St. George Select Board & Assessors Meeting Agenda

Monday July 13, 2026

The meeting will be held in person; the public may attend in person or remotely; please contact the Town Office at 372-6363 for details on how to attend remotely.

Pledge of Allegiance

- **Adjustments to Agenda**
- **Declaration of Conflicts of Interest**
- **Approval of Minutes of June 29 meeting**
- **Communications received by town manager and select board members**
- **Warrant for Current Expenditures**

Public Comment

Discussion & Action Items

Review draft Greenhouse Gas Inventory for resilience committee (Attachment 1)

Discussion re next steps for making decisions about Cold Storage Rd & Factory Rd and process & timeline for setting priorities for other roads/culverts

Discuss contract with consultant to explore possibility of short-term rental registry or regulation to help address housing affordability

Discuss proposed food truck license fee for the operation of a food truck at the Port Clyde Landing during the month of August (see PC Landing user fees, Attachment 2)

Cell service report (Attachment 3)

BYOB liquor license for Wharfside Wed. lobster bakes on July 15, 22, 29, August 5, 12, 19, 26.

GRSM Shellfish committee & Joint Board appointments

TIF committee alternate nomination of Ryan Aponte

Upcoming events:

St. George Days' Parade July 18, 11 a.m., other events that week see Community Calendar
July 15, 29, 6:15 pm concerts at the Port Clyde Landing, see Community Calendar

Town Manager's Report

Committee Reports

Cemetery Committee – Willey
Conservation Committee – Cartwright
Planning Board – Elwell
Harbor Committee – Morse
Open Space – Cartwright
Parks & Recreation - Morse
Shellfish – Willey
TIF - Conrad
Budget Conrad
Board of Appeals Elwell
Solid Waste - Willey
Emergency Services - Morse
Resilience – Conrad

Next Regular Select Board & Assessors Meeting Monday, July 27, 2026 at 6 p.m.

St. George Cell Service Update July 2026

What prompted this effort

All users experience areas of poor or nonexistent cell service in some areas on the peninsula. This is particularly dangerous during emergencies, when individuals are unable to call 911. Select Board Chair Jane Conrad & Rob Kelley agreed to collect information to provide to cell service providers in hope that we could improve coverage.

What was done

125 residents provided information about their cell service experience and about a dozen businesses, non-profits and governmental officials (fire, ambulance, harbor master) wrote letters regarding their cell service difficulties. Ms. Conrad provided this information to Verizon and T-Mobile (which merged with U.S. Cellular), spoke with representatives of both companies and Ms. Conrad and John Maltais drove around problem areas on the peninsula with the representative of T-Mobile to compare service available on Verizon vs. T-Mobile service.

Town Manager Brandon Leppanen submitted a request to Verizon regarding the possibility of erecting a tower in Port Clyde. (There is currently only one tower in St. George, in the village of Tenants Harbor near the transfer station and water district property.) We have heard nothing from Verizon since our request.

What was learned

Having only one cell tower on the peninsula, combined with our geology, topography, and tree cover makes cell service a challenge on the peninsula. It became clear that, at the present time, service in our area is markedly better for T-Mobile users than other providers. We were told that this is due to: the fact that if a tower is unavailable, T-Mobile service switches automatically to satellite service or an analog radio spectrum, providing their customers with more signals.

Most of us who have Verizon service have very poor or no service on the Port Clyde Landing or at the lighthouse, whereas T-Mobile worked consistently in those areas. In the drive-around with a representative of T-Mobile, his phone lost service for only a few seconds on only a few occasions, whereas Ms. Conrad and Mr. Maltais, both of whom have Verizon service, had little service in Port Clyde, some areas in Tenants Harbor, and on the riverside of the peninsula near Wiley's Corner.

Verizon did recently upgrade service at the Tenants Harbor tower, but residents have noticed little improvement.

What the town, residents & businesses can do to improve their cell service

The town will continue to explore the erection of another tower in St. George. However, whether or not a private company feels it is in their financial interest to do so is beyond our control. The town can also improve cell service in emergency vehicles by placing devices on top of ambulances or fire trucks which will dramatically improve the cell service of any phone and carrier used in that vehicle. We will pursue this.

Residents and businesses have the following options:

- Changing carriers to a service that provides better coverage;
- Adding a second SIM card to your phone from a service that provides better service (individuals who wish maximum coverage can have 2 SIM cards from 2 different carriers in one phone, obviously this will cost more);
- Be aware that newer phones have better reception than older phones since they have greater capacity to receive signals;
- Update the software and reboot (on/off) your phone regularly;
- Use wi-fi calling in places where that is available;
- If cell service is not reliable at your home, maintain a landline or wi-fi.
- Also, customers who had U.S. Cellular service now through T-Mobile may still be able to improve their service by making some modifications to their phones & service. If this applies to you, talk to T-Mobile.

We heard mixed reviews of cell service extenders for buildings, so have no recommendations regarding extenders,
e.g., https://www.pcmag.com/picks/best-cell-phone-signal-boosters.

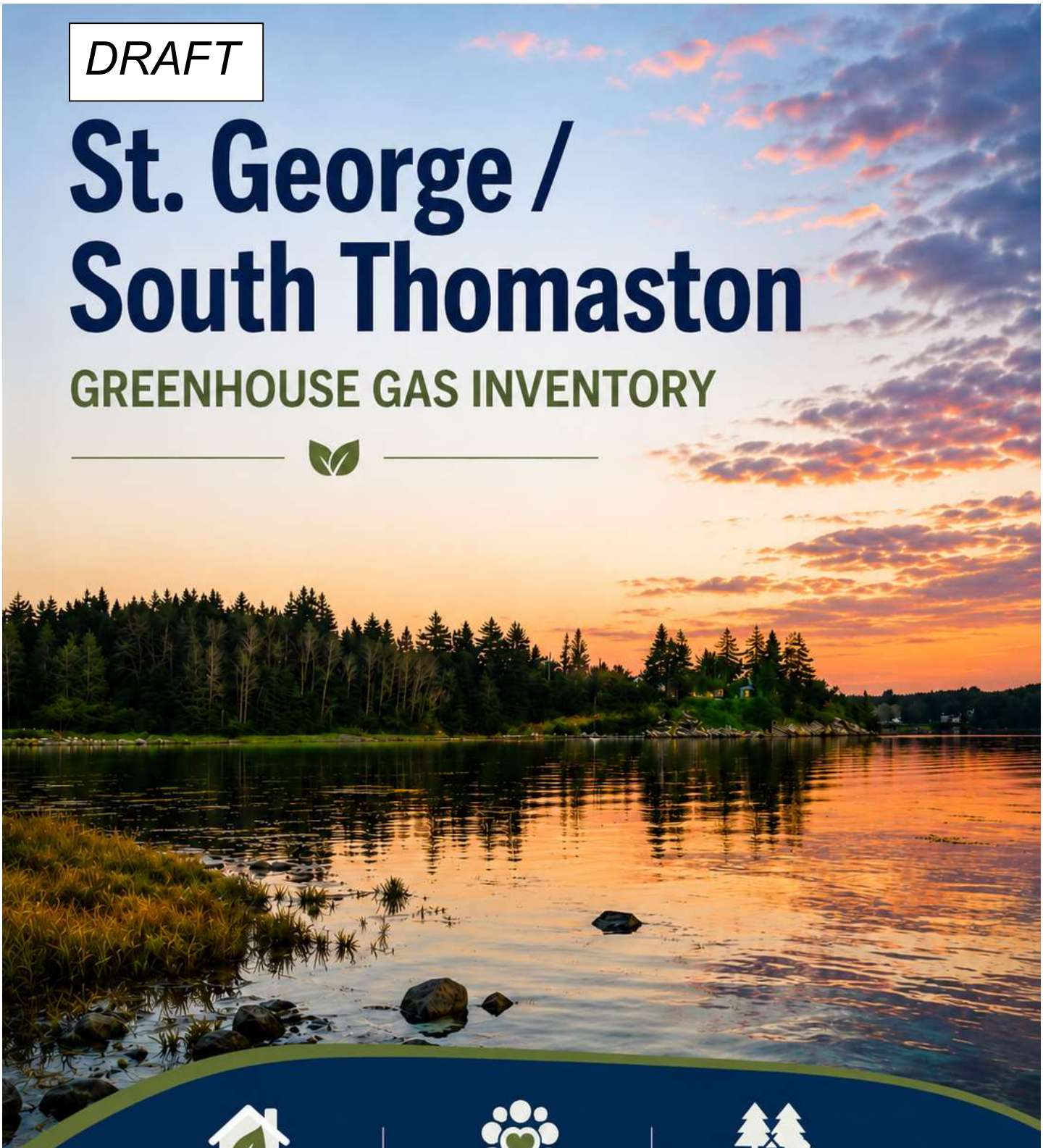
Finally, it is important to note that cell service providers routinely make improvements and changes. The findings shared here are true today but could change at any time.

Submitted by Jane Conrad

DRAFT

St. George / South Thomaston

GREENHOUSE GAS INVENTORY



Lower Energy Costs

Improving efficiency saves money.

Stronger Community

Working together for a healthy, resilient future.

Protect Our Future

Reducing emissions for cleaner air and a thriving coast.

Acknowledgements

This greenhouse gas inventory was prepared by the Midcoast Council of Governments (MCOG) in collaboration with the Towns of St. George and South Thomaston as part of their community resilience and sustainability planning efforts.

MCOG would like to thank St. George Island Institute Fellow Erin Dent and Colby student Willow Whelan for compiling the data, and the South Thomaston Resilience Committee members for providing guidance during the development of this inventory.

This project was funded through the Community Resilience Partnership with support from the National Oceanic and Atmospheric Administration (NOAA) Climate Resilience Regional Challenge Program administered by the Maine Governor's Office of Policy Innovation and the Future (GOPIF).

Cover photo courtesy of Coastalpics.

Introduction

A community-wide greenhouse gas inventory measures the emissions generated by everyday activities, including heating and powering buildings, driving vehicles, and managing waste. Much like a household budget helps identify where money is being spent, an emissions inventory helps reveal where energy use is highest and where the greatest opportunities for savings and efficiency may exist. It provides a baseline for measuring progress over time and supports informed decisions about investments, policies, and programs that can strengthen resilience and reduce costs.

The largest sources of emissions often reflect the realities of life in rural coastal communities, where residents depend on personal vehicles, travel longer distances, and rely on fuel oil and propane to heat their homes. By understanding these patterns, community members, businesses, and local leaders can identify practical actions that save money, reduce energy use, improve comfort, and support a healthier and more resilient future.

Key Findings

- Buildings and home heating account for the largest share of emissions (58%).
- Transportation is the second largest source (29%), primarily from passenger vehicles.
- Residential fuel oil and propane use are major contributors.
- Waste-related emissions are comparatively small.

Community-Wide Greenhouse Gas Emissions

Although carbon dioxide is invisible, St. George and South Thomaston together release approximately 36,000 metric tons of greenhouse gases each year—more than 70 million pounds. That's roughly the same weight as 2,400 fully loaded school buses. Once released, these gases accumulate in the atmosphere, where they trap heat like an extra blanket around the Earth, contributing to rising temperatures, sea level rise, and stronger storms.

As shown in Figure 1, our emissions come from three main sectors:

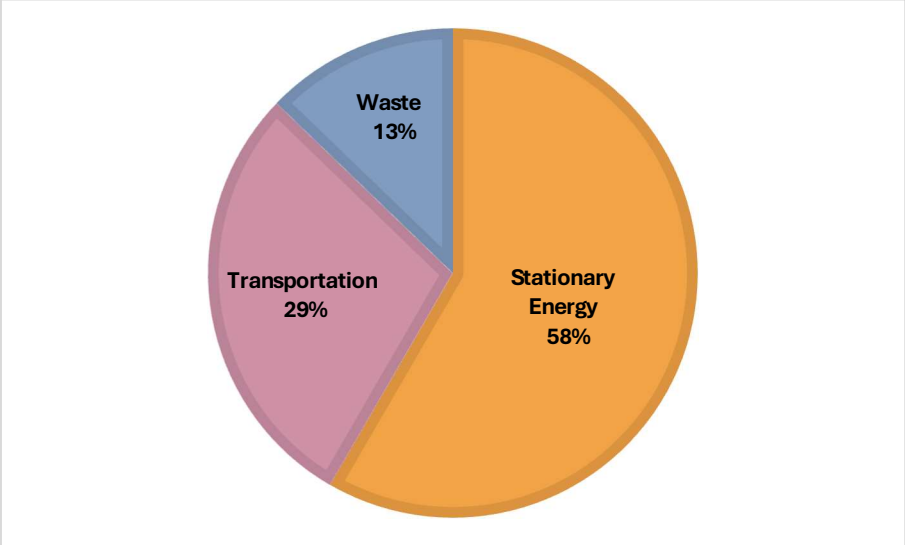
SECTORS:

- Stationary Energy: 20,948 metric tons (58%) — includes electricity use and heating fuels used in homes, businesses, and institutions.

- Transportation: 10,360 metric tons (29%) — includes emissions from passenger vehicles, commercial trucks, and other on-road transportation within the communities.

- Waste: 4,589 metric tons (13%) — includes emissions from solid waste disposal and septic systems.

Figure 1: Community-Wide GHG Inventory Grouped by Sector
Total Community Wide CO2e: 35,875 MT



Each sector can be broken down into subsectors to show more detail on where emissions are coming from, as illustrated in Figure 2. In St. George and South Thomaston, the largest source of emissions is residential energy use, driven primarily by heating with propane and fuel oil, along with household electricity use. The second largest source is on-road transportation, with emissions dominated by gasoline-powered passenger vehicles and diesel heavy-duty trucks. Commercial and institutional energy use contributes a smaller share, largely from heating fuels and electricity use. Other sources—such as solid waste disposal and wastewater, primarily from septic systems—contribute comparatively smaller amounts of emissions overall.

SUBSECTORS:

- Residential Stationary Energy: 19,181 MT (53%) — includes electricity use and heating fuels such as fuel oil, propane, and wood used in homes.

- Commercial/Institutional Stationary Energy: 1,767 MT (5%) — includes electricity and heating fuel use in commercial buildings, schools, municipal buildings, and other institutions.

- Passenger Vehicles: 6,371 MT (18%) — includes emissions from cars, motorcycles, SUVs, and light-duty trucks used for personal travel.

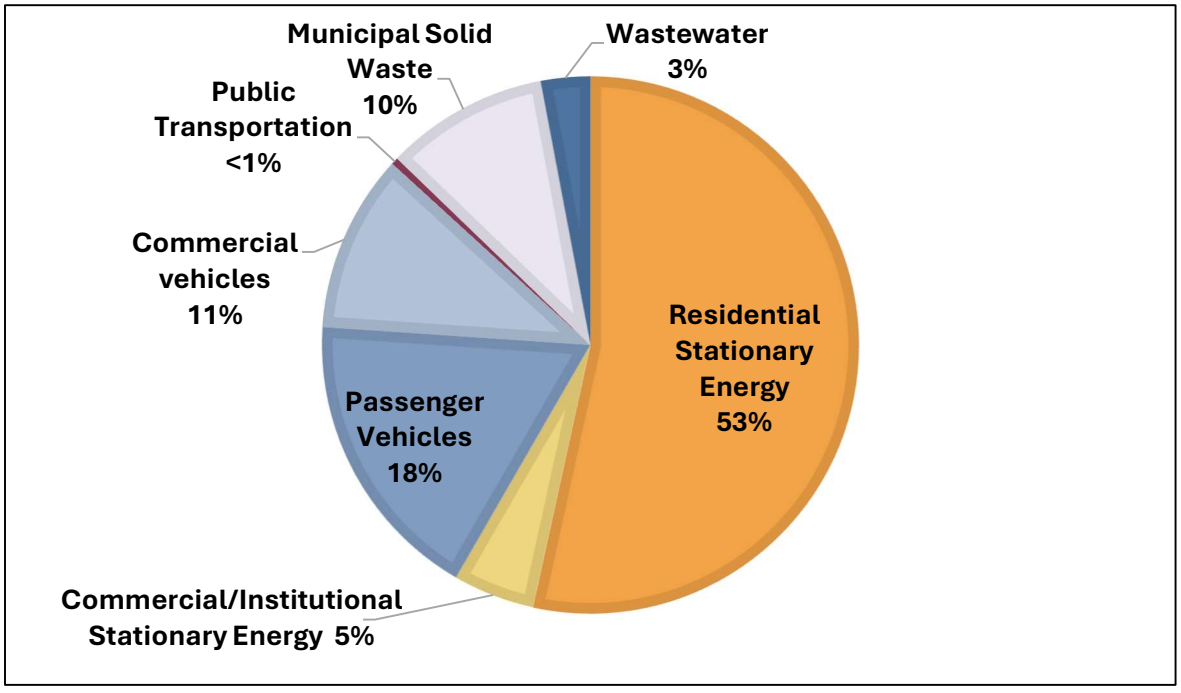
- Commercial Vehicles: 3,852 MT (11%) — includes emissions from heavy-duty trucks and commercial transportation vehicles.

- Public Transportation: 152 MT (<1%]) — includes estimated emissions from school buses and other public transportation services.

- Municipal Solid Waste: 3,528 MT (10%) — includes emissions from the decomposition of waste disposed of in landfills.

- Wastewater: 1,061 MT (3%) — includes emissions from septic systems and wastewater treatment processes.

Figure 2: Percentage of Emissions by Subsector
Total Community Wide CO2e: 35,911 MT



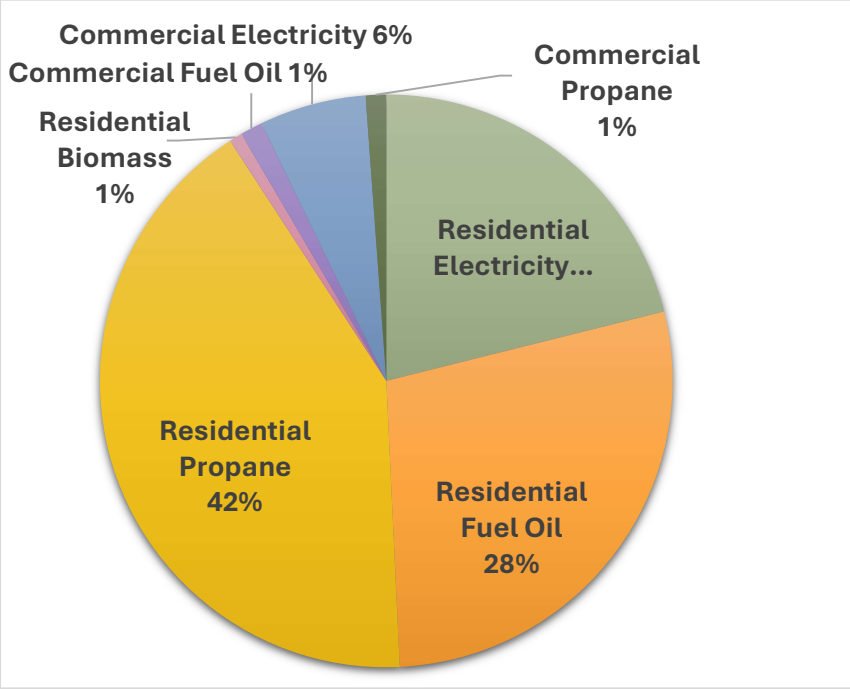
Stationary Energy Use

In a GHG inventory, stationary energy use refers to the consumption of energy in fixed locations such as buildings. This includes energy used for heating, cooling, lighting, and operating appliances and equipment. The emissions from stationary energy use are typically categorized by the type of fuel consumed, such as electricity, natural gas, and "discrete fuels" including propane, fuel oil, and wood. As shown in Figure 3, these emissions come from three main sectors:

- Residential Propane: 8,707 MT (42%)
- Residential fuel oil: 5,897 MT (28%)
- Residential Electricity: 4,420 MT (21%)
- Commercial Electricity: 1,261 MT (6%)
- Commercial Propane: 242 MT (1%)
- Commercial Fuel Oil: 265 MT (1%)
- Residential Biomass: 155 MT (1%)

The high share of residential heating emissions reflects the region's cold climate and continued reliance on fuel oil and propane for home heating.

Figure 3: Percentage of Stationary Energy Emissions by Type
Total Stationary Energy CO2e: 20,947 MT



Transportation

In a GHG inventory, transportation refers to the emissions generated by vehicles used for the movement of people and goods. This includes emissions from passenger vehicles, commercial vehicles, school buses and public transportation.

Transportation emissions are estimated using Vehicle Miles Traveled (VMT), which represents the total number of miles driven on roads within the two communities over the course of a year. Because rural communities rely heavily on personal vehicles and longer driving distances, transportation represents a significant source of emissions Figure 4 illustrates the distribution of greenhouse gas emissions from the transportation sector:

- Cars, motorcycles & light-duty trucks**:** 6,356 MT (62%)
- Heavy-duty trucks: 3,852 MT (38%)
- Public transportation (primarily school buses)

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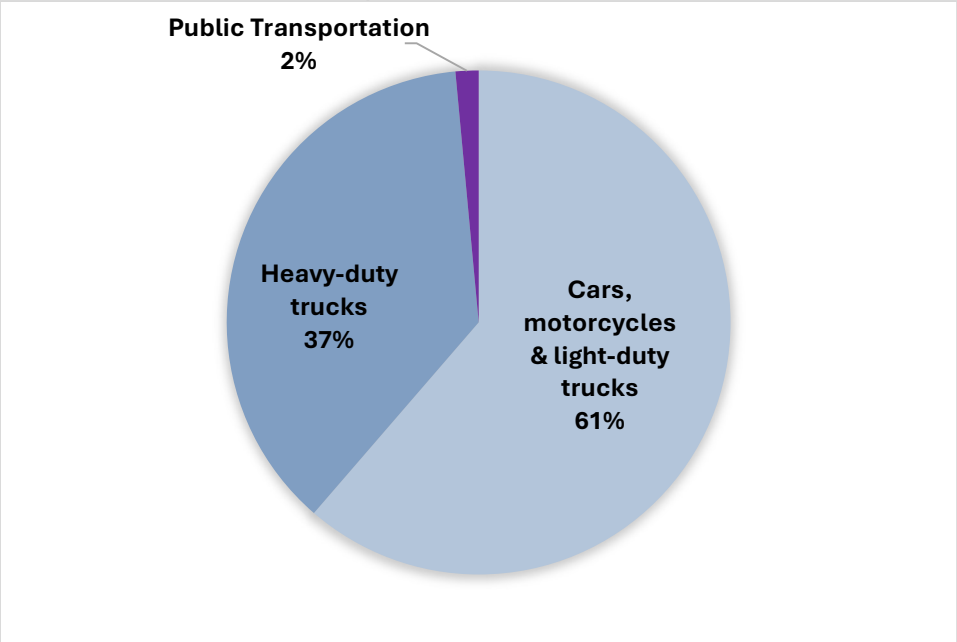
Figure 4: Percentage of Transportation Emissions by Type
Total Transportation CO2e: 10,360 MT



A Note About Marine Emissions: This inventory does not include fuel use associated with commercial fishing vessels, aquaculture operations, recreational boating, or other marine transportation. Collecting and analyzing these data was beyond the scope of this project. In communities with active working waterfronts such as St. George and South Thomaston, marine fuel use may represent a meaningful source of greenhouse gas emissions. Future efforts to better understand fuel use in the local marine economy could help provide a more complete picture of community-wide energy use and emissions.

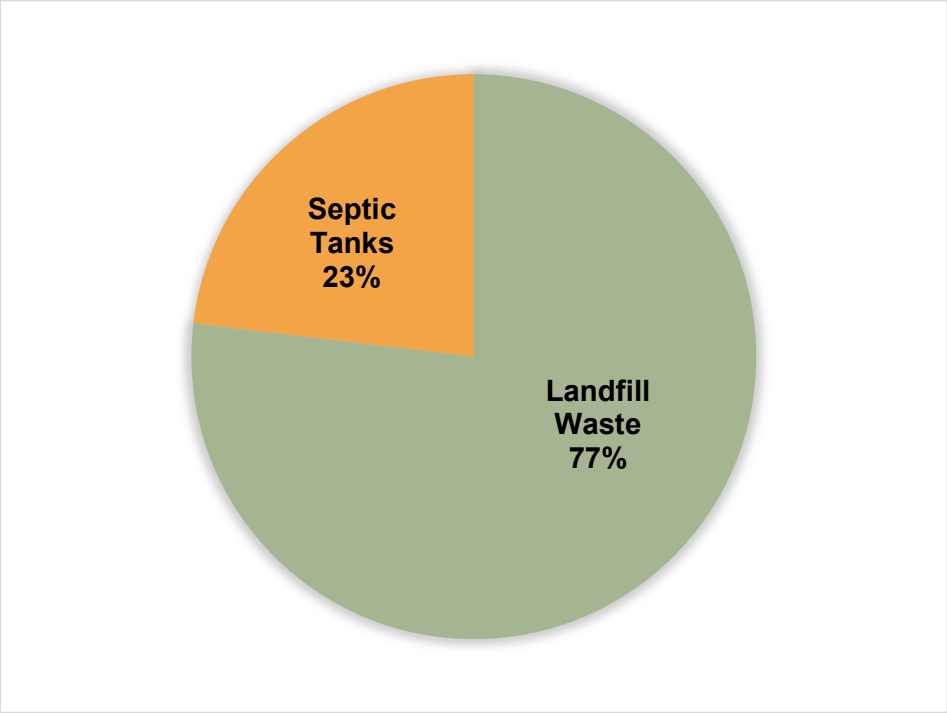
Waste

Waste refers to emissions resulting from the management and disposal of various types of waste materials. This includes emissions from the treatment and handling of wastewater, as well as the decomposition of municipal solid waste in landfills. These emissions are typically measured as methane (CH4) and carbon dioxide (CO2) released during waste processing and decomposition.

St. George and So. Thomaston's total CO2e from waste is 4,589 MT. Figure 5 shows the greenhouse gas emissions from the following waste management subsectors

- Landfill Waste: 3,528 MT (77%)
- Septic Tanks: 1,061 MT (23%)

Figure 5: Percentage of Waste Emissions by Type
Total Waste CO2e: 4,589 MT



Forests & Natural Lands

Forests and natural lands in St. George and South Thomaston currently **absorb** an estimated 39,506 metric tons of carbon dioxide equivalent annually, slightly exceeding the communities' estimated emissions from buildings, transportation, and waste. This highlights the significant role that forests and undeveloped lands play in supporting climate resilience, water quality, wildlife habitat, and the overall environmental and economic health of the region. However, this carbon sequestration should not be viewed as a substitute for reducing emissions. The inventory highlights continued reliance on fossil fuels everyday activities. Reducing fossil fuel use can lower energy costs, improve air quality, reduce vulnerability to changing fuel prices, and help mitigate extreme weather.

Conclusions and Recommendations[1]

Improve Building Energy Efficiency

Because residential heating is the largest source of emissions, improving home energy efficiency offers one of the biggest opportunities to reduce fuel use and energy costs.

Promote energy efficiency. Collaborate on a regional program to help homeowners and renters improve energy efficiency, reduce heating costs, and lower greenhouse gas emissions. The initiative could provide education, outreach, and assistance to help residents take action to lower their energy consumption.

Adopt the Maine "Stretch Code." Municipalities can choose to adopt Maine's optional "Stretch Code," which requires new buildings to meet higher energy efficiency standards than the base state building code. More efficient buildings can reduce long-term energy costs, improve comfort, and lower greenhouse gas emissions. Because the Stretch Code only applies to new construction and major renovations, its impacts occur gradually over time.

Conduct a municipal and school energy audit and implement energy efficiency measures. Evaluate opportunities to improve energy efficiency in municipal buildings and schools. Potential actions include energy audits, lighting and heating upgrades, improved insulation and air sealing, and incorporating high-efficiency standards into future municipal buildings. These improvements can reduce operating costs, lower

[1]Adapted from the Southern Maine Planning and Development Commissions' Climate Action Plan Toolkit Strategy Matrix.

energy use, and improve comfort and safety. Funding and technical assistance may be available through Efficiency Maine, the Community Resilience Partnership (CRP), and federal programs.

Electrify municipal and school buildings. Many older municipal buildings rely on fuel oil, propane, or kerosene for heating. Transitioning municipal buildings to electric heating and cooling systems can improve energy efficiency, reduce greenhouse gas emissions, and lower long-term operating costs. Communities can electrify existing buildings over time and encourage or require new municipal buildings to operate using 100% electric energy systems.

Support Cleaner and More Efficient Transportation

Transportation emissions are driven largely by dependence on personal vehicles and commercial transportation.

Provide Input on the Regional Transportation Plan. Designate representatives to participate in the Midcoast Council of Governments' Thriving Communities transportation planning effort and help identify local transportation needs and priorities. The project is evaluating issues such as traffic safety, transit access, pedestrian and bicycle connections, access to services, and transportation resilience. Participation will help ensure that future regional transportation investments reflect local challenges, opportunities, and community priorities.

Develop a Bicycle and Pedestrian Plan. Identify existing walking and bicycling routes, evaluate gaps and barriers in the network, and prioritize projects that make it safer and easier to walk and bike to village centers, schools, municipal offices, recreation areas, businesses, and other community destinations. Potential actions could include improving sidewalks and roadway shoulders, enhancing crossings and signage, developing new connections, improving access to existing trail networks, and coordinating with regional partners to strengthen local and regional connectivity. Increasing opportunities for walking and bicycling can help reduce vehicle miles traveled, traffic congestion, and transportation-related greenhouse gas emissions while improving public safety and community health.

Promote Electric Vehicle Adoption. Provide residents with opportunities to learn about electric vehicles, charging infrastructure, available incentives, and emerging transportation technologies. Potential actions include hosting informational workshops, supporting EV showcase events, and partnering with regional organizations and local

businesses to increase awareness of transportation options that can help reduce emissions.

Expand Public Electric Vehicle Charging Infrastructure. Increasing the number of public EV charging stations can make it easier for residents and visitors to drive electric vehicles and help reduce transportation-related greenhouse gas emissions. There are currently public EV chargers at the Jackson Memorial Library in Tenants Harbor and the town landing in Port Clyde. Potential actions include identifying additional suitable public locations for chargers and pursuing grant funding for installation.

Transition public fleets to EVs. Municipalities can help lead the transition to cleaner transportation by replacing municipal fleet vehicles with electric vehicles (EVs). Electrifying municipal, school, and transit fleets can reduce greenhouse gas emissions and air pollution while lowering long-term fuel and maintenance costs.

Support a Sustainable Working Waterfront

Improve Understanding of Marine-Related Fuel Use**.** Commercial fishing, aquaculture, and other marine industries are an important part of the local economy, but fuel use associated with these activities was beyond the scope of this greenhouse gas inventory. Work with fishermen, harbor users, Island Institute and the Maine Coast Fishermen's Association to better understand marine fuel use and identify opportunities to improve data collection. A better understanding of fuel use can help inform future planning efforts and provide a more complete picture of local energy use and emissions.

Reduce Waste and Support Waste Diversion

Although waste represents a smaller share of emissions, reducing landfill waste can lower methane emissions and reduce disposal costs.

Promote composting and food waste reduction. Promoting composting and reducing food waste can help decrease the amount of organic material sent to landfills, where it produces methane, a potent greenhouse gas. Potential actions include supporting backyard and community composting, expanding food waste education, and encouraging waste reduction practices at homes, schools, and local businesses.

Encourage Recycling and Waste Reduction**.** Reducing the amount of material sent to landfills can lower greenhouse gas emissions, conserve resources, and reduce disposal costs. Potential actions include improving access to recycling programs, promoting practices that minimize packaging, single-use materials, and other sources of waste, and increasing awareness of the life-cycle costs and environmental impacts of commonly used products.

Promote Home Composting. Encouraging residents to compost food scraps and other organic materials can help reduce the amount of waste sent to landfills and lower greenhouse gas emissions. Potential actions include sharing educational materials, hosting workshops or demonstrations, and connecting residents with composting resources and equipment.

Appendix

Methodology

This greenhouse gas inventory was completed using the SMPDC Greenhouse Gas Inventory Protocol for Southern Maine Cities and Towns and ICLEI USA's ClearPath 2.0 software, which together provide a standardized methodology for estimating community-scale greenhouse gas emissions consistent with the U.S. Community Protocol and the Global Protocol for Community-Scale Greenhouse Gas Inventories (GPC).

Sector	Data Source
Residential Energy	Electricity consumption data provided by Central Maine Power, US Census Bureau and modeled fuel use estimates from ICLEI ClearPath.
Commercial & Industrial Energy	Electricity consumption data provided by Central Maine Power, downscaled US Census Bureau and modeled fuel use estimates from ICLEI ClearPath
Transportation	Transportation emissions were estimated using Vehicle Miles Traveled (VMT) data derived from StreetLight Data and processed using ICLEI ClearPath transportation emissions factors and vehicle fleet assumptions. Consistent with the U.S. Community Protocol, the inventory includes 100% of trips occurring entirely within St. George and South Thomaston, 50% of trips crossing municipal boundaries, and excludes pass-through traffic. This approach provides a reasonable estimate of greenhouse gas emissions associated with transportation activity generated by residents, businesses, and visitors. .
Solid Waste	Municipal solid waste disposal data provided by St. George transfer station. Data provided by the Owls Head-So.Thomaston transfer station was downscaled using proportional population numbers. Greenhouse gas emissions were estimated using ICLEI ClearPath emissions factors and methodologies.

Baseline year: 2024. 2024 VMT and 2024 solid waste data were used. Where 2024 building fuel data (e.g., delivered fuels) were not yet available, the most recent complete 2023 data were used as a proxy for 2024 building energy emissions. Electricity data were available for both years and 2024 electricity use was applied where available.

Data Gaps and Limitations: It was beyond the scope of this inventory to compile emissions data for marine vessels, although commercial fishing activity in these communities likely represents an additional source of greenhouse gas emissions.

Proposed Process & Timing of Next Steps on Cold Storage & Factory Roads

1. Resilience Committee has requested additional options from the engineers based on the public meeting held on June 25.

2. August 4 or thereafter Resilience Committee will review the updated options and vote on which recommendations it will bring to the Select Board.

3. September or thereafter The Select Board will hold a special Select Board meeting at which the only agenda item will be to discuss the options for Cold Storage Road and Factory Road. Sarah Oktay will provide the basis for the sea-level rise and storm surge projections on which the State of Maine and Army Corps of Engineers rely.

   Data presented to the Select Board will include an estimation of the frequency and cost of damage expected to these roads in 2030, 2040, and 2050 to help us decide when the cost of fixing-as-we-go versus a long-term fix is reached and warranted. (Engineers, staff, and resilience committee should work to collect this info.)

   As always, the public will be welcome to attend to observe the process and provide public comment, although the Select Board may limit the time of public comment.

   Once the Select Board has had an opportunity to consider the options and costs of action versus inaction, the Select Board will vote on specific measures for each road. The Select Board will discuss and decide how we will deal with the cost to abutters, if any.

4. Once the Select Board has identified best options for each road, decisions will need to be made regarding finding funding to take the action(s) selected. It is understood that costs may warrant re-visiting decisions made now.

5. Although our contract with Sebago provides that decisions will be made and one-third of the engineering provided for the selected options by November 2026, it is more important to make a good & thoughtful decision than make it by this self-imposed deadline. We will discuss any extension of time, if necessary, with Sebago.

Town of St. George
Port Clyde Landing Regulations

Commercial Use – PERMIT REQUIRED
All commercial permits come with a designated parking spot and use of the takeout winches and washdown pumps. Commercial users are permitted for overnight parking. You can find the permit application on the town website. Permit fee, certificate of liability, and a copy of fishing license (when applicable) must be turned in with the completed application.

Heavy Commercial Users
Permit Fee: $10,000
Types of Users: barges/transporters

Commercial Fishing Users
Permit Fee
Student License: FREE

Boats up to 29': $1,000

30' – 39': $3,000

40' and above: $5,000

Service Commercial Users
Permit Fee: $500
Types of Users: companies servicing fishermen such as seafood/seaweed buyers, boat haulers, bait and fuel suppliers, etc.

Light Commercial Users
Permit Fee: $500
Types of Users: charters, kayak rentals, etc.

Miscellaneous Users
Permit Fee: $100
Type of Users: one-time/non-categorized users to be permitted at the discretion of the Harbor Master

Recreational Use
There are no fees or permits required for recreational use. Dinghy tie up is first come first serve and limited up to 16'. Tie up floats are marked with time restrictions. Use of the hoists and washdown pumps is prohibited for recreational users.

Parking
There are three designated types of parking:

- Permit Parking: reserved for commercial users

- 4-Hour Parking
- All-day parking

No overnight parking except for permitted commercial users.

No boat trailers.

The intent of the parking is for public use and should not be utilized by employees of neighboring businesses, sternmen, crew of permit holders, etc. Any violators will be towed at the owners expense. Please contact the Harbor Master to arrange a carpool spot for crew members.

Dumpster
The purpose of this trash receptacle is for boating trash only. Disposal of household trash is prohibited.

Cameras
The facility is under video surveillance.
.
Green Space
Vehicles are prohibited from parking on the green space.

The above regulations must be adhered to as well at the directives of the Harbor Master regarding facility use.

Brandon Leppanen, Town Manager