

# PACTS

---

Portland Area Comprehensive Transportation System

## **PACTS Executive Committee Meeting Notice**

December 1, 2009  
8:00 a.m.  
GPCOG, 68 Marginal Way, Portland

### **Agenda**

1. Call to order
2. Public Comment
3. Minutes of November 3<sup>rd</sup> meeting
4. Report on the PACTS FY 2012/2013 biennium contribution to the Dunstan Corner project, and implication for Intersection Set Aside (8:05)
5. Draft "Partnership Agreement" (8:45)
6. Current and proposed PACTS media activities (9:00)
7. Amend TIP for new Bicycle and Pedestrian Project (9:20)
8. January agendas for Executive and Policy Committee meetings (9:25)
9. Updates from Committees and Staff (9:35)
10. Adjourn at 10:00

*Next meeting: January 5<sup>th</sup> at 8:00 a.m.*

***The Metropolitan Planning Organization for the Portland Urbanized Area***  
**68 Marginal Way • Portland, Maine 04101**  
**Telephone: (207) 774-9891 • Fax: (207) 774-7149 • [www.pactsplan.org](http://www.pactsplan.org)**

## Minutes of November 3<sup>rd</sup> Meeting

**Attendance:** Kathi Earley, Vice-Chair; Mike Bobinsky; Ed Clifford; Judy Harris; Mike Laberge; Bill Shane; Greg Tansley; John Duncan, Carl Eppich; Paul Niehoff, Maddy Adams

1. **Call to Order.** Kathi Earley called the meeting to order at 8:05 a.m.
2. **Public Comment.** None.
4. **Updates from Committees and Staff.** John D. reported that the Policy Committee adopted the TIP Policies and Procedures document. MaineDOT senior management (Joyce Taylor and Brad Foley) will be attending the November 19<sup>th</sup> Policy Committee meeting to discuss the proposed three-party agreement. Bill Shane said there is reluctance on the part of Policy Committee members; some feel this might be a way to get the LAP process in. Bill was concerned that a third-party agreement would add more bureaucracy and cost. Mike L. explained that too much has gone too wrong with too many PACTS projects. It is more to protect the integrity of the agreements. He gave several examples of projects that have gone bad. Bill thought this was mixing politics and engineering. There is nothing PACTS can do to solve political issues. Paul explained that he has been and continues to be involved in quite a few projects. PACTS can be involved to a certain level on certain projects; PACTS probably cannot help much with political issues. From a communication standpoint, it could be helpful. Bill asked who would be doing the work and if the PACTS dues would go up to pay for more PACTS staff. There are concerns that need to be addressed. Mike L. explained that the agreement locks towns in for their projects, which is currently not written into two-party agreements. Currently all that MaineDOT can get back if a project gets killed is 25%. This will change it so that 100% of the cost would be borne by the community. PACTS would be involved only from project kick-off through the time when the construction project is awarded.

John mentioned that the Policy Committee supported having the PACTS name listed in support of the transportation bond. The idea of getting out to the media was also discussed at the meeting.

Paul provided an update of the Technical Committee meeting. Jeff Tweedie reviewed the new utility accommodation policy. There are no more aerial easements. Bill had strong concerns about this and said it had tremendous land use implications. An easement allows you to do the same thing. Paul said it does not apply to every project. Bill thought that the Planning Committee should weigh in on this. Paul pointed out that it is a MaineDOT policy. Carl said he would like to see the wording; perhaps it should be addressed at Thursday's Planning Committee meeting. Mike L. will try to get the information to Greg before the Thursday meeting. Paul noted that the discussion at the Technical Committee meeting was supposed to revolve around design standards that need to be met. We were going to talk about design exceptions but that didn't occur.

Transit Committee – Ed C. reported that the regional map and timetable was completed and the updated version will come out in January. The 5307 allocation subcommittee has met. There are questions about demand response; they will be checking in with MaineDOT regarding the rules on this. The Transit Providers have been getting some buses through stimulus funds and working with MaineDOT. None of the new buses will run on natural gas.

On December 10<sup>th</sup> the Planning and Transit Committees will be meeting jointly. Carl attended the Railvolution conference in Boston and spoke about it.

3. **Minutes of October 6<sup>th</sup> meeting.** Taken out of order, due to a lack of a quorum earlier. *Bill Shane made a motion to approve the October 6<sup>th</sup> minutes. The motion was seconded and passed.*

5. **Report on a Portland proposal to amend the Unified Planning Work Program funding of the Franklin Street Corridor Study Phase 2.** Kathi explained that this was being brought up today for discussion only because they are still awaiting comments from MaineDOT and PACTS staff. Mike B. explained that the idea is to combine the approved Phase 2 corridor study with an intersection design project that was approved in the past involving Marginal, Fox and Franklin. The City has been working with the Franklin Corridor Committee on this. It makes sense to combine the two for efficiency purposes. The draft has been circulated to MaineDOT and PACTS staff. They considered having MaineDOT serve as project manager. The findings have been presented to the City Council. They expect a proposal from MaineDOT regarding a MOU or memorandum of agreement. The costs are \$100,000 for the feasibility study and \$400,000 for the intersection design project. By combining the two projects, they could create economies of scale. Kathi explained that they are not looking for additional money; they are just trying to pull the two projects together. Mike B. explained the design needs to be completed to determine what makes sense for that corridor. The possibility of earmarks, etc. will be investigated. If they don't have a design, then they won't be able to seek funding. The timing is also critical because we don't want MaineDOT to start designing if it doesn't fit into the plan. Phase 2 would be done first and the intersection should happen after that. Mike L. explained that two things would need to happen: Policy Committee would need to amend the UPWP to take \$100,000 out and put the \$100,000 into the TIP to do the intersection design and change the scope. This will be on an Executive Committee meeting agenda.
6. **Report on the organizing and financing of the Regional Aerial Photo Flight.** Paul met with Mark Bradstreet. The idea of using LIDAR, high-resolution airborne laser mapping, is being discussed. It is very accurate but very expensive. Mike Smith of MEGIS would like to do the flight using LIDAR. Aerial imagery is how it has been done in the past. We have been working concurrently with the towns to determine interest. Bill recommended funding the whole thing through PACTS and that it be done every five years. He feels that there is no better planning tool than aerial photography. Paul noted that this is just an update; there is a long way to go and we want it to be a collaborative effort. Bill stated that even if the flight doesn't happen until 2011 or 2012, it would be very beneficial. Paul will have more information next month.
7. **Report on a Transit Committee proposal to create a Transit Set Aside Holding PIN.** Ed explained that the Transit Committee would like to have funds left over from transit projects put back into a Transit Holding PIN rather than being put into the overall PACTS Holding PIN (per current policy). Bill suggested that the next project on the list be moved up rather than having a Holding PIN: have a prioritized list and if money becomes available, then the money should go to the project that is highest on the list. The Policy Committee would make the final decision. The Transit Committee should figure out how they want to use the "Pulse" \$90,000 and have a project in mind for the money. The Pulse awning money is "METRO's money" so they would have to let that money go. It was suggested that this item be brought to the Policy Committee for discussion.
8. **Discussion of current and proposed PACTS media activities.** Postponed due to lack of time.
9. **Adopt November 19<sup>th</sup> Policy Committee meeting agenda.** *Ed made a motion to remove items 4 (amend UPWP regarding Franklin Arterial Study Phase II) and 6 (act on media strategy if ready) from the Policy Committee agenda. Bill seconded the motion and it passed.* The Franklin Arterial item can be listed as an informational item on the consent agenda.
10. **Adjourn.** The meeting adjourned at 9:30 a.m.

## **Agenda Item 4: Dunstan Corner Project and the Intersection Set Aside**

Staff Resources: John Duncan and Paul Niehoff

Member Resources: Tom Hall and Dan Bacon

Staff recommends that the Executive Committee forward the following recommendations to the Policy Committee for action on January 21<sup>st</sup> if there is consensus on December 1<sup>st</sup> on the background notes below:

- 1. To commit to program a fixed \$2,480,000 in federal and state funding next fall from our 2012/2013 MPO Allocation as the final PACTS contribution to the Dunstan Corner project.*
- 2. To fund Item 1 above with funds from the 2012/2013 Intersection Set Aside, and to make whole the federal and state funding for the estimated \$15,000,000 MPO Allocation with funds from our Holding PIN.*
- 3. To commit to program next fall the remaining balance in our Holding PIN for the 2012/2013 Intersection Set Aside.*

### **Background**

1. PACTS funded PCE for this project a year ago. The federal funding became available in October, so MaineDOT is now able to start the PCE work.
2. The \$2,480,000 is 40% of \$6,200,000 per a November 19<sup>th</sup> budget that Tom Hall shared with PACTS staff per his summary of a recent MaineDOT budget estimate based on item 3 below.
3. The \$6,200,000 budget is for improvements at two intersections: the Dunstan Corner intersection and the intersection of the Haigis Parkway and Route 1. Scarborough's traffic consultant has shown that improvements at the two intersections (approximately .5 mile apart) will: (1) provide more traffic flow benefit, (2) cost less than the single intersection project (and road realignment) endorsed for funding by PACTS in 2008, and (3) also provides other benefits over the original proposal. John Duncan needs confirmation at our meeting regarding the first two points above.
4. This recommendation would put a cap on the October 2008 Policy Committee vote "to fund in the PACTS 2012/2013 program up to 40% of the cost of the Dunstan Corner intersection project" per our two-biennia "complex projects" policy to fund the project for construction in the following biennium. With that policy PACTS takes a risk that the final cost could exceed the EPS cost estimate by conceivably a sizable margin. The PACTS EPS cost estimate for the project a year ago was \$4,732,000. This included construction, construction engineering and right of way.

5. Last year the Policy Committee waived, in effect, our 125% programming policy based on Scarborough's proposal to fund 60% of the project.
6. This would be the first time we have made a specific "federal and state" funds contribution to a project. Our normal procedure is to program an amount based on the sum of federal, state and local shares. The October 2008 Policy Committee meeting packet included the following PACTS staff recommendation: "to fund in the PACTS 2012/2013 program up to 40% of the cost of the project. The Town of Scarborough is proposing to finance the remaining 60% with impact fee and TIF revenues".
7. The \$2,480,000 exceeds the \$2,250,000 in federal and state funds budgeted in the \$3,000,000 Intersection Set Aside – and would thereby more than zero out that set aside for this biennium and cut into another Set Aside's budget. (The \$3,000,000 is the sum of federal (65%), state (10%) and local (25%).) One way to remedy this is to take funds from our existing Holding PIN.
8. See chronologies regarding much planning and engineering done:

Chronology of Dunstan Corner Studies and Engineering Analyses

- 2002 Dunstan Corner Traffic Report by Bill Bray
- 2002 MaineDOT planning study related to Great American Neighborhood proposal
- 2004 Scarborough Town-wide Traffic Study by Gorrill Palmer and Bill Bray (\$3.5 million construction cost estimate per Figure 15a in the study report)
- 2006 Dunstan Corner Master Plan by Gorrill Palmer and Bill Bray (PACTS funded)
- 2006 Dunstan Corner Transportation Impact Fee Study by Gorrill Palmer
- 2008 Update of 2006 Gorrill Palmer estimate: \$4.2 million plus right of way and wetland mitigation.
- 2008 Enhanced Project Scoping by Sebago Technics for PACTS: \$4.99 million estimate for construction, construction engineering and right of way
- 2009 Payne Road relocation study by Bill Bray which, early in the study process, produced lower project cost estimates.
- 2009 Dunstan Corner and Haigis/Route One intersections cost estimates by Gorrill Palmer
- 2009 MaineDOT November 2009 \$6.2 million cost estimates for Dunstan Corner (\$3.35 million) and for Haigis/Route One intersection (2.85 million)

Chronology of PACTS Actions Regarding Dunstan Corner

- 2005 Scarborough proposed for 2008/2009 funding. It scored 7<sup>th</sup> in the Intersection Set Aside, and was not funded.
- 2008 Scarborough proposed for 2010/2011 funding. It scored 1<sup>st</sup>. PACTS consultant completed Enhanced Project Scoping (see above).
- 2008 Policy Committee programmed for PCE, and committed to fund up to 40% of cost to build in the 2012/2013 biennium.

2009 Scarborough and PACTS staff met several times regarding the new Scarborough study of possible better ways to address the Dunstan Corner situation. PACTS staff advised the Executive Committee of these discussions – and particularly the chance of a reduced overall cost and thereby a reduced PACTS contribution.

2009 PACTS staff advised the TIP Process Committee about the Dunstan Corner commitment for the 2012/2013 Intersection Set Aside assuming that the “40% commitment” included a Scarborough match rather than per the staff recommendation at the beginning of this memorandum.

### **Agenda Item 5: Partnership Agreement**

Staff Resource: Paul Niehoff and John Duncan

Member Resource: Mike Laberge

Recommendation: Discuss and send to Policy Committee for action on January 21<sup>st</sup>.

#### **Background**

MaineDOT has drafted the following simplified version of the Three Party Agreement – called a Partnership Agreement – in response to the recent Policy Committee discussion. After one reading it looks very good. PACTS staff will review it further before our December 1<sup>st</sup> meeting.

**Partnership Agreement**  
**Between the**  
**State of Maine Department of Transportation,**  
**The Portland Area Comprehensive Transportation System, and**  
**The MUNICIPALITY of ...,**  
**REGARDING**  
**MaineDOT PIN xxxxx.xx, “Project Title here”**

---

**Whereas**, the Portland Area Comprehensive Transportation System (“PACTS”) programmed PIN xxxxx.xx for inclusion in the MaineDOT Biennial Capital Work Plan for FY 20xx-20xx, using its allocated Federal and State capital improvement funding;

**Whereas**, the Municipality of ... , a municipal corporation in xxx County, Maine, supports the PACTS decision to program PIN xxxxx.xx; and

**Whereas**, the Maine Department of Transportation, PACTS and the Municipality of ... have a mutual interest in ensuring that the Project is delivered on a reasonable schedule

and within the budget programmed, using a process that maximizes communication and cooperation.

**Now Therefore**, the Maine Department of Transportation, hereinafter **MaineDOT**, the Municipality of ..., hereinafter the **MUNICIPALITY**, and the Portland Area Comprehensive Transportation System, hereinafter **PACTS**, agree to the following:

- 1.) **MaineDOT** will develop construction plans and specifications for PIN xxxxx.xx within the scope provided by PACTS, following MaineDOT's standard project development process.
- 2.) The **PARTIES** will share the costs of the Project, as follows:
  - **PACTS** (Federal funding) – 70%, of Federally eligible costs, up to a maximum of ...;
  - **MaineDOT** (State funding) – 5%, of Federally eligible costs, to a maximum of ...;
  - **MUNICIPALITY** (local funding) – 25% of Federally eligible costs, *plus* 100% of any and all Project costs that exceed the PACTS maximum amount of \$...
- 3.) **MaineDOT** will share information with staff from **PACTS** and the **MUNICIPALITY** about the status of the Project at significant milestones in the process, to be sure that the **PARTIES** remain in agreement about the scope, schedule and budget. Such communication may be done through e-mail, conference call, or meeting, depending on the consensus of the **PARTIES**. This “check-in” process will include the following milestones, as appropriate:
  - Project kickoff;
  - Initial team meeting;
  - Preliminary alignment complete;
  - Preliminary design report (PDR);
  - Formal public meeting;
  - Plans, specifications and estimate (PS&E) complete.
- 4.) MaineDOT further will consult with staff from **PACTS** and the **MUNICIPALITY** before adjusting the scope or budget of the Project.
- 5.) The **PARTIES** will participate as partners in public hearings convened to discuss the Project and cooperate in arranging said meetings.
- 6.) After the final Plans, Specifications and Estimate (PS&E) package is prepared, **MaineDOT** and the **MUNICIPALITY** will develop and execute a standard Municipal/State Project Agreement covering the construction phase of the Project.

- 7.) If **MaineDOT** makes a procedural error or takes improper action that causes the Project to become ineligible for Federal funding, **MaineDOT** will cover the ineligible portion of the project with State funds.
- 8.) If the **MUNICIPALITY** makes a procedural error or takes improper action that causes the Project to become ineligible for Federal funding, the **MUNICIPALITY** will cover the ineligible portion of the project with State funds.
- 9.) If the **MUNICIPALITY** cancels the Project before construction because of shifting political priorities, insufficient funding or other reasons not supported by technical data – and that cancellation causes the Project to lose eligibility for Federal funds – the **MUNICIPALITY** will be responsible for repaying MaineDOT for 100% of preliminary engineering expenditures to date on the Project.

\_\_\_\_\_ Date \_\_\_\_\_

, Project Manager

Maine Department of Transportation

\_\_\_\_\_ Date \_\_\_\_\_

, Municipality Manager,

Municipality of

\_\_\_\_\_ Date \_\_\_\_\_

John Duncan, Director,

Portland Area Comprehensive Transportation System

## Agenda Item 6: PACTS Media Work

Staff Resources: John, Paul and Carl

Recommendation: Discussion today. On January 5<sup>th</sup> recommend a PACTS “media strategy” for consideration by the Policy Committee on January 21<sup>st</sup>.

### Background

In October the Policy Committee members had a brief conversation about the use of television and “new media”, and asked staff to describe a PACTS media strategy. Staff distributed a handout at the November Executive Committee meeting, but we did not discuss it due to meeting time constraints.

Staff suggests that the **goal of our media strategy** is to articulate the region’s transportation needs and priorities to the general public and elected and appointed decision makers. A key component of this work is to generate credibility for and awareness of PACTS in order to get people’s attention when we/they speak about the region’s needs and priorities.

How do we measure success with our media strategy? How do we know when staff is doing enough? Are we tapping our member resources enough? What other organizations could we and should we be working with to get our messages out? What about coalition building? Let’s discuss.

A media strategy is only a part of an overall outreach strategy. We can also talk about the **other PACTS outreach** work if members want to. See “non-media” list below.

### Current Media Outreach Work at PACTS

#### Regular and Periodic Efforts

1. **News releases** on PACTS activities. We did a lot in 2008. We need to do more.
2. Brochures on **collector road preservation needs** and the report “**Greater Portland’s Transportation System is Crumbling**”.
3. Two “**Maine Voices**” pieces printed during the past year.
4. The PACTS **Annual Report**.
5. Letters to the editor.
6. Attend **editorial board** meetings.
7. PACTS **website**.

#### New Efforts

1. Preparing a **4-minute video** on our region’s transportation needs with Falmouth’s television staff. Target audiences are general public and elected officials. It is

framed around our 2009 brochure *Greater Portland's Transportation System is Crumbling*. If this works we will do **more videos**.

2. PACTS **blog** is ready to go, but we have not activated it yet.
3. **News conferences**...do for upcoming PACTS Bike/Ped plan (did for Destination Tomorrow in 2006).
4. Representative Ann Peoples and John D. discussed doing a transportation session on local **public access TV**. John will remind her.
5. PACTS quarterly **electronic newsletter**. We did one or two, and then stopped.
6. Face book? Twitter? YouTube?

### **Non-Media Outreach**

1. PACTS **Legislators Forums** in 2006 and 2008. Do every two years after November elections.
2. Staff and PACTS leadership meets periodically with state and federal elected officials or their staff (recently with Senator Alford and Representative Cohen, and soon with Senator Collins and Congressman Pingree staff) **to discuss regional needs and priorities**.
3. Attendance and presentations at committee meetings in the **Legislature**.
4. Staff attends meetings of the:
  - Cumberland County Delegation (should attend York group too)
  - The MBTA Legislative Committee
  - MaineDOT's Highway Simplification Study...and its subcommittees
  - Greater Portland Chamber of Commerce
5. The PACTS **Annual Meeting** draws federal, state and local elected officials, and officials from the Federal Transit Administration's New England office.
6. Our periodic "**sandwich symposia**" have an outreach benefit.
7. A **Delegation member** attends a Policy Committee meeting every year (new). John recently invited Senator Snowe.
8. PACTS on MBTA list as **supporter of state transportation bond**.
9. **Public forums**, such as for our High Priority Projects in 2008. Do in 2010 for Destination Tomorrow Update.
10. **Speak to city and town councils** on regional transportation needs and PACTS. We offer periodically, and usually get no interest. It's time to push this more?
11. Prepare and distribute in 2010 a **Destination Tomorrow video** like we did in 2002 and 2005.
12. Do a periodic **email specifically to many at MaineDOT** on items with which we are collaborating with MaineDOT? We did for a while a few years ago.

## **Agenda Item 7: TIP Amendment for Bike/Ped Facility**

Staff Resource: John and Staff

Recommendation: Amend the PACTS 2010 to 2013 Transportation Improvement Program by adding PIN 17606

### Background

The Executive Committee has the authority to do this, and has done so at least once. Article 6, Section I, 3d in our bylaws states that the Executive Committee may make the following TIP project changes: “add, delete or change other FHWA-funded and FTA-funded projects as requested by MaineDOT.”

The following email describes the project.

**From:** Chase, Tammy [mailto:Tammy.Chase@maine.gov]  
**Sent:** Wednesday, November 18, 2009 12:38 PM  
**To:** Price, Anna (FHWA)  
**Cc:** Vigue, Michael (FHWA)  
**Subject:** STIP Amendment for PIN 17606.00

Hi Anna,

The Maine Department of Transportation is requesting an amendment to the current STIP. This request will create PIN 17606.00/Federal Project No. HP-1760(600)X, in the Cities of Portland and South Portland. This project will provide a bicycle and pedestrian facility from Main Street in South Portland to the end of the Veteran’s Bridge project in Portland. The total length is approximately 0.75 of a mile. The Preliminary Engineering stage will be established in the amount of \$62,500, the Construction stage in the amount of \$1,125,000 and the Construction Engineering stage in the amount of \$62,500. Funding will be utilized from High Priority funds, Demo ID ME 036, Demo ID ME 062 and the 2009 Earmark for Bicycle and Pedestrian Trails of Statewide Significance, as well as Bond funds.

This project is not in the current STIP, so the “Notice of Availability for Public Comment” will be advertised for the 30 day public comment period

Please let me know if you have any questions or if you need additional information.

Thanks,  
Tammy

## **Agenda Item 8: January Agendas for Executive and Policy Committees**

Staff Resource: John and Staff

Recommendation: Discuss and confirm

### Executive Committee draft agenda for January 5<sup>th</sup>

1. Review Transit Committee recommendation (per December 10<sup>th</sup> meeting) regarding Transit Holding PIN concept
2. Report on proposal to do a regional transit oriented strategic initiative (after further review with Planning and Transit Committee members)
3. Staff will recommend a project(s) and/or process for generating a PACTS FY 2011 Congressional Annual Appropriations earmark proposal.
4. Update on statewide collectors funding bond proposal.
5. Update on Highway Simplification and subcommittees work.
6. Adopt January 21<sup>st</sup> Policy Committee agenda
7. Briefings on PACTS regional studies:
  - Regional Bicycle/Pedestrian Plan (draft report due this week)
  - Regional Signal Coordination Study (draft report due this week)
  - Work in progress Update of Destination Tomorrow

### Policy Committee draft agenda for January 21<sup>st</sup>

1. Action on Dunstan Corner funding and the 2012/2013 Intersections Set Aside
2. Action on Transit Holding PIN
3. Action on FY 2011 earmark proposal
4. Action on regional transit oriented strategic initiative
5. Briefings on PACTS regional studies:
  - Regional Bicycle/Pedestrian Plan (draft report due this week)
  - Regional Signal Coordination Study (draft report due this week)
  - Work in progress Update of Destination Tomorrow
6. Accept Consent Agenda and new separate “Executive Director’s Report”

## **Agenda Item 9: Updates from Committees and Staff**

- Policy Committee's November Meeting
  1. Three Party Agreement discussion with MaineDOT senior management
  2. Rejected proposal for a PACTS Credit Program by a 6 to 7 vote.
  3. Updates on the Maine MPO's Finance Workshop, and the MaineDOT's Highway Simplification Study and MaineDOT Traffic Movement Permit
  4. Discussed regional aerial photography project.
  
- Planning and Technical Committees met jointly in November
  1. The MaineDOT and the Turnpike Authority reported on the projects scheduled for I-295, I-95, and other locations in the Greater Portland area next year.
  2. Bruce Hyman gave an update on the almost-done Regional Bike/Ped Plan.
  
- Transit Committee's November Meeting
  1. Regional route study, regional pass system, and transit in comprehensive planning
  2. Regional automatic vehicle location project
  3. FTA Section 5307 sub-allocation topics
  
- December Meetings
  - 2<sup>nd</sup>: York County Legislative Delegation?
  - 3<sup>rd</sup>: Maine Annual Transportation Conference
  - 4<sup>th</sup>: John Duncan's church's annual Christmas Fair!
  - 7<sup>th</sup>: Maine Rail Plan public forum at 6:00 p.m.
  - 8<sup>th</sup>: Congresswoman Pingree briefing on Congressional FY 2011 annual appropriations earmark proposals
  - 8<sup>th</sup>: Greater Portland Chamber Legislative Forum
  - 9<sup>th</sup>: MaineDOT presentation on "Portland North" study to joint session of Planning and Transit Committees
  - 9<sup>th</sup>: Transit Committee regular meeting
  - 11<sup>th</sup>: Simplification Study Policy Working Group at 10:00 a.m. in Augusta
  - 15<sup>th</sup>: Tri-Community Study Committee meeting
  - 16<sup>th</sup>: Destination Tomorrow Update committee meeting
  - 17<sup>th</sup>: John B., John D. and Kathi meet at Senator Collins office.
  - **17<sup>th</sup>: No Policy Committee meeting**
  - 18<sup>th</sup>: GPCOG staff Christmas party!

### Other Updates

1. Kathi Earley will update us on the Franklin Arterial Corridor Study Phase II process?
2. MaineDOT will release their final report this month for the **I-295 Corridor Study**.

3. Paul can brief people on his recent **Innovative Project Work Group** meeting.
4. Carl Eppich update on ranking the proposals for the design-build of a replacement for the **Veterans Bridge**.
5. John can brief people on:
  - Ideas for submission in February for FY 2011 Congressional Annual Appropriations earmark
  - Next steps regarding statewide collectors funding bond proposal. *We need to develop a list of specific collector road projects to be funded.*
6. 2010 Schedule of PACTS Committee Meetings

*Our goal is for the Policy Committee to meet quarterly, but we ask members to reserve these dates just in case we need to meet more often. Also, the staff is proposing that the Transit Committee meet quarterly in Saco rather than bimonthly.*

	<b>Executive Committee</b> 1 <sup>st</sup> Tuesday at 8:00 a.m.	<b>Planning Committee</b> 1 <sup>st</sup> Thursday at 9:00 a.m.	<b>Technical Committee</b> 2nd Tuesday at 8:30 a.m.	<b>Transit Committee</b> 2nd Thursday at 9:30 a.m.	<b>Policy Committee</b> 3 <sup>rd</sup> or 4 <sup>th</sup> Thursday 1:30 p.m.
<b>January</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>14 in Portland</b>	<b>21</b>
<b>February</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>11 in Saco</b>	<b>18</b>
<b>March</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>11 in Portland</b>	<b>18</b>
<b>April</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>8 in Portland</b>	<b>15</b>
<b>May</b>	<b>4</b>	<b>6</b>	<b>11</b>	<b>13 in Saco</b>	<b>20</b>
<b>June</b>	<b>1</b>	<b>3</b>	<b>8</b>	<b>10 in Portland</b>	<b>17</b>
<b>July</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>8 in Portland</b>	<b>15</b>
<b>August</b>	<b>3</b>	<b>5</b>	<b>10</b>	<b>12 in Saco</b>	<b>19</b>
<b>September</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>9 in Portland</b>	<b>16</b>
<b>October</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>14 in Portland</b>	<b>21</b>
<b>November</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>18 in Saco</b>	<b>18</b>
<b>December</b>	<b>7</b>	<b>2</b>	<b>14</b>	<b>9 in Portland</b>	<b>16</b>