

# **Houlton Band of Maliseet Indians**

## **July, 9 2018 Transportation Consultation Meeting**

Attendees:

Wade Hanson, Maliseet Tribal Administrative Planner

Sharri Venno, Maliseet Environmental Planner

Susan Young, Maliseet Natural Resources Director

Brian Stewart, Stewart Engineering

William D. MacDonald, Houlton Town Manager

Chris Stewart, Houlton Public Works Director

Cheryl Martin, FHWA

Fred Michaud, MaineDOT

Mary Ann Hayes, MaineDOT

Nate Howard, MaineDOT

### **Summary of Tribal Feedback:**

- Tribe has 900 members in the County; 25% in single family senior living apartments
- Issue: Tribe (Sharri) would like to see the “marriage” of freight and passenger rail with passenger rail eventually expanded from Brownville Jct to Aroostook County (Caribou) via electric powered trains; positive environmental impact.
- Trend: Expects energy costs to get lower.
- Climate/Environment: Sharri would like a commitment to provide fish passage at 1.2 bankfull incorporated into the LRP. Example: MaineDOT proposed to replace the undersized Green Street Bridge (culvert) in Houlton with a 0.9 bankfull structure. Sharri feels this decision was short sighted.
- Climate/Environment: Tribe has a strong interest in protecting and improving habitat for Brook Trout and Atlantic Salmon in the entire St. John watershed. Need more native plants for bank stabilization.
- Tourism: “Functioning” culverts (i.e. 1.2 bankfull) improve trout populations and, in turn, provide greater opportunities for sport fishing.
- Tribal sovereignty: Trout are also a food resource for tribal members.
- Climate/Environment: Concerned about long term effects of herbicide spraying and salinization from snow and ice control. Poisonous to wildlife and humans foraging and fishing.
- Economic Development: Tribe expects some value-added industrial development in the region. These investments will not be major traffic generators.
- Suggests MaineDOT get LRP input from County Commissioners.
- Tribe expects continued tribal development on Foxcroft Road in Houlton. Need for single family housing, apartments, and senior living facilities.
- Tribe runs its own Transit Service with 2 vans and drivers supported with FTA funds; these vans are open to the public but are not widely advertised outside of tribal membership; opportunity to coordinate services with ARTS .

- Tribe is interested in full reconstruction of Foxcroft Road from Military to North of Lowry Road including 5-foot sidewalks and shoulders, tying into Houlton Riverfront Trail Loop. Estimated at \$11.2M.
- Water and sewer was run to Riverside Village in 1992.
- MaineDOT suggested tribe prioritize safe crosswalks and sidewalks in the core area connecting the villages.

**Brian Stewart:**

- The future of the region is significantly different than the rest of Maine. The growth trend in the region is generally downward. Houlton will look a lot different in 35 years. Houlton needs to be urbanized and built back up. The surrounding rural areas are losing population and deorganizing. There is little tax base for rural road maintenance. Future of region depends upon strengthening Houlton as an urban service center.

**Town of Houlton**

- Growth potential: Houlton has a connection to New Brunswick mainline broadband and an International Airport with connections to Europe. Houlton is also strategically located on I-95 near the Trans-Canada Highway.
- Needs MaineDOT support as a service sector economy

## Summary of July 31, 2019 meetings in Indian Township and Pleasant Point:

### Passamaquoddy – Indian Township

#### In attendance:

William Nicholas, Tribal Chief  
Dana Altvater, Transportation Director  
Brett Hart, Sewall Engineering  
Fred Michaud, MaineDOT

Mary Ann Hayes, MaineDOT  
Nate Howard, MaineDOT  
Cheryl Martin, FHWA Maine Division

- Tribal elders especially have transit needs. Tribe had plan done a few years ago with assistance from CTAA to develop its own service but it has not been implemented. Should review and reconsider. Mary Ann mentioned that a FTA Tribal Transit grant opportunity was coming up in August in case there was readiness to apply. The capacity to prepare the application is a challenge.
- Several tribal members who are receiving methadone treatment in Calais use the Downeast Community Partners van service. The tribe has officially taken a stand against methadone treatment so those members are somewhat shunned and others do not want to ride in the van with them.
- Tribe suggested attaching the metro quest survey to the LRAP annual report
- Economic Development – Route 9 provides the best connection for the movement of people and goods to Indian Township. Specifics include:
  - Recreational tourism
  - Buses for high stakes Bingo
  - Movement of bottled water. The water may eventually move via ship from Eastport
- Tribe also runs a 17,000-tap maple syrup facility in Jackman as well as a bar, grill, and hotel.
- The Tribal Governors Goal: The Passamaquoddy Tribe at Indian Township will become the biggest economic growth generator in Washington County.

### Passamaquoddy – Pleasant Point

#### In attendance:

Elizabeth (Maggie) Dana, Vice Chief  
Gene Francis, Water and Wastewater Director  
Fran LaCoute, Social Services Director  
Brett Hart, Sewall Engineering

Fred Michaud, MaineDOT  
Mary Ann Hayes, MaineDOT  
Nate Howard, MaineDOT  
Cheryl Martin, FHWA Maine Division

- General lack of transportation options for tribal members
- Tribe has one Youth Center van
- Elders and many others cannot drive or afford a car
- Van service by Downeast Community Partners is helpful but service is infrequent and the van is often too full so riders get discouraged; need more service
- Willing to write letter of support for grant application for replacement buses for DCP
- Concern about safety and speeds on Route 190
- The tribe still maintains a desire to breach the Route 190 causeway near Carlow Island to restore tribal flow to Half Moon Cove

Summary of September 20, 2018 meeting at Micmac Tribal Office in Presque Isle:

Attendees:

Dena Winslow, Micmac Tribal Planner

Andrea Michaud, Transportation and Assets Management Director

Fred Michaud, MaineDOT

Mary Ann Hayes, MaineDOT

Nate Howard, MaineDOT

Cheryl Martin, FHWA Maine Division

Tribal Transit is a priority for the Micmacs. The tribe has begun to draft a Tribal Transit Plan with the goal of developing a tribal transit program. Currently, the only option for the tribe is to partner with ARTS; however, the service does not meet the needs of tribal members. The tribe listed the following needs and barriers for a tribal transit

- Tribe needs regular service to Bangor for medical and dental appointments
  - 50% of medical visits for tribal members are no-shows. This makes scheduling routine trips even more difficult
  - It would be very helpful if dentists, eye doctors and others would schedule Micmac Tribal members on the same day so they could ride down and back together; attendance would increase dramatically and health improvements would occur
  - The Cyr bus gets home too late for elders to use (7pm)
- Elders are wary of riding transit buses
- Tribe needs service outside of ARTS service times (i.e. after 4 PM and on weekends)

A second area of focus for the tribe was Safety.

1. The tribe has identified 2 areas of Route 1, serving tribal housing and facilities, that pose safety issues.