

K. REGIONAL COORDINATION

Goal

To identify the issues, facilities, and services that lend themselves to regional cooperation. And to describe the extent to which Jonesport cooperates within the region, including opportunities to do more, particularly in ways that can save the Town revenues and support economic development.

Regional Coordination

A Comprehensive Plan must include a Regional Coordination Program summarizing regional coordination efforts to manage shared resources and facilities. These can include lakes, rivers, aquifers, and transportation facilities. The plan must identify any shared resources and facilities, describe any conflicts with neighboring communities' policies and strategies pertaining to shared resources and facilities, and describe what approaches the community will take to coordinate management of shared resources and facilities. In addition, the plan must include a summary of regional coordination efforts from all applicable topic areas.

Jonesport is a rural community situated 53 miles east of Ellsworth, 83 miles east of Bangor, 64 miles southeast of Calais, and 21 miles southeast of the Washington County seat of Machias. Jonesport is a peninsula and shares a border with the towns of Addison to the south and Jonesboro to the north, and Columbia Falls to the west. Connected by a bridge, Jonesport borders Beals to the east. More than half of employed residents work in Jonesport while other employed residents seek employment in the larger regional center of Machias.

Comprehensive planning recognizes the importance of regional cooperation, and that land uses in one community can impact another community, particularly when that land use is located near municipal boundaries. In 2007, Addison undertook a Comprehensive Plan, but it was not completed. Jonesboro updated its Comprehensive Plan in 2009 and was found consistent with state law. Roque Bluffs, which does not directly border Jonesport began updating its 2001 Comprehensive Plan in 2014, but it was not completed. Beals is currently in the process of updating its Comprehensive Plan.

Jonesport cooperates with multiple towns in the region and will continue to develop compatible regional coordination policies with nearby communities. Jonesport should investigate additional opportunities to develop and expand regional planning, coordination, and funding partnerships.

Jonesport has included analyses of applicable regional issues covering:

- Transportation
- Economic Development
- Energy Use and Production
- Housing
- Public Facilities
- Natural Resources Management
- Healthy Communities
- Climate Adaption and Resiliency

REGIONAL TRANSPORTATION ISSUES

Roads

Jonesport is a peninsular community with limited services and employment. The main artery in Jonesport, Route 187, serves as a pass-through for freight and commuters as well as a “Main Street” for the town. Route 187 joins U.S. Route 1 in Columbia Falls and in Jonesboro. To the north, U.S. Route 1 runs through the service center of Machias and continues to Calais. For Jonesporters, U.S. Route 1 south is the most direct route to the service center of Ellsworth.

Route 187 and downtown Jonesport are important sections of the Bold Coast National Scenic Byway, a 147-mile transportation route between Milbridge and Calais. The Scenic Byway program intends to encourage travel that provides economic benefit to the communities through which it runs. Jonesport is promoted as part of the Byway and is featured in the Scenic Byway Corridor Management Plan, completed in 2015. The Corridor Management Plan will be updated in 2023, including assessment and recommendations for the Jonesport/Route 187 section.

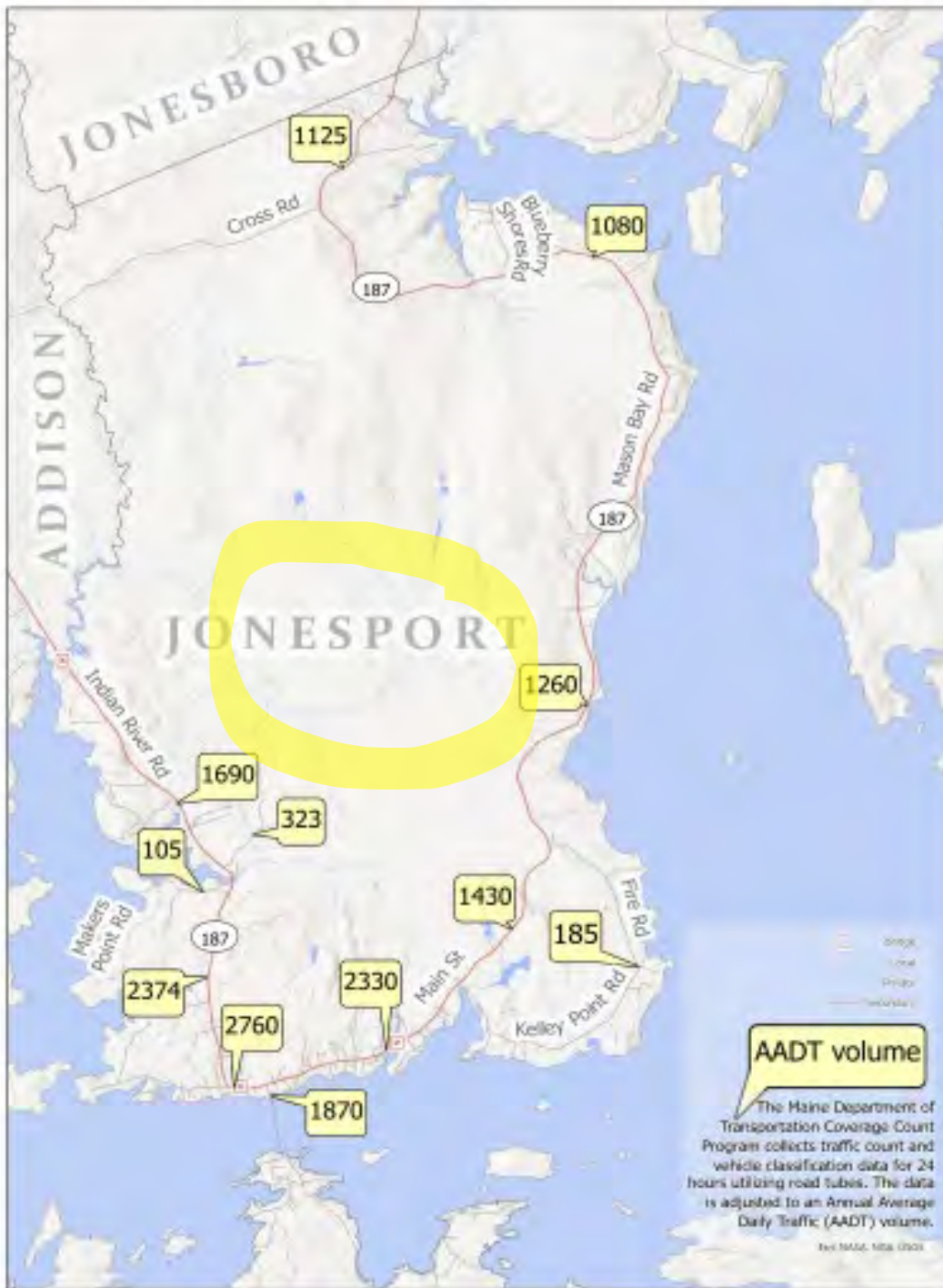
In 2008/2009, and again in 2014, the Washington County Council of Governments and Hancock County Planning Commission developed a Corridor Management Plan for the Down East Coastal Corridor, which moves people and goods between eastern Washington County and Bangor/Ellsworth. The Downeast Coastal Corridor includes Route 1, Route 9, and connector routes between them – it does not include Route 187, which serves only Jonesport. The plan includes all modes of transportation that move people and goods within and along the corridor (roads, freight, transit, trails, air, port facilities, et cetera). The volume of trucking, commuter, tourism, and bicycle traffic on Route 187 has increased since then and is affected by the significant increases of travel on Route 1; the Coastal Corridor Management Plan should be updated and should include Route 187, especially as new and potentially significant private enterprises are proposed for Jonesport and surrounding communities.

Route 187 is predominantly light residential density until approaching the downtown village area. As with most coastal communities, the density of residential units and businesses increases exponentially in the downtown waterfront area. Medium density residential and light

commercial development occur in this area of Jonesport; however, the traffic congestion increases significantly in Sawyer Square as commercial fishers access Sawyer Cove Marina and wholesalers of lobster and other mollusks.

The map below shows the Annual Average Daily Traffic (AADT) volume for Jonesport. The highest concentration of traffic is centered around the marina and associated maritime-related businesses. Traffic volume, residential density, and traffic congestion due to inadequate parking and access for commercial fishers has led Jonesport to purchase the seven-acre tract, “Henry Point” for development as a working waterfront. The development of Henry Point will re-route a substantial amount of traffic from the highlighted area in the congested village downtown area of Jonesport to Campground Road, provide commercial harvesters in neighboring communities a commercial facility, and relieve pressures on the recreational boat launch, Sawyer Cove Marina, which is also used recreationally by people from nearby communities and by tourists.

Once Henry Point is developed, commercial harvesters residing in Jonesport, Addison, Beals, Jonesboro, and other regional communities will have the opportunity to access a permanent commercial facility without interfering with residential, emergency, and recreational traffic in the downtown village area. Commercial harvesters will pay a pre-determined fee for seasonal or year-round usage of Henry Point. Fees generated will provide a revenue stream to provide for a full-time and part-time harbor master – and just as importantly – user fees will provide revenues for maintenance and improvements to the infrastructure.



Map prepared by Silas Mohlar, Amy Dowley
University of Maine at Machias GIS Laboratory & Service Center, 2022
Data Source: MEGIS, USGS
Projection: NAD 1983 UTM, Zone 18N

Trails And Recreation

Bold Coast Scenic Bikeway – this 211 mile on-road cycling route connects Gouldsboro to Calais along a network of State, State-Aid, and local roads. The route was developed in partnership with Maine DOT and the Bicycle Coalition of Maine, and in cooperation with all municipalities through which the route and accompanying signage runs. The route requires continued cooperation between all parties to increase road safety, educate road users, maintain signage, expand bicycling infrastructure along the route, and promote local businesses.

Public & Workforce Transportation

Public transportation is a significant regional problem. The rural geography and low ridership relative to the cost of operation make new transit solutions difficult at best, and impossible in the foreseeable future.

Downeast Community Partners (DCP) offers limited public transportation between specific communities but does not come into Jonesport. The Four Corners in Columbia is the closest pick-up location and provides service between Machias and Milbridge Monday through Friday. DCP Rides in cooperation with Eastern Area Agency on Aging and the FTA provides limited free bus rides for seniors on a first come first served basis, including home pickup.

Transportation service for MaineCare covered reimbursement and rides is available but must be arranged through the broker service. DCP provides transportation to supervised visits for those who are referred by the Maine Department of Health and Human Services. DCP offers safe and appropriate transportation to family reunification meetings and services. DCP provides transportation to Sheltered Workshops for MaineCare recipients.

West's Bus Service operates a route between Jonesport and Beals and Ellsworth on Mondays with stops in 10 communities, and between Jonesport and Machias on Tuesdays with stops in 9 communities. West's Bus Service and Coastal Connection provides daily services with stops in 14 communities between Calais and the airport and Concord Trailways in Bangor, but service to Bangor and Calais is not available from Jonesport – the closest bus stops for the Bangor to Calais route are in Jonesboro and Columbia.

The sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities. Fixed-route transit service is a much more predictable and reliable mode of transportation for rural workers. Certainly, many workers would be willing to spend an hour or more of commute time in return for predictable and reliable daily transportation. However, West's current fixed bus routes and schedules are too limited to accommodate the average 8:00

to 5:00 workers, let alone those on shift work or non-standard work schedules. As currently configured, neither DCP's "DCP Rides" service nor West's Transportation's fixed-route service adequately meets the needs of the rural workforce in Washington County.

Transit Improvements

Innovative strategies and practices could greatly enhance the current level of service delivery for all transit operations in Washington County, particularly in their capacity to serve working-aged adults. The current emphasis on agency-contracted clients can be attributed to a chronically inadequate transit funding formula, offset by fairly generous contract reimbursement incentives that help to ensure the availability of rides for social service agency clients.

At present, the "public" best served by the rural public transportation system is a very narrow subset of the total population. This is true all over the United States, not just in Washington County. However, other transit agencies have found ways of increasing their efficiency and ridership that might work in Washington County – if the agencies delivering transit services are willing to undergo changes to their current operations in return for potential increases in ridership and efficiency. Several alternative service ideas from other places are summarized below. They all have some potential to expand access to public transportation and workforce development in Washington County.

- "Fixed-schedule" service combines the convenience of demand-response service with a published daily schedule, making it more predictable and reliable for the general public riders
- Immediate response "Dial-A-Ride" service which works best as a community-based system in relatively compact population centers, with a strong local volunteer base (if volunteer drivers are used)
- Establish transit stops at formal and informal "Park and Ride" lots
- Ride-sharing and vanpooling programs, often using GIS (Geographic Information Systems) to match drivers to riders; some vanpool programs are "self-organized" by a group of employees living in the same general area
- Innovative use of transit scheduling software
- Child-oriented transit services hire a transit attendant to escort young children on rides to daycare/school/appointments, thus allowing the parent(s) to work
- Dues-paying 24/7 non-profit ride service with incentives for pre-scheduling, flexible scheduling, and shared rides (e.g., <https://gomaine.org/>)
- Provide easy-load bike racks on ALL vehicles in the public transit fleet.
- Develop Bike Share programs in downtowns for both visitors and residents to use.

At this time, Jonesport is not coordinating with other communities on public transit issues, and

no nearby communities are actively working on public transportation issues.

Railroad Facilities and Rail Services

Abandoned rail lines across Washington County are generally in poor condition as passenger services ended 50 years ago and freight service stopped in the mid-1980's. The 87.9-mile Downeast Sunrise Trail is now located on the exempt Calais Branch line from Ellsworth to Ayers Junction. Although it was removed to construct the train, the Management Plan for the Calais Branch specifies that if rail becomes a feasible use of the corridor, then the Downeast Sunrise Trail will no longer be the primary use of the corridor.

An organized petition was submitted to the Maine Legislature in 2019 to complete development of the Down East Sunrise Trail to downtown Calais, but this was delayed. In 2022, the City of Calais requested that the MaineDOT create a Rail Corridor Use Advisory Committee to consider future use of the Calais Branch as a multi-use "trail-until-rail" corridor. The request was approved by MaineDOT and a Council will be formed as soon as possible for the Sunrise Trail, and for at least 5 other trails across the state. To the extent that Jonesport residents use the Sunrise Trail, the Town will support participation in the Down East Sunrise Trail Coalition.

Efforts to expand freight rail service in Washington County are not over, particularly in the Calais and Eastport areas, which have connections to the (formerly) PanAM railroad lines that cross into Canada and back into Maine to reach the western part of the state. In fact, the image below shows the interest in future rail opportunities for communities near the Canadian border. In 2017, Maine designated Baileyville, Whiting, Dennysville, Pembroke, Baring, and Meddybemps as "Economic Opportunity Zones."¹

¹ Maine Economic Opportunity Zones. https://www.maine.gov/decd/sites/maine.gov/decd/files/inline-files/Opportunity-Zones-Map_0.pdf Retrieved September 26, 2022



REGIONAL ECONOMIC DEVELOPMENT ISSUES

Jonesport is tied into the regional economy of Washington County and, to some extent, Hancock County. Jonesport residents obtain goods and services from service center communities like Machias and Ellsworth. Residents also rely on these centers for employment; thus, their wellbeing is tied to fluctuations in the economy of the entire region.

As noted in Chapter E - Employment and Economy, data from the 2019 American Community Survey (ACS) reveals that 59.8% of employed Jonesport residents remain in Jonesport for work. For residents who work outside of the community, 57% have a commuting time of 14 minutes or less. In addition, a new economy is developing around individuals who work remotely. The community-wide survey reveals that over 55% of respondents use the internet to work remotely. Jonesport has always been and will remain a fishing community and as such, it is unsurprising that over 40% of the employed population of Jonesport is dependent on natural resources.

Brownfields Assessment and Redevelopment

The Washington County Brownfields Assessment Program, an important regional driver of economic renewal, has operated since 2009 with a regional advisory committee and USEPA Brownfields Assessment funds through the Washington County Council of Governments. (<http://www.wccogbrownfields.com/>). Brownfields are defined as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Since 2009, the Washington County Brownfields Program had conducted site assessments on more than 30 properties throughout Washington County. Redevelopment/reuse is complete on almost all these properties with some still under active development. There is a pending inventory of at least 50 sites.

In 2020, the WCCOG became inactive and without a regional planning organization or council of governments, Washington County was unable to receive Brownfields funding. It is important to note that at the time of this document, the Washington County Council of Governments is in the process of reorganization in collaboration with Sunrise County Economic Council. SCEC is currently providing the services once provided by WCCOG, to the extent that SCEC is provided funding and staff support from State and Town governments.

Community Economic Development Strategy (CEDS)

To better represent development of natural economies, Washington and Aroostook Counties are combined as one Economic Development District, called the Aroostook Washington Economic Development District (AWEDD). Northern Maine Development Commission is the federally designated planning and economic development nonprofit agency that creates the 5-year Comprehensive Economic Development Strategy (CEDS) that is required for all EDDs.

The most recent CEDS, 2018-2023, can be found here: <https://www.nmdc.org/wp-content/uploads/2020/04/5-year-AWEDD-CEDS-1.pdf>.

The previous CEDS can be found here: <https://www.nmdc.org/wp-content/uploads/2019/07/AWEDD-CEDS-2016-17.pdf>.

The AWEDD has great potential to leverage its natural resource base and environment, its hardworking people, its proximity to Canada and Europe, and its inherent economic resiliency; and its regional leaders are committed to the momentum of the counties, including retention of the young adult population. Aroostook and Washington counties have continued a downward trend in population, median age, median household income and percentage of total population in

the workforce for the past four decades. All these issues are directly related to the out-migration of young, working aged people (20 – 44 years of age) from the region that results in 1) loss of business due to recruitment issues, 2) less entrepreneurship, 3) loss of services (healthcare and schools, most directly). Immediate action must be taken to retain our young people and attract others to the region, and it must be an initiative that includes and engages all aspects of all our communities across the region – business, educational, and governmental.

Other challenges facing AWEDD are increasing energy costs, lack of high speed and reliable broadband, and encouraging expansion of natural resources. The 2018-2023 CEDS outlines

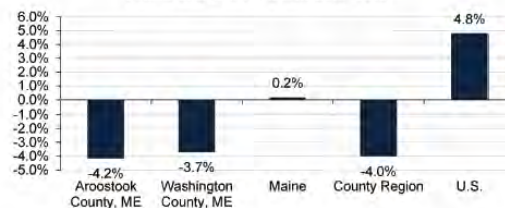
Demographics

AWEDD

Population

	Aroostook County, ME	Washington County, ME	Maine	County Region	U.S.
Population (2016*)	69,405	31,925	1,329,923	101,330	318,558,162
Population (2010*)	72,412	33,154	1,327,865	105,566	303,965,272
Population Change (2010*-2016*)	-3,007	-1,229	2,258	-4,236	14,592,890
Population Pct. Change (2010*-2016*)	-4.2%	-3.7%	0.2%	-4.0%	4.8%

Percent Change in Population, 2010*-2016*



* From 2010* to 2016*, County Region had the smallest estimated absolute change in population (-4,236).

* From 2010* to 2016*, U.S. had the largest estimated relative change in population (4.8%), and Aroostook County, ME had the smallest (-4.2%).

* ACS 5-year estimates used. 2016 represents average characteristics from 2012-2016; 2010 represents 2006-2010.

Data Sources: U.S. Department of Commerce, 2017; Census Bureau, American Community Survey Office, Washington, D.C.

goals and strategies for the region utilizing Mobilize Northern Maine, an asset-based strategic planning process. Mobilize Northern Maine (MNM) offers an effective process for accomplishing positive change by local and regional business leaders to establish measurable goals that are linked to assets (natural, business, and human resources), job creation, and business expansion within the region. The Aroostook

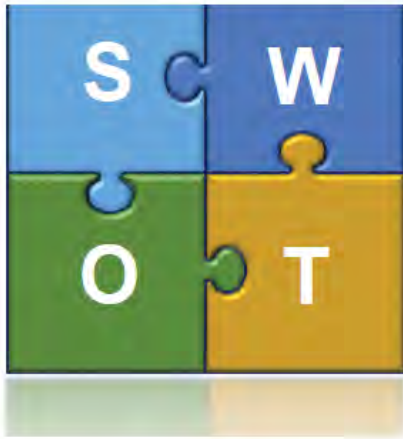
Partnership, which leads the MNM process, is an organization that only serves Aroostook County.

Business, municipal, and nonprofit leaders have the capacity to lead economic change if it is based on regional assets that are in our control. The 2018-2023 CEDS for the AWEDD has identified economic sectors that offer the best opportunity and business activities within those sectors that will improve wages and create new jobs to achieve the goals of the strategy.

AWEDD's priority sectors are:

- Alternative Energy
- Manufacturing and Specialty Processing
- Diversified Agriculture
- Forest Resources
- Tourism
- Marine Resources

A S.W.O.T analysis identified Strengths, Weaknesses, Opportunities, and Threats for the AWEDD as depicted below.



Strengths

- Natural resources.
- Coastline.
- Geography close to Canada and Europe.
- Loring Commerce Centre.
- Bilingual population St. John Valley.
- Access to outdoor recreation.
- Quality of place.
- Low crime.
- NMDC, SCEC, WCCOG, Aroostook Partnership
- Post-Secondary Education

Weaknesses

- Energy costs.
- Broadband availability/access to high speed internet.
- Deteriorating road conditions.
- Outmigration/Declining Workforce.
- Opiate abuse.
- Lower than state average wages.
- Distance to large markets.
- Inability to capture more tourism visitors.
- Negative mindset and aversion to risk-taking/trying something new.
- Lack of rail infrastructure connection to Port of Eastport.
- Access to Canadian market.

Opportunities

- Available (and increasing) tillable cropland, much of it suitable for organic use.
- Expanding and diversifying value-added wood products.
- Utilization of our renewable and alternative energy resources in wind, tidal, biomass and solar.
- Expanding value-added processing of crop and marine resources.

- Very active international border with Canada that offers significant economic opportunity for business expansion and more meaningful cross-cultural engagement.
- Expanded shipping opportunities at the Port of Eastport (deepest port on the U.S. east coast).
- Potential of mining in northern Maine.
- Growing entrepreneurial opportunities.
- Light manufacturing at former Cutler Naval Station.
- Local foods.
- Regional tourism efforts.

Threats

- Workforce/Population decline.
- Climate change (rising ocean temps).
- Biomass energy plant closures.
- Lack of work ready skills.
- Drug abuse.
- Business relocation out of region.
- Limited number of landowners.

Image: 2020 AWEDD

Tourism

Jonesport is directly tied to the tourism economy of the entire region, and the Town will support regional and local efforts to build, support, and sustain regional efforts. Jonesport is an important aspect of the maritime heritage story of Washington County. Washington County and Hancock County together comprise DownEast Acadia tourism region, one of 8 Maine tourism regions identified by the Maine Office of Tourism and supported by MOT with financial and technical assistance. Jonesport is also part of the Downeast Maine National Heritage Area, which also includes both Washington and Hancock Counties and highlights the maritime and fisheries heritage which Jonesport fully embodies. Jonesport has opportunities to participate directly in these efforts by serving on advisory, planning, and marketing committees of DownEast Acadia Regional Tourism, the destination marketing agency for Washington and Hancock Counties, and the National Heritage Area. Success for other parts of Washington

County will also lead to success in Jonesport as an increase in visitors could help drive the establishment of new dining services, much desired by Jonesport residents as well. Jonesport faces the same challenges in their tourism economy as most other towns do, which is a lack of dining and establishments and a shortage of workforce and family housing. Currently there are 98 properties listed on vrbo.com, with an average of 3 bedrooms each. Jonesport should work with other communities to address these challenges to the regional tourism economy, especially workforce housing.

REGIONAL ENERGY ISSUES – USE, PRODUCTION, AND CLIMATE CHANGE

Energy use and production are intimately tied to the economic health of the region and the state as the effects of climate change are increasingly felt. AWEDD identified three strategies to realize 200 jobs in the renewable energy economy by 2023:

- Capitalize on new technologies (biofuel, biomass, less expensive solar panels, wind, tidal and other power generation) to generate green technology jobs and lessen dependence on fossil fuels. Develop relationships with producers who wish to expand or continue to conduct business in the AWEDD.
- Focus on and evaluate a wide variety of alternative energy sources to reduce the heat energy cost burden in Northern and Eastern Maine by \$10 million per year by 2023.
- Encourage connection to ISO New England (<https://www.iso-ne.com/>) to realize multibillion dollar investments in wind generation in Aroostook County and to work with producers to encourage responsible development in the AWEDD.

In 2020, the Maine Climate Council published "Maine Won't Wait: A Four-Year Plan for Climate Action." (https://www.maine.gov/future/sites/maine.gov.future/files/inline-files/MaineWontWait_December2020.pdf) in conjunction with Maine Governor's Policy of Innovation and the Future (GOPIF) began to lay the foundation of resiliency and climate adaptation based on community needs through the Community Resiliency Partnership (CRP) <https://www.maine.gov/future/climate/community-resilience-partnership/>

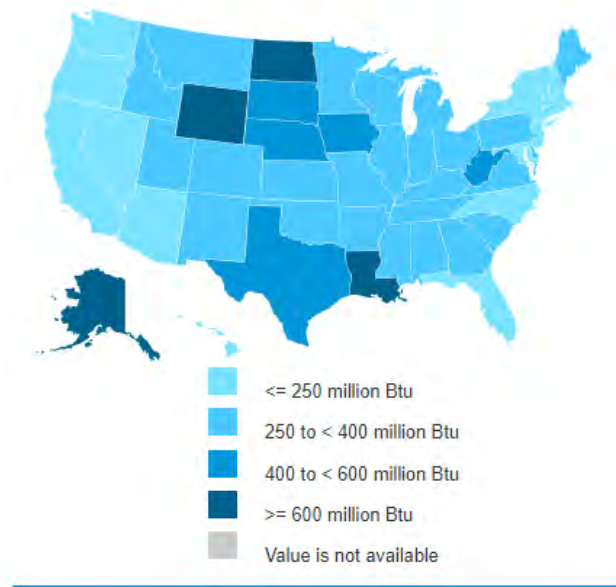
The CRP provides grants and direct support to municipal and tribal governments as well as unorganized territories to undertake priority projects to reduce energy use and costs, transition to clean energy, and make Maine commuting more resilient to climate change. Jonesport has enrolled in the CRP and works with Sunrise County Economic Council to achieve its goals.

Associated with production of renewable energy is the issue of affordable heat for low-income households. In 2020, Maine's overall energy consumption was 28th in the nation at 268 M BTU per capita annually, but the cost of that energy ranked much higher at 13th in the country at

approximately \$3,586 per capita. Maine ranks 12th in the nation for Energy Expenditures as Percent of Current-Dollar GDP.²

Since Maine residents have household incomes generally well below the national average, this data paints a painful and frustrating picture. Those with lower incomes spend more per unit of energy. Maine's reliance on heating oil contributes to energy insecurity, exposes consumers to price volatility, wastes resources on long-distance fuel transport, and constitutes a large annual net export of wealth out of the state.

Jonesport, like many other communities in Washington County, is faced with increasing pressure for wind and solar farms, which creates challenges for preserving important scenic vistas and farmland. Jonesport could work with other communities to identify development and design standards that would facilitate responsible and compatible location of wind and solar infrastructure that could provide a regional benefit.



REGIONAL HOUSING ISSUES

Housing challenges in Washington County are related to the age of the housing stock as well as the age and income of the population. Most often it is more cost effective and preferred by elders to remain in their homes. However, over 57% of the housing stock in Jonesport is pre-1979. These homes are often very large with insufficient thermal heating and insulation. These

² US EIA Maine state profile based on 2020 data. <https://www.eia.gov/state/rankings/?sid=ME#series/12>
Retrieved October 6, 2022.

homes are often in disrepair and may contain unhealthy materials such as lead paint, mold, and asbestos. Rental housing is not affordable for low-income people, especially young families who pay a disproportionate percentage of their income in rent.

There is a “Catch-22” in relation to subsidized housing. There are an insufficient number of vouchers in relation to need and those that are available can expire due to a common inability to find adequate housing that meets the standard for a voucher given the 30-day timeframe to find a rental. In fact, U.S. Housing and Urban Development states, “Since the demand for housing assistance often exceeds the limited resources available to HUD and the local housing agencies, long waiting periods are common. In fact, a PHA may close its waiting list when it has more families on the list than can be assisted in the near future.”

Many landlords decide not to accept the vouchers because of the requirements to upgrade the housing which is also related to the age of the housing stock. If housing is found, there is often a mismatch between its location and that of the tenants’ place of employment. Low-income persons do not often have a reliable vehicle for a long commute, and as previously noted in this chapter, the sporadic nature of demand-response service eliminates public transit as an option for rural workers with inflexible hours, shift workers, and those with on-call or overtime work responsibilities.

Homelessness is known on an anecdotal basis, but existing measures do not adequately document those who “couch surf,” double up with families that live in homes meant for single family occupancy or live in substandard structures such as seasonal camps and mobile campers.

Housing is primarily an issue measured and planned for on a town-by-town basis. However, the needs of certain populations like seniors and those who may need an institutional setting, are often served on a regional scale. For a detailed list of options that could be applied to Jonesport, visit the sustainable housing page of the GroWashington Aroostook website at: <http://gro-wa.org/sustainable-housing.htm#.Y0WsR3bMK00>.

As an example, the Community Development Block Grant (CDBG) Housing Assistance Grant (HA) Program provides funding to address housing problems of low-and moderate-income persons. Housing Assistance Program (HA) funds are distributed through an annual grant application selection process. The CDBG program requires applicants for HA funds to demonstrate that they have the capacity to administer the program either through municipal staff that are certified/qualified as general/rehab administrator or through a completed procurement process. To reach this threshold, small communities must often work together as a region or work through an organization that does have the capacity and qualified personnel. Funds for home weatherization and repair are often channeled through Community Action agencies like Downeast Community Partners (DCP).

Although Jonesport is not currently coordinating with other communities on regional housing issues, the Town would be well served to do so. Housing that is established in Jonesport or nearby communities is critical to the entire region's capacity to attract families and workers.

REGIONAL NATURAL RESOURCE ISSUES

Overuse of recreation areas is becoming a problem across coastal Washington County. Coastal soils are thin and quickly erode as foot traffic kills vegetation, displaces soil, and exposes tree roots. Increasing frequency and intensity of rain events further exacerbates the problem, and well-worn trails become drainage ways that wash out in heavy rains. Jonesport does not contain public trails that receive much use outside of year-round and summer residents. However, the Great Wass Island Preserve on Beals, used by Jonesport residents, and managed by The Nature Conservancy, is experiencing significant overuse.

The water quality surrounding Jonesport is affected by land uses in Jonesport and in the surrounding towns of Beals, Addison, and Jonesboro. Anything that can be transported by water will eventually reach and impact the quality of a water body. All wetlands in Jonesport drain through Indian River Stream. Neighboring areas of Jonesboro, Chandler Bay, and Mason Bay contain large areas of blueberry lands that release fertilizer and pesticides into the waters of Jonesport.

The Maine Geological Survey has identified one large sand and gravel aquifer within Jonesport that extends into the neighboring communities of Addison and Jonesboro. The Town should coordinate with Beals, Addison, and Jonesboro to collectively address point source and non-point source pollutants, and to protect their shared aquifer from development that would compromise the groundwater.

These same communities should coordinate to protect critical natural areas that support the natural systems all four communities depend upon for their economies. Neighboring Addison contains the Wohoa Bay Focus Area, which includes expansive eelgrass beds and tidal mudflats that are highly productive for fish and shellfish and provide high quality habitat for wading birds and waterfowl as well as shorebirds. The Great Wass archipelago in neighboring Beals contains unique habitats which support a high concentration of rare sub-arctic plant and animal species and an outstanding diversity of mosses and lichens, and the area has been identified as one of the richest intertidal marine systems in the state.

REGIONAL EMERGENCY PLANNING

Washington County Emergency Management operates under the Maine and Federal Emergency Management Agencies – MEMA and FEMA - and is also under the authority of the county commissioners. Emergency Management offers Washington County communities a central source for emergency preparedness information and training. Emergency Management works with each community’s local emergency management director to help deliver vital services in the event of a large-scale emergency. Although Jonesport does provide some basic emergency information to the public, the town relies on the County EMA to assist citizens with immediate or long-range emergency management tactics.

REGIONAL LAND USES

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 municipal boundaries. At this time, Jonesport does not coordinate with other communities on regional land use issues. However, several large developments currently proposed in and near Jonesport would have dramatic effects on the resources of many neighboring communities related to housing, transportation, workforce, schools, emergency services, visitor services, solid waste management, and so much more. Washington County communities have raised the issue of regional land use planning. Jonesport should support and participate in these discussions.

REGIONAL PUBLIC FACILITIES

Jonesport has a public safety department with services provided by contractual agreement with the Washington County Sheriff’s Office. Washington County Sheriff’s Office provides dispatching services for emergency services.

The fire department consists of three stations as previously described under municipal buildings. The main Jonesport Fire Station is located near the entrance to the Jonesport-Beals Bridge on Main Street. The department includes 20 volunteers, including the Fire Chief, with no full-time members. Jonesport has mutual aid agreements with the surrounding towns of Beals, Jonesboro, and Addison.

Jonesport and Beals have a combined ambulance service, Moosabec Ambulance Services (MAS). MAS has two stations located at 138 and 140 Main Street in Jonesport. There are 14 employees consisting of five Emergency Medical Technicians (EMTs), one paramedic, and eight

ambulance drivers. MAS provides 24-hour coverage available for residents of both Jonesport and Beals. Given the costs of ambulance services and the low and dispersed population of Jonesport and the region, it is recognized that regional cooperation is essential to ensure adequate coverage to community members. MAS has mutual aid agreements with Pleasant River Ambulance Service (Columbia) and Machias Ambulance Service. Calls for service are received through the dispatch center at Washington County Regional Communications Center (RCC).

Jonesport does not have a highway/public works department but provides plowing and road maintenance by contracting for these services.

Jonesport does not have public water or wastewater.

The United States Coast Guard (USCG) maintains a search and rescue station at 9 Bridge Street in Jonesport. The USCG contributes to community events and annually hosts “Commercial Fishing Vessel Safety Examinations” to ensure safety and stability of fishing vessels.

The town contracts with Casella Waste Management, in Columbia, for trash removal. Residents may take their household waste directly to Casella at a cost of .08 cents per pound. An additional option for residents is the Pleasant River Solid Waste Disposal District (PRSWDD), located in Columbia Falls. Limited recycling is available. For more information, please refer to the Chapter F - Public Facilities & Services

Jonesport is a member of the Moosabec Community School District and School Union 103 that includes the Towns of Jonesport and Beals. Youth in Jonesport attend Jonesport Elementary School and Jonesport-Beals High School.

A range of nearby outpatient healthcare services are available to Jonesport. Locally available is the Arnold Memorial Medical Center (AMMC), located at 70 Snare Creek Road and constructed in the mid-1990s. Arnold Memorial Medical Center is a community-based facility which offers family practice, women’s health, obstetrics and gynecology, and pediatric services. AMMC is part of the Down East Community Hospital Network.

REGIONAL PUBLIC HEALTH

A coordinated effort between Washington, Aroostook, and Hancock Counties underway to develop and implement solutions to reduce the incidence of preventable chronic disease throughout the region. These efforts are spearheaded by Healthy Acadia and Healthy Aroostook. A primary focus is increasing access to and availability of both local food and opportunities for exercise.

Desired outcomes are summarized as follows:

- Reduction in the incidence of preventable chronic disease throughout the region.
- Increased access/availability to local foods.
- Improved access to recreational assets providing opportunities for healthy exercise.

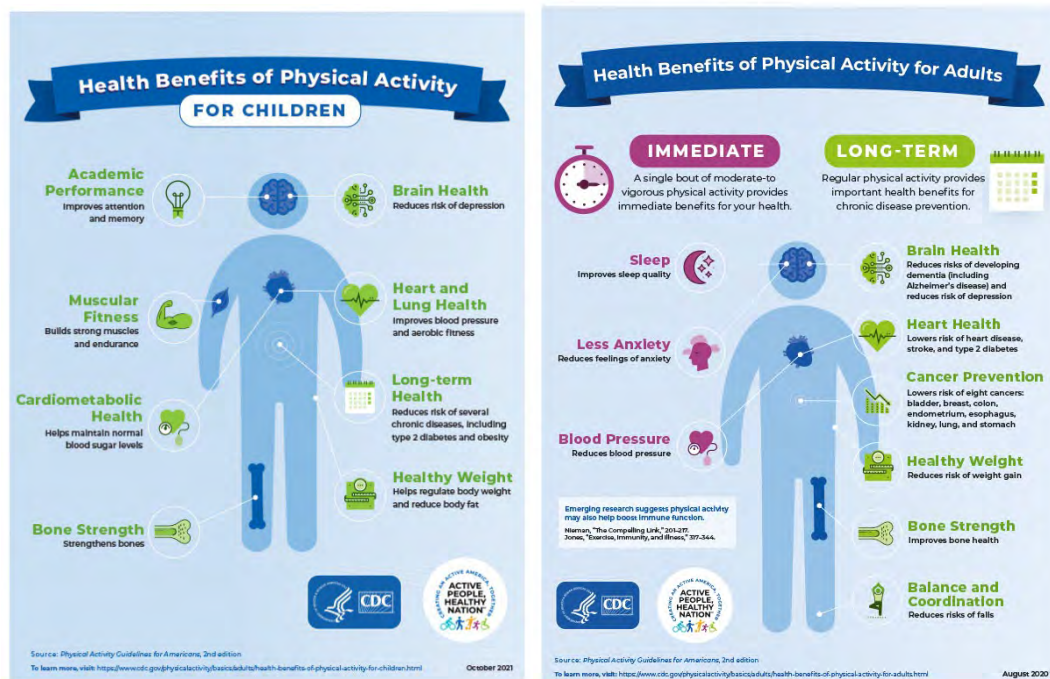
Additional public health for the Healthy Maine Partnership serving the region include:

- Reduce, prevent, and manage substance abuse; increase awareness of its impacts and provide healthy alternatives.
- Improve access to the full continuum of affordable health care services.

Initiatives to achieve these solutions currently underway in Washington County include several areas of focus; access to physical activity, access to transportation, access to healthy foods as well as a wide range of outreach programs provided by Healthy Acadia for the lifelong wellbeing of all residents.

Active Communities

Regular physical activity is an essential part of improving health and wellbeing. Those who are moderately or vigorously active lower their risk of high blood pressure, heart disease, stroke, Type 2 diabetes, colon and breast cancer and osteoporosis. Regular physical activity can also reduce symptoms of anxiety, depression, help us sleep better, improve balance, and sharpen thinking, learning and judgement skills.



Source: US Centers for Disease Control. Retrieved October 27, 2022. <https://www.cdc.gov/physicalactivity/basics/adults/health-benefits-of-physical-activity-for-children.html>

Fewer than one half of all Americans get the physical activity they need to provide health benefits and 25% of adults are not active at all in their leisure time.³ In Maine, less than 1 in 4 youth get their recommended level of exercise of 60 minutes per day. Only 56% of Maine adults get their recommended levels of physical activity (30 minutes, 5 times per week).⁴

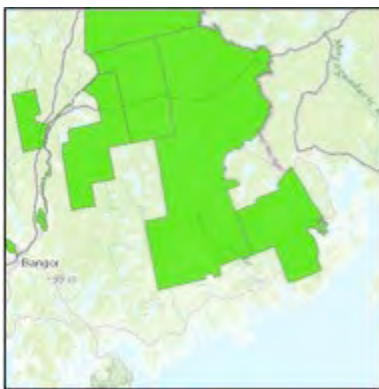
Physical activity does not have to be strenuous or highly time-consuming. As an example, for adults, walking 30 minutes five times per week can benefit health and wellbeing. For youth, participation in school sports, engaging in afterschool activities, or walking to school can provide the recommended exercise to promote health and wellbeing.

Transportation for Health

Access to transportation is a significant challenge in rural communities. Lack of transportation can be a barrier to reaching needed health and social service appointments, employment opportunities, and access to healthy food choices. Significantly more detail is found within the Transportation Chapter of this document. It is important to consider the importance of reliable and affordable internet access which provides opportunities for telehealth appointments, employment opportunities, and access to information and services.

Local Food Systems

Washington County is described by the US Department of Agriculture (USDA) as a “food desert,” a term that comes from the Food Access Research Atlas of the USDA (<https://www.ers.usda.gov/data-products/food-access-research-atlas/go-to-the-atlas/>). In a food



desert “those with low incomes have limited access to supermarkets, supercenters, grocery stores or other sources of healthy and affordable food.” The two census tracts (9551, 9559 and depicted in green on the left) in Washington County where these criteria are met include the large, yet minimally populated areas and account for 18% of the total population.⁵

It is indisputable that countywide, there is a significant number of low-income and elderly households, many without adequate transportation that limits access to fresh foods. The more rural

³ US Centers for Disease Control. <https://www.cdc.gov/physicalactivity/data/inactivity-prevalence-maps/index.html> Retrieved October 27, 2022.

⁴ Healthy Acadia. <https://www.healthyacadia.org/active-and-healthy-environments> Retrieved October 27, 2022.

⁵ Washington County, Food Desert or Not? <http://gro-wa.org/food-desert-or-not.htm#.Y1rW23ZKi00> Retrieved October 27, 2022.

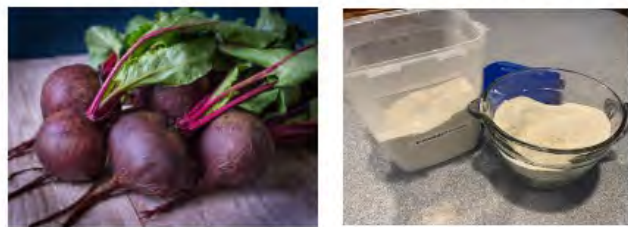
Washington County residents can expect travel for an hour or more (roundtrip) to access fresh, affordable foods, a herculean feat without adequate transportation. However, 82% of the population reside in the census tracts not deemed as a “food desert” and 56% of low-income households reside in the service centers where existing supermarkets, supercenters, and grocery stores are located. More compact and densely populated coastal communities often lack the land space for backyard or community gardens, further compounding the issue of affordable and fresh food.

Food pantries often fill the void of fresh fruits, vegetables, and nonperishable foodstuffs. Food pantries report that demand outstrips supply, contributing to food insecurity. Many lack the knowledge and experience of preparing whole fresh foods for consumption. In response, Healthy Acadia and many food pantries offer classes on whole food cooking.

In addition to increased health, building the local foods infrastructure has powerful economic implications. Not only do local dollars stay in the economy, but new dollars also arrive and bring jobs and business opportunities, providing the resources for equal access to all. Healthy Maine Partnership Programming is offered by Healthy Acadia and spans the spectrum of public health. Programs are provided at a regional scale as well as to individual municipalities and schools; they include:

- Tobacco Cessation and Substance Abuse Prevention – tobacco-free and tobacco cessation programs work to reduce exposure of children to secondhand smoke, raise awareness of prevention assistance programs, provide tobacco-free policies for public events, and increase the number of retailers adhering to the “NO BUTS!” program that limits tobacco sales to minors. Likewise, businesses and law enforcement collaborate on strategies to reduce underage drinking; schools, parents, and businesses support open discussions of risks associated with under-age and/or binge drinking.
- Farm and Food programs – The Farm to School program allows an increasing number of schools to source food locally and provides complementary educational activities. Farm to Food ensures children receive healthy meals at school while supporting local economies and Maine’s enduring agricultural traditions.
- Nutrition programs – programs targeted to cooking with whole foods are available for elders, families, and youth. SNAP-Ed (Supplemental Nutritional Assistance Program)

2022 Farm to School Cook-off



2022 challenge ingredients were....Beets and Buckwheat Flour

Image: Maine Department of Education.

<https://www.maine.gov/doe/schools/nutrition/programs/localfoods>

provides cooking classes for residents receiving SNAP benefits;”Let’s Go 5-2-1-0” to encourage youth and families to eat five servings of fruits and vegetables, two hours or less of recreational “screen time,” one hour or more of physical activity, and 0 sugary drinks.

- Living Well programs – worksite wellness; Keep ME Well health assessment tool; Washington County Thriving in Place Initiative; Tobacco-Free Pledge resources; Healthy Homes information on lead exposure, household pests, asthma, and carbon monoxide poisoning; information on hiking/biking/recreational trails in the region.
- Youth programs – Downeast Teen Leadership Camp for students entering grades 7, 8, and 9; Downeast Youth Action Team, and Downeast Rainbow Discord Server.
- School and Community programs – Service agencies provide a plethora of programs for residents of all ages including elder care, infants and youth, and community members in recovery; a wide variety of programs to increase food and heat security through local fund-raising efforts.

REGIONAL CLIMATE CHANGE

Climate change, defined as, “[A] long-term change in the average weather patterns that have come to define Earth’s local, regional and global climates.”⁶ Not everyone agrees on the causes of climate change, or even if climate change is occurring, but climate change is well documented by more frequent and stronger storms events, higher tides, hotter summers and drought conditions, shifting ranges of plant and animal species,⁷ expanded ranges of warm weather pests and diseases, rising sea levels and acidification of the waters in the Gulf of Maine.

The short and long-term impacts associated with climate change are significant and far-reaching.

- Storm severity has, and will, continue to cause flooding, erosion, and property damage.
- Sea-levels will rise at an accelerated rate and threaten coastal infrastructure including roads, rail, working waterfronts, water and wastewater treatment plants, and many downtown business centers.

⁶ “Global Climate Change: Vital Signs of the Planet”; NASA: <https://climate.nasa.gov/global-warming-vs-climate-change/> Retrieved November 1, 2022.

⁷ “Study Finds Fast Warming in the Gulf of Maine Region.” National Oceanic and Atmospheric Administration;: <https://www.ncei.noaa.gov/news/study-finds-fast-warming-gulf-maine-region> Retrieved November 1, 2022.

Image: National Audubon Society

- The temperature and salinity of the Gulf of Maine is introducing species not traditionally found in the Gulf of Maine which is reducing the productivity of the aquatic food chain as well as affecting sea birds such as puffins whose chicks are unable to swallow larger sized species such as butterfish.⁸
- Pest species like Lyme disease-bearing ticks are reaching further north as winters become milder.
- Agricultural production is threatened with both drought and extreme precipitation as well as new pests and pathogens with expanded ranges and survival.
- The forest products industry might benefit from higher growth rates for some species. However, a longer mud season and shorter periods of hard freeze will reduce harvesting opportunities and large shifts in species composition (from insects, disease, or dieback) could ripple across the forest products industry.
- Public health impacts are also a concern, particularly for the elderly and those with chronic health conditions.
- Natural systems also face loss of wetlands and wildlife become exposed to exotic species, pests such as black legged ticks, and temperature-related stress.
- Coastal flooding may result in isolation from services or emergency response for residents. A larger version of this map, created by UMM GIS Lab may be found in Chapter L - Natural Resources.



Increases in average and extreme temperatures and heat waves are expected to lead to more heat illnesses and deaths among vulnerable groups, including older adults. Temperature extremes can worsen some medical conditions, such as heat and respiratory disease and diabetes. -U.S. Environmental Protection Agency, 2022.

Climate Vulnerability Assessment

Climate Vulnerability Assessment (CVA) is a collection of tools and analyses used to understand how we are vulnerable or resilient in terms of impacts on people, infrastructure, public health, natural systems, and the economy. CVA demonstrates what systems, species, populations, entities, facilities, and infrastructure are most vulnerable to expected climatic changes, often depending on factors such as exposure, sensitivity, and adaptive capacity. Geographic

⁸ “The Survival Rate of Puffin Chicks Plunged This Summer.” National Public Radio. <https://www.npr.org/2021/10/05/1043458033/the-survival-rate-of-puffin-chicks-in-maine-plunged-this-summer> Retrieved November 1, 2022.

Information Systems (GIS) mapping tools are a powerful means of:

- Visualizing our vulnerability
- Recognizing the gaps in our understanding of our vulnerability, and
- Focusing efforts on gathering necessary information to prepare for risk and change.

In 2013, the Washington County Council of Governments, working in partnership with the University of Maine at Machias GIS Service Center, presented a series of town and bay specific climate vulnerability assessments (CVA) to anticipate a variety of storm impact scenarios. The GIS Service Center adapted the Sea, Lake, and Overland Surges from Hurricanes (SLOSH) model, a computerized numerical model developed by the National Weather Service (NWS) to estimate storm surge heights resulting from historical, hypothetical, or predicted hurricanes by considering atmospheric pressure, size, forward speed, and track data.⁹ The SLOSH model is applied to a certain locale's shoreline, incorporating the unique bay and river configurations, water depths, bridges, roads, levees, and other physical features. SLOSH model output of a hypothetical but entirely plausible hurricane can be an effective tool in planning for community resiliency.

As a coastal community, Jonesport recognizes the importance and value of planning for climate resilience. An early adopter of the Community Resilience Partnership through Maine Governor's Office of Policy Innovation and the Future (GOPIF), Jonesport has focused on a wide variety of initiatives including solar, electric vehicle (EV) charging stations, and resilient marine infrastructure for the working waterfront located at Henry Point.

⁹ "Sea, Lake, and Overland Surges from Hurricanes (SLOSH) Model". <https://www.nhc.noaa.gov/surge/slosh.php#:~:text=The%20Sea%2C%20Lake%20and%20Overland,%2C%20size%2C%20forward%20speed%2C%20and> Retrieved November 4, 2022.

In 2022, as an integral part of comprehensive planning and future development, Jonesport collaborated with the University of Maine Machias (UMM) GIS Lab to ascertain potential sea level/storm surge scenarios. UMM GIS produced sea level rise/storm surge scenarios for the community and another specific focus for Henry Point. The full-sized map may be found in Chapter L - Natural Resources.





The UMM GIS Lab met with the Working Waterfront Committee to review the seal level rise (SLR) projections and discuss infrastructure resiliency planning for Henry Point and the information has been included in planning activities and will be included in future funding applications.

Adaption to Climate Change Impacts

There is a range of adaptation responses that landowners, businesses, and municipalities can take to limit exposure to vulnerabilities. These include:

Storm adaptation

- Evacuation and shelter planning in real time
- Establish communications protocol between UMM-GIS and County EMA Director to ensure real time scenario development in the event of an actual predicted hurricane in the Gulf of Maine
- Pre-position equipment to areas that may be cut off during a storm
- Map home-bound and elderly residents

Roads, bridges, and transportation

- Inventory transportation infrastructure

- Update culvert mapping inventory
- Maintain salt and sand inventories above flood levels
- Improve stormwater capacity through enlarged culverts and increased number of catch basins
- Evaluate substructure of roadways most vulnerable to inundation and upgrade where necessary
- Engage with Maine DOT for state owned roads for climate vulnerability assessments and improvements
- Plan for shoreline erosion through utilization of living shorelines

Municipal officials

- Limit building in flood prone areas
- Adopt construction codes for coastal properties
- Maintain or mitigate wetlands and floodplains to absorb flood waters
- Train town personnel in emergency management
- Always document ALL impacts from severe storms including human casualties, financial expenditures, property loss, and use of heavy machinery and personnel/ EMA/volunteers to ensure County EMA officials may assemble full documentation to reach Federal Disaster Relief /Declaration thresholds.

Public Health

- Plan for heat emergencies such as power outages
- Distribute educational materials related to pest-borne illness, especially Lyme disease and translate health advisories for the entire community regardless of language.
- Assist elders and low-income households with air conditioning/cooling.

POLICIES AND IMPLEMENTATION STRATEGIES

REGIONAL COORDINATION			
Goal: Contribute to the regional connection and health of Washington County by cooperating on the delivery of regional services and endeavoring to achieve economies of scale where feasible.			
Policy	Implementation Strategy	Responsibility	Timeframe
Cooperate on the delivery of regional services and endeavor to achieve economies of scale where	Cooperate with nearby towns on the delivery of emergency services, waste disposal, salt/sand, and other services as applicable.	Select Board	On-going

feasible.			
	Seek out cooperative means of reducing regional administrative costs for the school district and delivery of public services	Select Board, School Board	On-going
Participate in regional organizations that provide technical assistance and information about business support and regional economic development opportunities.	Continue to work with the Sunrise County Economic Council and DownEast Acadia Regional Tourism.	Select Board	On-going
Coordinate land use strategies with other local and regional planning efforts.	Meet with neighboring communities to coordinate land use designations and regulatory and non-regulatory strategies	Select Board, Planning Board	On-going
Cooperate with neighboring communities and regional/local advocacy groups to protect important natural resources.	Initiate and/or participate in inter-local and/or regional planning, management, and/or regulatory efforts around shared critical and important natural resources	Select Board	Ongoing
	Participate in local and regional efforts to monitor, protect and, where warranted, improve water quality	Select Board	Ongoing
	Pursue public/private partnerships to protect critical and important natural resources such as purchase of land or easements from willing sellers	Select Board	Ongoing
	Include commercial marine harvesting, agriculture, commercial forestry operations, and land conservation that supports them in	Select Board, Planning Board	Ongoing

	regional economic development plans		
	Participate in regional economic development planning efforts	Select Board	Ongoing
	Participate in regional affordable and workforce housing efforts	Select Board	On-going
	Initiate/participate in local and/or regional efforts to promote tourism in the region	Select Board	On-going
Coordinate with regional development agencies and surrounding towns as necessary to support desired economic development.	Support local and regional affordable/workforce housing and transportation development, work with Sunrise County Economic Council.	Select Board	On-going
Cooperate in the development of regional land use and transportation policy.	Continue to support regional transportation goals and needs as identified by Maine DOT and regional organizations	Select Board	On-going
	Coordinate land use strategies with other local and regional land use planning efforts and coordinate land use designations and regulatory and non-regulatory strategies	Select Board, Planning Board	On-going