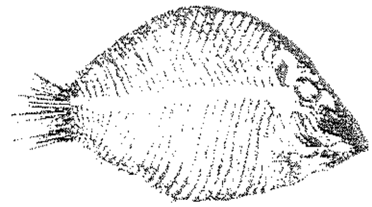



Figure 5. Towns (76% of the 25 sampled) perceived importance of a low interest loan fund for private pier owners.

# Key to town profiles



We created a "town profile" for each town and city we visited for the study. The town profile is intended to help each community see how they rate when compared to the other 24 towns that were part of the study. The profiles have four sections: Boat access & waterfront facilities data, Development pressure data, Waterfront issues & Commercial fishing access vulnerability rating.

## Section 1)
## Boat access & waterfront facilities data

Miles of coastline. This section lists the miles of coastline for each town. The figure includes islands and tidal rivers that are part of each town. The total mileage of coastline for all 25 towns has also been included. The source of this information was the Maine State Planning Office (Maine Coastal Program).

Total commercial resource harvesters is the sum of all marine resource harvesters in each town that hold a commercial license either with the town or the state of Maine, or have a federal fishing permit. The sum of all licenses and permits is given for all 25 towns as well. The sources of this information were each town office, the Maine Department of Marine Resources, and The National Marine Fisheries Service.

Fisheries impacted by loss of access are the fisheries that occur in each town on a commercial basis that were listed by the participants in each interview (see the key near the bottom of the profile).

Total current boat access is the total commercial and recreational boat access that is currently in use. It is a sum of all accesses (registered moorings + berths + slips + tie-ups). This is not an indication of the potential capacity but is a documentation of what is currently in use. The sum of all 25 towns is given as well. The sources of this information were the town harbor masters.

Percent of total current boat access used by commercial fishermen is the percent that is used by commercial fishing boats. The percent is also given for all 25 towns.

Facilities is an inventory of the total number of commercial private and public waterfront facilities in 2002. These are facilities that provide services or access to the water for a fee or free of charge. The sum of all towns is given as well.

Number of the commercial private and public waterfront facilities dedicated to commercial fishing use is the sum of facilities that just serve commercial fishing needs and access; recreational use is either not permitted or simply does not occur. The sum of these facilities is given for all 25 towns as well.

Percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen is access that is achieved through non-facilities that are private residence or property. The percent is given for all 25 towns as well.

Number of "other" access points

(beaches, land, property crossing) not actual facilities. This number represents all of the other ways by which access is achieved. The sum of these is given for all 25 towns as well.

## Section 2) Development pressure data

This section has data about population changes, change in housing, annual taxes per acre and land valuation per acre. The sources of the data were the US Census Bureau and the Maine Revenue Service. The average values for the 25 towns were provided as well.

## Section 3) Waterfront issues

This section of data reflects the responses that were given by the interview participants.

- Commercial fishing access is a problem. This was a yes or no answer based on the perception of an access problem by elected officials. The percentage of towns that responded "yes" is provided as well.

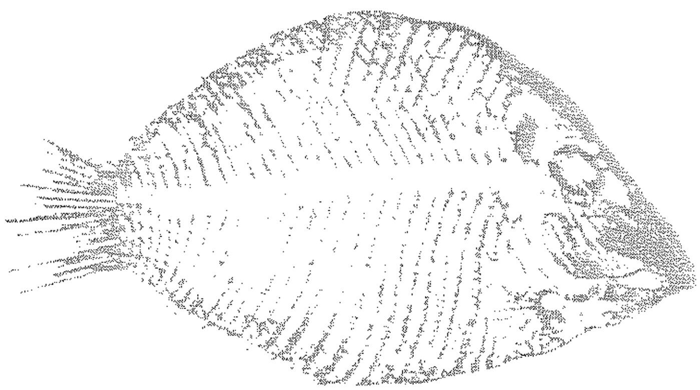
- Current threats to commercial fishing access. These were the top three threats that were identified by each town. The top three answers for all 25 towns are provided as well.

- The town/city is planning to address commercial fishing access. This was a yes or no answer based on the perception of elected officials about whether the town is planning to address access. The percentage of towns that responded "yes" is provided as well.

- The top three useful tools to address commercial fishing access were identified by each town. The top three answers for all 25 towns are provided as well.

## Section 4) Commercial fishing access vulnerability rating

The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre, and valuation per/acre) and the number of harvesters in each town/city. The vulnerability ratings range from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability, and 6-7 having the highest vulnerability. (Please see the vulnerability matrix and the pre-development pressure matrix for more details about the overall commercial fishing access vulnerability rating.)



# Boat access & waterfront facilities data

| | Kittery | Kennebunkport |
|---|---|---|
| Miles of coastline | 44.82 | 41.07 |
| Total commercial resource harvesters | 71 | 73 |
| Fisheries impacted by loss of access | L, LP, BD | GF,L,BD,F&I |
| **Boat access** | | |
| Total current boat access (moorings+berthing+slips +tie ups) commercial & recreational combined | 538 | 330 |
| Percent of total current boat access used by commercial fishermen | 17% | 24% |
| **Facilities** | | |
| Number of commercial private & public waterfront facilities in 2002 | 14 | 12 |
| Number of the commercial private & public waterfront facilities *dedicated* to commercial fishing use | 4 | 2 |
| The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen | 38% | 67% |
| Number of "other" access points (beaches, land property crossing) not actual facilities | 3 | 0 |
| **Development pressure data** | | |
| Percent population change 1990-2000 | 2% | 11% |
| Percent change in housing 1990-2000 | 12% | 12% |
| Annual taxes per acre in 2000 | $1,054.36 | $616.12 |
| Land valuation per acre in 2000 | $28,716.39 | $21,093.35 |
| **Waterfront issues** | | |
| Commercial fishing access is perceived as a problem | Yes | Yes |
| Current threats to commercial fishing access | Development pressures<br>Higher taxes<br>A decline in the commercial fishing industry | Higher taxes<br>A decline in the commercial fishing industry<br>Deterioration of infrastructure (wharves & piers) |
| Town/city is planning to address commercial fishing access | Yes | Yes |
| Top 3 useful tools to address commercial fishing access | Property tax relief<br>Deeded access<br>Purchase access rights | Property tax relief<br>Planning assistance<br>NA |
| Commercial fishing access vulnerability rating | 7 | 7 |

* GF= Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP=Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer

| Biddeford | Portland | Freeport | 25 Towns |
|---|---|---|---|
| 32.16 | 56.92 | 49.06 | 1,736.57 |
| 83 | 271 | 186 | 4076 |
| GF,L,SU,C,W,SW,LP,BD,BY | GF,L,SU,S,LP,BD,BY,F&I | L,C,W,SW,M,LP,BD | (*see key below) |
| | | | |
| 335 | 500 | 560 | 11462 |
| 10% | 30% | 11% | 42% |
| | | | |
| 5 | 22 | 8 | 291 |
| 1 | 9 | 0 | 98 |
| 0% | 0% | 13% | 38% |
| 0 | 1 | 1 | 176 |
| | | | |
| 1% | 0% | 13% | 3% |
| 6% | 2% | 9% | 11% |
| $1,058.06 | $7,218.37 | $658.42 | $ 457.12 |
| $23,855.11 | $75,818.11 | $12,932.48 | $12,244.93 |
| | | | |
| Yes | Yes | Yes | 64% of the towns said Yes |
| Higher taxes | Development pressures | Development pressures | Higher taxes |
| Increased competition from tourism/recreational use | Increased competition from tourism/recreational use | Increased competition from tourism/recreational use | Increased competition from tourism/recreational use |
| Development pressures | Deterioration of infrastructure (wharves & piers) | Higher taxes | Development pressures |
| Yes | Yes | Yes | 80% of the towns said Yes |
| Purchase access rights | Property tax relief | Property tax relief | Property tax relief |
| A planning workshop | Planning assistance on waterfront access tools | Planning assistance | Planning assistance |
| Deeded access | Transfer shoreside development inland | Purchase access rights | Purchase access rights |
| 7 | 4 | 6 | (**see note below) |

** The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre & valuation per/acre) & the # of harvesters in each town/city. The vulnerability ratings ranged from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability and 6-7 having the highest vulnerability.

| | Harpswell | Phippsburg |
|---|---|---|
| Miles of coastline | 218.55 | 111.79 |
| Total commercial resource harvesters | 421 | 186 |
| Fisheries impacted by loss of access | GF,L,SU,C,W,SW,M, S,LP,BD,BY,F&I,CO | GF,L,SU,C,W,SW,M, S,LP,BD,BY,F&I |
| **Boat access** | | |
| Total current boat access (moorings+berthing+slips +tie ups) commercial & recreational combined | 2380 | 625 |
| Percent of total current boat access used by commercial fishermen | 21% | 32% |
| **Facilities** | | |
| Number of commercial private & public waterfront facilities in 2002 | 33 | 8 |
| Number of the commercial private & public waterfront facilities *dedicated* to commercial fishing use | 17 | 1 |
| The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen | 31% | 60% |
| Number of "other" access points (beaches, land property crossing) not actual facilities | 100 | 10 |
| **Development pressure data** | | |
| Percent population change 1990-2000 | 5% | 16% |
| Percent change in housing 1990-2000 | 8% | 27% |
| Annual taxes per acre in 2000 | $408.86 | $155.60 |
| Land valuation per acre in 2000 | $19,101.19 | $6,839.60 |
| **Waterfront issues** | | |
| Commercial fishing access is perceived as a problem | Yes | Yes |
| Current threats to commercial fishing access | Higher taxes<br>A decline in the commercial fishing industry.<br>Development pressures | Higher taxes<br>Conversion of residential/commercial property to residential<br>Development pressures |
| Town/city is planning to address commercial fishing access | Yes | Yes |
| Top 3 useful tools to address commercial fishing access | Property tax relief<br>Planning assistance<br>Purchase access rights | Property tax relief<br>A planning workshop on waterfront access tool<br>Planning assistance |
| Commercial fishing access vulnerability rating | 4 | 5 |

* GF= Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP=Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer

| Bath | Boothbay Harbor | Bristol | 25 Towns |
|---|---|---|---|
| 31.84 | 27.81 | 59.65 | 1,736.57 |
| 60 | 119 | 77 | 4076 |
| BD,F,O | GF,L,SU,S,LP,BD,CO | GF,L,SU,C,W,SW,<br>S,LP,BY,F&I,CO | (*see key below) |
| | | | |
| 136 | 1243 | 680 | 11462 |
| 11% | 8% | 30% | 42% |
| | | | |
| 8 | 30 | 13 | 291 |
| 1 | 5 | 6 | 98 |
| 0% | 50% | 58% | 38% |
| 0 | 0 | 4 | 176 |
| | | | |
| -5% | -1% | 14% | 3% |
| 3% | 6% | 28% | 11% |
| $2,109.07 | $1,141.43 | $167.74 | $457.12 |
| $17,200.09 | $46,015.64 | $9,812.29 | $12,244.93 |
| | | | |
| Yes | Yes | Yes | 64% of the towns said Yes |
| Higher taxes<br>A decline in the commercial fishing industry<br>Development pressures | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures | Development pressures<br>Conversion of residential/commercial property to residential<br>Higher taxes | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures |
| Yes | No | Yes | 80% of the towns said Yes |
| Planning assistance<br>NA<br>NA | Property tax relief<br>Deeded access<br>A planning workshop on waterfront access tools | Property tax relief<br>Purchase access rights<br>Deeded access | Property tax relief<br>Planning assistance<br>Purchase access rights |
| 5 | 6 | 5 | (**see note below) |

** The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre & valuation per/acre) & the # of harvesters in each town/city. The vulnerability ratings ranged from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability and 6-7 having the highest vulnerability.

| | Bremen | Rockland |
|---|---|---|
| Miles of coastline | 47.26 | 7.48 |
| Total commercial resource harvesters | 105 | 162 |
| Fisheries impacted by loss of access | GF,L,SU,C,W,SW,M,S,LP,F&I,CO | GF,L,SU,BD |

| **Boat access** | | |
|---|---|---|
| Total current boat access (moorings+berthing+slips +tie ups) commercial & recreational combined | 260 | 675 |
| Percent of total current boat access used by commercial fishermen | 62% | 4% |

| **Facilities** | | |
|---|---|---|
| Number of commercial private & public waterfront facilities in 2002 | 4 | 21 |
| Number of the commercial private & public waterfront facilities *dedicated* to commercial fishing use | 1 | 2 |
| The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen | 29% | 0% |
| Number of "other" access points (beaches, land property crossing) not actual facilities | 9 | 0 |

| **Development pressure data** | | |
|---|---|---|
| Percent population change 1990-2000 | 16% | -5% |
| Percent change in housing 1990-2000 | 33% | 1% |
| Annual taxes per acre in 2000 | $82.93 | $1,276.81 |
| Land valuation per acre in 2000 | $4,888.63 | $19,312.73 |

| **Waterfront issues** | | |
|---|---|---|
| Commercial fishing access is perceived as a problem | Yes | No |
| Current threats to commercial fishing access | Development pressures<br>Increased competition from tourism/recreational use | Development pressures<br>A decline in the commercial fishing industry<br>NA |
| Town/city is planning to address commercial fishing access | No | Yes |
| Top 3 useful tools to address commercial fishing access | Property tax relief<br>Purchase access rights<br>Deeded access | Planning assistance<br>A planning workshop on waterfront access tools<br>NA |
| Commercial fishing access vulnerability rating | 6 | 4 |



* GF= Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP=Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer

| Friendship | St. George (Port Clyde) | Vinalhaven | 25 Towns |
|---|---|---|---|
| 57.76 | 124.88 (St. George) | 188.82 | 1,736.57 |
| 246 | 98 | 308 | 4076 |
| NA | GF,L,SU,C,W,M,S,LP,<br>BD,BY,F&I,CO | L,SU,C,S,LP,BD,<br>BY,F&I,CO,O | (*see key below) |
| | | | |
| 197 | 380 | 320 | 11462 |
| 65% | 66% | 90% | 42% |
| | | | |
| 10 | 8 | 9 | 291 |
| 7 | 5 | 5 | 98 |
| 68% | 92% | 96% | 38% |
| 6 | 0 | 0 | 176 |
| | | | |
| 10% | 14% | 15% | 3% |
| 4% | 13% | 18% | 11% |
| $130.62 | $223.66 | $133.76 | $457.12 |
| $6,883.72 | $10,179.06 | $6,462.98 | $12,244.93 |
| | | | |
| No | Yes | Yes | 64% of the towns said Yes |
| NA<br>NA<br>NA | Development pressures<br>Conversion of residential/commercial property to residential<br>Higher taxes | Higher taxes<br>Conversion of residential/commercial property to residential<br>Increased competition from tourism/recreational use | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressure |
| No opinion | Yes | Yes | 80% of the towns said Yes |
| Property tax relief<br>Purchase access rights<br>Deeded access | Property tax relief<br>Purchase access rights<br>Deeded access | Property tax relief<br>Purchase access rights<br>Planning assistance | Property tax relief<br>Planning assistance<br>Purchase access rights |
| 3 | 5 | 3 | (**see note below) |

** The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre & valuation per/acre) & the # of harvesters in each town/city. The vulnerability ratings ranged from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability and 6-7 having the highest vulnerability.

| | Islesboro | Searsport |
|---|---|---|
| Miles of coastline | 69.93 | 15.65 |
| Total commercial resource harvesters | 40 | 36 |
| Fisheries impacted by loss of access | L,SU,C | L,C,S |
| **Boat access** | | |
| Total current boat access (moorings+berthing+slips +tie ups) commercial & recreational combined | 101 | 36 |
| Percent of total current boat access used by commercial fishermen | 33% | 33% |
| **Facilities** | | |
| Number of commercial private & public waterfront facilities in 2002 | 8 | 2 |
| Number of the commercial private & public waterfront facilities *dedicated* to commercial fishing use | 0 | 0 |
| The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen | 18% | 0% |
| Number of "other" access points (beaches, land property crossing) not actual facilities | 4 | 0 |
| **Development pressure data** | | |
| Percent population change 1990-2000 | 4% | 1% |
| Percent change in housing 1990-2000 | 17% | 11% |
| Annual taxes per acre in 2000 | $239.73 | $143.82 |
| Land valuation per acre in 2000 | $14,310.83 | $2,199.91 |
| **Waterfront issues** | | |
| Commercial fishing access is perceived as a problem | No | No |
| Current threats to commercial fishing access | Higher taxes<br>Increased competition from tourism/recreational use<br>NA | NA<br>Deterioration of infrastructure (wharves & piers)<br>NA |
| Town/city is planning to address commercial fishing access | No | Yes |
| Top 3 useful tools to address commercial fishing access | Property tax relief<br>Purchase access rights<br>Deeded access | Property tax relief<br>A planning workshop on waterfront access tools<br>Planning assistance |
| Commercial fishing access vulnerability rating | 6 | 4 |

* GF= Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP=Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer

| Stonington | Swans Island | Southwest Harbor | 25 Towns |
|---|---|---|---|
| 79.01 | 82.24 | 18.69 | 1,736.57 |
| 359 | 144 | 121 | 4076 |
| L,SU,C,W,SW,M,S | L,C,W,SW,M,S,LP,BD,CO | GF,L,SU,C,W,SW,S | (*see key below) |
| | | | |
| 588 | 200 | 527 | 11462 |
| 74% | 75% | 10% | 42% |
| | | | |
| 11 | 7 | 14 | 291 |
| 7 | 3 | 3 | 98 |
| 32% | 59% | 0% | 38% |
| 10 | 10 | 0 | 176 |
| | | | |
| -8% | -6% | 1% | 3% |
| 6% | 9% | 2% | 11% |
| $314.16 | $90.64 | $489.47 | $457.12 |
| $10,487.07 | $3,036.96 | $18,931.13 | $12,244.93 |
| | | | |
| Yes | No | No | 64% of the towns said Yes |
| NA<br>A decline in the commercial fishing industry<br>NA | NA<br>NA<br>NA | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures |
| No | Yes | Yes | 80% of the towns said Yes |
| Purchase access rights<br>A planning workshop on waterfront access tools<br>Transfer shoreside development inland | Purchase access rights<br>A planning workshop on waterfront access tools<br>Property tax relief | Property tax relief<br>Planning assistance<br>Deeded access | Property tax relief<br>Planning assistance<br>Purchase access rights |
| 3 | 5 | 3 | (**see note below) |

** The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre & valuation per/acre) & the # of harvesters in each town/city. The vulnerability ratings ranged from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability and 6-7 having the highest vulnerability.

| | Winter Harbor | Jonesport |
|---|---|---|
| Miles of coastline | 45.02 | 110.53 |
| Total commercial resource harvesters | 62 | 326 |
| Fisheries impacted by loss of access | GF,L,SU,M,S,BY,F&I,CO | GF,L,SU,C,W,SW,M,S,L P,BD,BY,F&I,CO,O |
| **Boat access** | | |
| Total current boat access (moorings+berthing+slips +tie ups) commercial & recreational combined | 115 | 275 |
| Percent of total current boat access used by commercial fishermen | 35% | 73% |
| **Facilities** | | |
| Number of commercial private & public waterfront facilities in 2002 | 4 | 14 |
| Number of the commercial private & public waterfront facilities *dedicated* to commercial fishing use | 1 | 11 |
| The percent of commercial fishing access that is achieved through private residence (pier/wharfs) that are owned or leased by fishermen | 73% | 93% |
| Number of "other" access points (beaches, land property crossing) not actual facilities | 1 | 0 |
| **Development pressure data** | | |
| Percent population change 1990-2000 | -15% | -8% |
| Percent change in housing 1990-2000 | 8% | 3% |
| Annual taxes per acre in 2000 | $87.64 | $58.76 |
| Land valuation per acre in 2000 | $3,274.89 | $1,281.88 |
| **Waterfront issues** | | |
| Commercial fishing access is perceived as a problem | No | Yes |
| Current threats to commercial fishing access | Higher taxes<br>Conversion of residential/commercial property to residential<br>Development pressures | Higher taxes<br>Deterioration of infrastructure (wharves & piers)<br>Development pressures |
| Town/city is planning to address commercial fishing access | Yes | Yes |
| Top 3 useful tools to address commercial fishing access | Property tax relief<br>Planning assistance<br>Deeded access | Property tax relief<br>Planning assistance<br>Purchase access rights |
| Commercial fishing access vulnerability rating | 6 | 2 |

* GF= Groundfish, L=Lobster, SU=Sea Urchin, C=Clam, W=Worm, SW=Seaweed, M=Mussel, S=Scallop, LP=Lobster Pounds, BD=Bait Dealers, BY=Boat Yards, F&I=Fuel & Ice, CO=Co-ops, O=Other fisheries, NA=No Answer

| Addison | Machiasport | Eastport | 25 Towns |
|---|---|---|---|
| 107.07 | 80.62 | 27.94 | 1,736.57 |
| 206 | 230 | 47 | 4076 |
| L,SU,C,W,SW,M,S,LP, BD,BY,F&I | GF,L,SU,C,SW,M,S, LP,BD,BY,F&I,O | GF,L,SU,C,W,SW,M, S,BD,BY,F&I,O | (*see key below)) |
| | | | |
| 200 | 184 | 77 | 11462 |
| 77% | 84% | 91% | 42% |
| | | | |
| 8 | 5 | 13 | 291 |
| 5 | 0 | 2 | 98 |
| 32% | 11% | 36% | 38% |
| 12 | 4 | 1 | 176 |
| | | | |
| 9% | -1% | -17% | 3% |
| 20% | 12% | 1% | 11% |
| $33.20 | $57.33 | $695.71 | $457.12 |
| $1,224.37 | $1,415.10 | $4,422.97 | $12,244.93 |
| | | | |
| No | Yes | No | 64% of the towns said Yes |
| Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures | A decline in the commercial commercial fishing<br>Deterioration of infra-structure (wharves & piers)<br>Increased competition from tourism/recreational use | Higher taxes<br>Increased competition from tourism/recreational use<br>Development pressures |
| Yes | Yes | Yes | 80% of the towns said Yes |
| Property tax relief<br>Planning assistance<br>A planning workshop on waterfront access tools | Property tax relief<br>Planning assistance<br>Purchase access rights | Planning assistance<br>A planning workshop on waterfront access tools<br>Deeded access | Property tax relief<br>Planning assistance<br>Purchase access rights |
| 4 | 4 | 5 | (**see note below) |

** The commercial fishing access vulnerability rating is a number that was derived from a vulnerability matrix that looked at commercial fishing access as a town/city priority, strength of town/city ordinances, town/city dedicated fish piers, development pressures (change in population, change in housing units, tax cost per/acre & valuation per/acre) & the # of harvesters in each town/city. The vulnerability ratings ranged from 1-7, with 1-3 having the lowest vulnerability, 4-5 having moderate vulnerability and 6-7 having the highest vulnerability.

# Appendix

*Development pressure matrix*

| Town | % Change population 1990-2000 | score | % Change housing units 1990-2000 | score | $ Tax cost/ acre 2000 | score | $ Valuation /acre 2000 | score |
|---|---|---|---|---|---|---|---|---|
| Kittery | 2% | 0 | 12% | 1 | $1,054.36 | 1 | $28,716.39 | 1 |
| Kennebunkport | 11% | 1 | 12% | 1 | $616.12 | 1 | $21,093.35 | 1 |
| Biddeford | 1% | 0 | 6% | 0 | $1,058.06 | 1 | $23,855.11 | 1 |
| Portland | 0% | 0 | 2% | 0 | $7,218.37 | 1 | $75,818.11 | 1 |
| Freeport | 13% | 1 | 9% | 0 | $658.42 | 1 | $12,932.48 | 1 |
| Harpswell | 5% | 1 | 8% | 0 | $408.86 | 0 | $19,101.19 | 1 |
| Phippsburg | 16% | 1 | 27% | 1 | $155.60 | 0 | $6,839.60 | 0 |
| Bath | -5% | 0 | 3% | 0 | $2,109.07 | 1 | $17,200.09 | 1 |
| Boothbay Harbor | -1% | 0 | 6% | 0 | $1,141.43 | 1 | $46,015.64 | 1 |
| Bristol | 14% | 1 | 28% | 1 | $167.74 | 0 | $9,812.29 | 0 |
| Bremen | 16% | 1 | 33% | 1 | $82.93 | 0 | $4,888.63 | 0 |
| Rockland | -5% | 0 | 1% | 0 | $1,276.81 | 1 | $19,312.73 | 1 |
| Friendship | 10% | 1 | 4% | 0 | $130.62 | 0 | $6,883.72 | 0 |
| St. George | 14% | 1 | 13% | 1 | $223.66 | 0 | $10,179.06 | 0 |
| Vinalhaven | 15% | 1 | 18% | 1 | $133.76 | 0 | $6,462.98 | 0 |
| Islesboro | 4% | 1 | 17% | 1 | $239.73 | 0 | $14,310.83 | 1 |
| Searsport | 1% | 0 | 11% | 1 | $143.82 | 0 | $2,199.91 | 0 |
| Stonington | -8% | 0 | 6% | 0 | $314.16 | 0 | $10,487.07 | 0 |
| Swans Island | -6% | 0 | 9% | 0 | $90.64 | 0 | $3,036.96 | 0 |
| Southwest Harbor | 1% | 0 | 2% | 0 | $489.47 | 1 | $18,931.13 | 1 |
| Winter Harbor | -15% | 0 | 8% | 0 | $87.64 | 0 | $3,274.89 | 0 |
| Jonesport | -8% | 0 | 3% | 0 | $58.76 | 0 | $1,281.88 | 0 |
| Addison | 9% | 1 | 20% | 1 | $33.20 | 0 | $1,224.37 | 0 |
| Machiasport | -1% | 0 | 12% | 1 | $57.33 | 0 | $1,415.10 | 0 |
| Eastport | -17% | 0 | 1% | 0 | $695.71 | 1 | $4,422.97 | 0 |
| **Averages** | **3%** | | **11%** | | **$457.12** | | **$12,244.93** | |

NOTE: The scores are derived by taking the average of each category across the sample towns. Those with rates or #s below the avg reveal less pressure to convert and are given the score of 0, those with rates or #s above the average get a score of 1.

The city of Portland was removed from the tax/cost acre 2000 and valuation/acre 2000 averages to avoid skewing the data.

The total score for each town's development pressure matrix is then applied to the overall vulnerability matrix table (Development pressure column).

industry
☐ Deterioration of infrastructure (wharfs, piers)
☐ Increased competition from tourism or recreational use
☐ Conversion of residential/commercial property to residential
☐ No Opinion
☐ Don't Know
☐ Not Applicable
☐ Other Please describe.......

12.) In your opinion, do you think commercial fishing access in 2, 5 & 10 years will decrease, stay the same or increase in your community?

Commercial fishing access will decrease
☐ 2 years ☐ 5 years ☐ 10 years
Commercial fishing access will stay the same
☐ 2 years ☐ 5 years ☐ 10 years
Commercial fishing access will increase
☐ 2 years ☐ 5 years ☐ 10 years
☐ No Opinion
☐ Don't Know
☐ Not Applicable
☐ Other Please describe.......

**II. Ways to protect access.**

1a.) Is the town/city or group(s) in your community planning to address commercial fishing access issues in the future?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable

1b.) If yes...what is planned and by whom?

2a.) In your opinion are there any specific improvements that could be made to assist private commercial or private commercial/residential owners in maintaining commercial fishing access?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable

2b.) If yes...What are some improvements? Please check all that apply...
☐ Repair pier/wharf
☐ Repair floats
☐ Expand pier/wharf
☐ Expand floats
☐ Expand parking area
☐ Increase bulkhead
☐ Increase berth space
☐ Increase mooring field
☐ Land acquisition
☐ Dredging
☐ Low interest loans
☐ Property tax relief
☐ Permitting assistance
☐ Cold storage facilities
☐ Other improvements
Please describe.......

3a.) In your opinion are there any specific infrastructure improvement projects that would help preserve or create public commercial fishing access in your town/city?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable

3b.) If yes...What are some improvements? Please check all that apply
☐ Repair pier/wharf
☐ Repair floats
☐ Expand pier/wharf
☐ Expand floats
☐ Repair boat ramp
☐ Replace boat ramp
☐ Build a boat ramp
☐ Expand parking area
☐ Expand trailer areas
☐ Create new parking
☐ Increase bulkhead
☐ Increase berth space
☐ Increase mooring field
☐ Land acquisition
☐ Erosion control
☐ Dredging
☐ Building a marina
☐ Low interest loans
☐ Property tax relief
☐ Permitting assistance
☐ Cold storage facilities
☐ Other improvements
Please describe.......

4.) Do you think a low interest loan fund for private pier owners would help protect commercial fishing access to the waterfront?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable
☐ Other Please describe.......

5.) How important do you think such a loan fund is?
☐ Critical
☐ Important
☐ Not important
☐ No Opinion
☐ Don't Know
☐ Not Applicable
☐ Other Please describe.......

6a.) Do you think there is anyone in particular whom we should follow up with about a low interest loan fund?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable

6b.) If yes...please list who:

7.) Would you be interested in any of the following tools or test ideas to help preserve commercial fishing access to the waterfront in your community?

| | Very | Somewhat | Not |
|---|---|---|---|
| Planning assistance | ☐ | ☐ | ☐ |
| Property tax relief | ☐ | ☐ | ☐ |
| Deeded access | ☐ | ☐ | ☐ |
| Purchase access rights | ☐ | ☐ | ☐ |
| Transfer shore side development inland keeping the waterfront accessible. | ☐ | ☐ | ☐ |
| A planning workshop on waterfront access tools. | ☐ | ☐ | ☐ |
| Other | ☐ | | |

Please describe.......

8a.) Is there anything else (not discussed in this survey) that may assist your town in preserving commercial fishing access to the waterfront?
☐ Yes
☐ No
☐ No Opinion
☐ Don't Know
☐ Not Applicable

8b.) If yes...please list what:

*Acknowledgements*

**Municipal participants**

*Freeport*
Jay Pinkham-Harbor Master
Dale C. Olmstead Jr.-Town Manager

*Harpswell*
Arthur Dodge-Harpswell Marine Resource Committee
George Swallow-Chairmen of Harpswell Selectmen
Wesley Coffin-Harpswell Harbor & Waterfront Committee
Peter Darling-Harpswell Harbor & Waterfront Committee
Jim Wallace-Harpswell Harbor & Waterfront Committee
David Wessel-Harpswell Harbor & Waterfront Committee
Telden Wessel-Harpswell Harbor & Waterfront Committee
Burr Taylor-Harpswell Harbor & Waterfront Committee
Joe Peterson-Harbor Master

*Kittery*
Phillip O McCarthy-Town Manager
Milton Hall-Chairman of the Port Authority
John McCollett-Harbor Master

*Bremen*
Dale Witham-Harbor Master, Harbor Committee
Steve Barnes-Shellfish Warden, Harbor Committee

*Boothbay Harbor*
Ross Maddocks-Harbor Master
Dabney Lewis-Code Enforcement Officer

*Friendship*
Stephen P. Lash-Planning Board
Stephen Hensel-Planning Board
William N, Rourke-Planning Board
Theron Thibodeau-Planning Board
Diane F. Cowan-Planning Board
Walter Foster-Chairman Planning Board
Kyle Martin-Harbor Master

*St. George (Port Clyde)*
David P. Schmanska-Harbor Master

*Islesboro*
David Sleeper-Harbor Master
Mark Umbach-Chairman of the Harbor Committee
Kathleen Reardon-Island Institute Fellow
William Boardman-Codes Enforcement Officer
Robert Achorn-Assistant Harbor Master

*Kennebunkport*
Jim Nadeau-Kennebunk River Harbor Master
David Billings-Cape Porpoise Harbor Master
Brian Shaw-Codes Enforcement Officer

*Biddeford*
Marshall Alexander-Harbor Master
Bill Day-Chairman of the Harbor Commission
Mike Goulet-Harbor Commission
Bruce E. Benway-City Manager

*Rockland*
Carol L. Maines-City Council
Peter Mulhearn-Chairman of the Harbor Commission
Pete Thibodeau-Harbor Master
Rodney Lynch-Community Development Director
Thomas J. Hall-Town Manager

*Vinalhaven*
Marjorie E. Stratton-Town Manager
Barbara Davidson-Selectperson
Kevin O'Hearn-Harbor Master
Wesley Robinson-Code Enforcement Officer

*Bristol*
Stephen A. Brackett-Harbor Master (John's Bay)
Stephen R. Hope-Harbor Master (Back Cove & Long Cove)
Christopher C. Gifford-Harbor Master (New Harbor)

Robert J. Ball-Harbor Master (Round Pond)
Jack Tedrow-Harbor Committee
Kris Poland-Town Administrator
Chad Hanna-Selectmen
Craig Elliot-Selectmen
Cindy Brackett-Commissioner of Parks & Recreation

*Phippsburg*
Alan Douglass-Selectmen
Michael W. Rice-Selectmen
Proctor W. Wells-Selectmen
John Young-Town Administrator
Bob Cummings-Resident
Craig Chapin-Resident

*Bath*
John Bubier-City Manager
Jim Upham-City Planner
Jeffrey Shires-Harbor Master

*Searsport*
Robert Ramsdell-Chairman of the Shellfish Committee
Wayne Hamilton-Harbor Master
Edward Storey-Town Manager

*Stonington*
Steve Johnson-Town Harbor Master/ Pier Manager
Richard Avery- Town Manager
Richard Martin-Publisher Commercial Fisheries News
Susan Jones-Editor Commercial Fisheries News

*Swans Island*
Richard Jellison-Harbor Master
Dexter Lee-Selectmen

*Southwest Harbor*
Gene Thurston-Harbor Master
Kenneth Minier-Town Manager

*Winter Harbor*
Roger Barto-Town Manager
Burt Allaire-Planning Board
Alan Johnson-Chairman of Harbor Committee
Peter Drinkwater-Chairman of Comprehensive Plan
Dale F. Torrey Sr.-Harbor Master
Jeff Alley-Planning Board
Winter Harbor Lobster Co-op

*Jonesport*
Russel Batson-Harbor Master
Ralph Smith-Chair of Selectmen
Howard Mills-Selectmen
Mike Kirby-Planning Board

*Machiasport*
Arthur Totman-Harbor Master
Douglass Campbell-Chair of Selectmen

*Eastport*
George "Bud" Finch-City Manager
John Bishop-Chair of the Harbor Committee
Stanley MacNichol-Harbor Master

*Addison*
Oscar Look-Harbor Master
Dave Thompson- Selectmen
Ronald Carpenter-Board of Assessment Review

*Portland*
Benjamin Snow-Manager, Marine Operations & Administration
Judith Harris-Fishing Industry Program Manager
Richard Ingalls-Port of Portland Harbor Commission

**Other input and assistance**

Eric Ortman-The Greater Portland Council of Governments
Dianne Tilton-Sunrise County Economic Council
Christopher Spruce-Sunrise County Economic Council
Brian Nutter-Maine Department of Transportation
Heidi Bray-Maine Department of Marine Resources
Helen Holt-Maine Department of Marine Resources
Richard Sherwood-Maine State Planning Office
Rich Baker-Maine Department of Environmental Protection
Valarie Lamont-Center for Real Estate Studies at University of Southern Maine
John Wainer-Maine State Housing Authority
Richard Faucher-Maine Revenue Service

**Other Coastal Enterprises, Inc. Staff**

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Tim Manson-Information Systems Coordinator
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Liz Valliere-Office Assistant
Jill Tosto-Office Assistant
Alice Hudyberdi-Office Coordinator
Research & Development Group