

## **M. REGIONAL COORDINATION**

Pembroke and Perry adjoin one another and have physical boundaries with the neighboring municipalities of Charlotte and Robbinston. Pembroke also directly adjoins the town of Dennysville and Perry directly adjoins the Pleasant Point Tribal Community. Cobscook Bay also links both towns to the city of Eastport, the town of Lubec and the unorganized territory of Edmunds Township. Comprehensive planning recognizes the importance of regional cooperation. The land uses in one community can impact another community, particularly when that land use is located near the boundaries of the town.

Dennysville, Charlotte, Lubec, Eastport and Robbinston all have a locally adopted Comprehensive Plan that is consistent with state law. Only the city of Eastport has adopted city wide zoning. Both towns have included analyses of regional issues in the areas of transportation, economic development, public facilities and nature resources management. Each town will attempt to develop compatible transportation, economic development and resource protection standards with nearby communities.

### **REGIONAL TRANSPORTATION ISSUES**

#### **Roads**

As communities with limited employment and services, Pembroke and Perry residents often travel to other communities for shopping and work. Residents are thus affected by the condition of arterial roads in Washington County. They are also affected by the poor condition of many state collector roads. It is important that both towns continue to participate in regional transportation planning efforts.

While the population of Washington County decreased during the 1990s, the total number of vehicle miles traveled county-wide increased by over 13 percent. Most roads are not congested now, but there is a need to protect them from future degradation and the significant taxpayer expense of adding remedial capacity. The town should ensure that access management standards are used to keep the Level of Service (LOS) on Route 1 from deteriorating any further.

Municipalities can cooperate with neighboring communities and regional committees (eg. Corridor Planning initiatives, Route One Corridor Committee) to formulate corridor management plans that seek to encourage residential, commercial and industrial development with entrances and driveways co-located and with the needed road improvements paid for by the developer. Corridor management plans outline the appropriate locations for such access management techniques as frontage roads, shared driveways, intersections, turn lanes and signals.

At present Pembroke and Perry coordinate on road maintenance. Both towns manage their roads through elected Road Commissioners (also the Selectmen) and hired employees. Winter plowing and salt maintenance is contracted in Pembroke. Pembroke owns no public works equipment of its own. Perry has its own public works department with two full-time employees and four major pieces of equipment. There are no serious equipment deficiencies. Most pieces are less than three years old. Perry shares its culvert cleaner and power broom with surrounding towns and rents out its road grader.

**Railroad Facilities and Rail Services**

Abandoned rail lines stretch across Washington County and are generally in poor condition, as passenger service stopped nearly fifty years ago and freight service stopped in the mid-1980s. A management plan for the Ellsworth-Ayers Junction portion of this line was adopted in 2006 to renovate and preserve the corridor for rail in the event it becomes feasible. In the interim the corridor will be managed as a multimodal trail. Some rail line rights-of-way may be used by the East Coast Greenway, a bicycle and walking trail, to complete its route planned to extend from Key West, Florida to Calais, Maine.

With the recent dramatic increase in the cost of fuel it is felt by some that rail service needs to be addressed again. Both Pembroke and Perry, along with all of Washington County, would benefit from an economical method to move freight and people to and from our area. Indeed if any segment of the rail corridor is to become economically feasible again it is likely to be some portion of the connection between the port in Eastport and the functioning rail corridor in Calais. Accordingly both towns have identified Commercial/Industrial areas on their Proposed Land Use Map (Map 11) where the rail corridor intersects with a road.

**Airports**

There is no private airstrip in Pembroke but one private airstrip in Perry (Morrison's Airstrip that is open for public use. Primary regional airports include:

1. Machias Municipal Airport has 2900-foot runway is used by private plane owners or, in an emergency, by air ambulance services. The town of Machias is sponsoring the creation of a regional airport authority to develop a new regional airport in Washington County that seeks to expand and improve services to the region.
2. Deblois Flight Strip, off State Route 193, has a 4,000-foot runway but no navigational aids or fueling services.
3. Eastport Municipal Airport has a 4000-foot runway and provides limited charter services.
4. Princeton Regional Airport has two 4000-foot runways, and is used primarily by private businesses and recreational fliers. Fuel is available on site but there are no permanent fueling services.
5. Lubec Municipal Airport - 2032-foot gravel/turf runway, with beacon, no fueling services. Last rated by the state in good condition.
6. Hancock County - Bar Harbor Airport in Trenton is the nearest airport with regularly scheduled commercial service. In addition to daily commuter service to Boston, Massachusetts, charter service is offered. Car rental services are available.
7. Bangor International Airport, over two hours distant, provides national, international and civil defense services. Car rental services are available.

**Ferries**

There are no public or private ferry services in Pembroke or Perry and none are planned. A passenger ferry runs seasonally between Eastport and Lubec. A car ferry runs seasonally between Eastport and Deer Island, NB.

**REGIONAL ECONOMIC DEVELOPMENT ISSUES**

Commercial retail activity and other major employers in Calais, Eastport and Machias attract

Pembroke and Perry residents as consumers and for work. In fact, over two-thirds of working residents find employment in nearby centers.

As noted above, the rail corridor connecting the port of Eastport with Calais runs through both towns and may be reinstated. To be prepared for this both towns have identified Commercial/Industrial areas on their Proposed Land Use Map (Map 11) where the rail corridor intersects with a road.

Recent closures of the Louisiana Pacific plant and the closure/re-opening of the Domtar mill, both in Woodland, affected residents in both towns. Responses to these shifts vary and include retraining, returning to school, taking early retirement and doing other related work. Some younger workers are leaving the area but many of all ages remain. Many are simply travelling further for employment and working several jobs.

There are three proposals for liquefied natural gas (LNG) terminals in the region, in Calais, Robbinston and Pleasant Point. Two of these (Robbinston and Calais) are going through the state and federal review process and the third (Pleasant Point) has the option to re-open the review process. Opinions are polarized as to the desirability and viability of these proposals as expressed by the Public Survey and many articles and letters to the editor in the local newspapers. Proponents see these terminals as vehicles for providing employment, tax base, energy, and infrastructure while opponents view them as incompatible with a regional economy based on tourism as well as posing too great a risk to public safety. The siting and regulation of such energy facilities is governed by state and federal law.

### **REGIONAL NATURAL RESOURCE ISSUES**

The Pennamaquan River and Boyden Stream (impounded to form Boyden Lake) and their tributaries form the predominant watersheds in the two towns. In addition, the small estuarine streams that feed Dennys Bay, East Bay and other coves drain toward Cobscook and Passamaquoddy Bays.

The marine water quality in Pembroke and Perry is affected by land uses in the two towns and in the neighboring towns of Pleasant Point, Dennysville, Edmunds Township and the city of Eastport. Activity anywhere in the watershed, even several miles away, has the potential to impact water quality.

The Maine Geological Survey has identified several aquifers to the west of the Pennamaquan River in Pembroke including one area that exceeds 50 gallons per minute. There are no sand and gravel aquifers within Perry. Perry does contain a source protection area for the Passamaquoddy Water District that includes the intake for this surface water source of drinking water.

The drinking water source owned and managed by the Passamaquoddy Water District in Boyden Stream was included in the State Source Water Assessment Program completed by the Maine Department of Human Services Drinking Water Program (DWP) in 2003. The purpose of the program was to evaluate the susceptibility of each public drinking water source in Maine to contamination. A Source Water Protection Plan for the Passamaquoddy Water District was prepared in 2006-2007 with the goal of reducing or eliminating existing and potential risks to Boyden Lake and the Stream Impoundment. The Impoundment is a sole-source drinking water supply for the Water District, which provides fire protection and drinking water to approximately 2,600 people in Eastport and Pleasant Point. Boyden Lake is the up-gradient water-body which

flows to Boyden Stream. The sourcewater protection plan consists of a series of tasks aimed at public education, watershed protection and security, while avoiding unnecessary adverse impacts to other activities in the watershed. In addition, the Passamaquoddy Water District is exploring the option of obtaining future water supplies from other groundwater sources.

### **REGIONAL PUBLIC FACILITIES ISSUES**

Of the two towns only Perry has a Town Office. The Town Clerk who is shared by both communities conducts business from her own home. In Perry the highway department shares quarters with the Selectmen, the Fire Department and the school bus garage. This building is at capacity. In Pembroke the town constructed a Fire House in 2000. The meeting room in this facility is used on occasion by Boards and Committees in both towns.

A dog holding facility is located behind the municipal building that serves surrounding communities of Eastport, Charlotte and Pembroke with incidental services provided to other communities. Perry also shares a sand and salt shed with the Maine DOT.

Both Pembroke and Perry dispose of their solid waste at the Marion Users Transfer Station (M.U.T.S.). The refuse is then carried to New Brunswick. Demolition debris is also taken to the Marion site. The towns are exploring options for a construction and demolition disposal site with neighboring towns. According to the State Planning Office the Marion Users Transfer Station (Charlotte, Cooper, Cutler, Dennysville, East Machias, Machiasport, Meddybemps, Northfield, Pembroke, Perry, Robbinston, Wesley, Whiting, Edmonds, Marion, No. 14 Twp, Trescott, T19 ED BPP, T18 ED BPP) had a 16.31% recycling rate in 2004.

Public safety and services for both towns are provided by the Washington County Sheriffs' Office and the Maine State Police. The Washington County Sheriffs Department provides the dispatching services for emergency services with non-emergency routing through Orono. Pembroke and Perry provide fire protection for one another and have mutual aid agreements with the surrounding towns of Charlotte, Dennysville, Eastport, Calais, Pleasant Point, Robbinston and Whiting.

The primary provider of emergency ambulance service for Pembroke is the volunteer Dennysville Ambulance Service. Back-up emergency ambulance service is provided by the Pleasant Point Ambulance Service. Emergency ambulance service is also provided 24 hours a day by the Eastport Division of Downeast EMS to both towns, the regional ambulance service provided by Washington County Emergency Medical Service Authority (WCEMSA).

Pembroke and Perry operate their own respective School Departments at the elementary level. At the secondary level they are part of School Union 104.

### **Public Survey**

Opinions on school regionalization were generally positive and both towns are now engaged in the state-mandated consolidation of administrative units. Opinions on a regional elementary school are polarized in both towns.

Support for regionalization of non-school services was generally strong. Respondents in both towns generally favor regionalization (or continuance of existing regional coordination) on other issues such as

regional recreation programs, cooperation on town administration, regional ambulance services and public works projects.

**SUMMARY**

Pembroke and Perry have a long history of cooperation with each other and with several other towns in the region. This activity is strongest in the sharing of public facilities and municipal services as the cost savings are often most clearly realized in these areas. Both towns are very active on regional committees and authorities dealing with solid waste, emergency response, watershed management and economic development. These activities will continue with a strong emphasis on regional transportation policy and infrastructure development.