



## PACTS Planning Committee Meeting AGENDA

Thursday, March 12, 2020

1:00 PM -2:30 PM

GPCOG Conference Rooms, 2<sup>nd</sup> Floor, 970 Baxter Blvd, Portland

**1. Welcome- Alex Jaegerman, Chairman**

**2. Acceptance of 2/6/20 Minutes (Attachment A)**

**3. Public Comments**

The general public will have an open comment period with a 3-minute limit per individual to comment on any issue, including items on the agenda.

**4. Motion to Replace Jay Chace as Vice Chair of the Committee—5 min.**

Jay Chace will step down as Vice Chair of the Planning Committee to join the PACTS Policy Committee. The Committee will set a motion and vote for a replacement for Jay Chace as the Vice Chair of the Planning Committee.

***Recommended Action: Approve a new Vice Chair for the Planning Committee.***

**5. 2020 Planning Committee Work Plan and Schedule Review – 10 min. (Attachment B & C)**

The PACTS Planning Committee developed a draft mission in 2018 identifying its primary responsibilities as tracking progress on long range planning, providing input and feedback on current planning projects, and participating on the development of the PACTS UPWP and TIP. Staff was directed to work with the chair to identify specific projects and tasks for the committee to pursue moving forward.

GPCOG staff has developed a 2020/21 meeting schedule and work plan for the PACTS Planning committee to review and discuss.

***Recommended Action: Endorse a meeting work plan and schedule for the upcoming year.***

**6. Transportation Improvement Plan (TIP) Ad Hoc Committee Update—20 min.**

The TIP Ad Hoc Committee is an advisory committee that will serve an important role in the current UPWP: developing a funding framework to select projects for funding in the Transportation Improvement Plan. This funding framework will be used to prioritize projects of all modes.

Aubrey Miller will present on the TIP Ad Hoc Committee's task to update policies and procedures and the process by which transit projects are reviewed and funded by this committee. Following the presentation, Aubrey will provide a staff update on the progress of the establishment of the committee.

The RFP for the transit funding prioritization framework can be found here:

[https://www.gpcog.org/DocumentCenter/View/902/RFP\\_FundingPrioritization\\_Final-PDF?bidId=3](https://www.gpcog.org/DocumentCenter/View/902/RFP_FundingPrioritization_Final-PDF?bidId=3)

**Recommended Action: For information only.**

#### **7. Inclusive Transportation Planning Update – 15 min.**

GPCOG's Director of Community Engagement, Zoe Miller, will give an update on the Inclusive Planning Project – which has been engaging older adults, people with disabilities, people of color, and other underrepresented communities in shaping a more inclusive regional transportation system. In 2018, the project Steering Committee developed a set of six recommendations to inform the update of the PACTS Public Involvement Plan. The [Inclusive Transportation Planning Recommendations](#) were unanimously approved by the PACTS Policy Committee. The Recommendations are leading to new policies and practices to ensure that transportation planning and decision-making takes into account the views of those whose lives are affected the most. Zoe will share an overview including information on the Inclusive Transportation Planning Toolkit and the Community Transportation Leaders Training Program.

**Recommended Action: For information only.**

#### **8. Maine Climate Council Strategies Discussion—45 min.**

Last Spring, the Maine Legislature approved the creation of a Climate Change Council to assist Maine with its goal to mitigate, adapt and prepare for climate change. The Governor's Office of Policy Innovation and the Future has established several working groups in different focus areas, including Transportation. Additional resources regarding the Maine Climate Council Transportation Working Group can be accessed here: <https://www.maine.gov/future/initiatives/climate/climate-council/transportation>

At its March 3<sup>rd</sup> meeting, The PACTS Executive Committee authorized the Planning Committee to work on the transportation sector component of climate mitigation, in coordination with the Maine Climate Council Transportation Working Group. The Committee is tasked with developing recommendations and strategies to help PACTS implement the goals of the States Climate Future Plan. At this meeting, the group will brainstorm recommendations and strategies to help reach statewide climate goals, and to guide PACTS efforts.

***Recommended Action: Develop a list of strategies for consideration by the PACTS Executive Committee for submittal to the Maine Climate Council.***

#### **9. Adjourn.**

*Attachment A*  
**PACTS Planning Committee**  
**MINUTES**  
**February 6<sup>th</sup>, 2020**  
**9:00 a.m. – 10:30 a.m.**

**In attendance:**

<b>Name</b>	<b>Affiliation</b>
Alex Jaegerman, Chair	Yarmouth
Jennie Franceschi	Westbrook
Jamel Torres	Scarborough
Amanda Lessard	Windham
Tom Poirier	Gorham
Tex Haeuser	South Portland
Maureen O'Meara	Cape Elizabeth
Emily Cole-Prescott	Saco
Art Handman	PACTS Transit Committee
Kara Wooldrik	Portland Trails
Chris Mann	MaineDOT
Patrick Adams	MaineDOT
<b>Staff:</b>	
Harold Spetla	
Kristina Egan	

**1. Welcome/Introductions/Sign-In – Alex Jaegerman, Chair**

Alex opened the meeting at 9:11 a.m.

**2. Public Comment**

There was no public comment.

**3. Acceptance of 11/07/2019 Minutes**

Alex commented on minutes indicating that he raised a comment during the UPWP item update regarding his thoughts on the UPWP's limited greenhouse gas reduction initiatives and that a conversation around that item took place in the previous meeting.

Alex made a motion to approve changes to the minutes. All were in favor.

#### **4. Motion to Replace Jay Chace as Vice Chair of the Committee**

No members present volunteered to fill the Vice Chair position. Discussion took place clarifying an email that circulated discussing whether Jamel would replace Jay as the Vice Chair of the committee or whether he was just joining the committee. It was just clarified that Jamel was currently just joining to serve on the committee. Jamel was not present.

Alex moved to postpone the motion to replace the Vice Chair. All were in favor.

#### **5. 2020 Committee Goals and Meeting Schedule Review**

Alex referenced a previous Planning Committee discussion regarding the role of the planning committee and the committee had envisioned to be more active and a stronger role to play. The takeaways from the conversation served as context to reconfiguring the frequency of meetings and schedules for the planning committee.

Harold gave a brief report on the rationale for decreasing the frequency of meetings, indicating that the intention was to have the Planning Committee meetings dovetail that of the Policy Committee meetings so that the Policy Committee could inform and provide feedback for Policy decisions. Harold also identified the time and work needed to put together substantive agendas as support for decreasing the frequency of meetings.

Harold introduced the proposed meeting schedule and indicated the flexibility of the dates, referencing the process by which the Policy Committee schedules their quarterly meetings as an 'as needed' basis.

Alex asked how the proposed dates corresponded to the Policy Committee meetings and Harold indicated that the proposed meeting dates preceded the Policy Committee meeting by two weeks.

Maureen expressed that she appreciated the fact that the intent of the meetings was to remain relevant and liked the idea of set. However, suggested that the meeting dates be scheduled around PACTS Tasks that happened periodically and important dates by which those tasks must be completed, rather than have the meeting dates be constrained by just the Policy Committee decisions. Maureen expressed frustration with the short notice given to the Planning Committee before an action needed to be taken. She suggested the first step be to identify what those PACTS Tasks were, when the key decision times would take place, and then schedule the planning meetings to orbit those dates with ample time to for the Planning committee to process and provide feedback.

Tex referenced the later TCI agenda item and indicated they saw value and relevancy in this group to work to help the region meet the GHG reduction goals set by state and communities. Given that, they believed that if the planning committee accepted the charge to have a role in the TCI, quarterly meetings would not be enough.

Tom Poirier agreed with Maureen and expressed that often times it seems like the Planning Committee had a deadline they were late on. Scheduling meeting further out would allow them to give meaningful input and make changes.

Maureen asked whether the Planning Committee had an existing list of things the committee needed to do. Harold indicated while he did not know specifically the PACTS tasks that needed to be completed, the proposed dates and topics in attachment B was meant to be a step in the direction. By identifying projects such as Destination 2045 and other planning projects, the Planning Committee would be able to provide feedback ahead

of time. Moreover, if there was anything currently in the pipeline regarding planning projects or UPWP deadlines, the Planning Committee would want an informational overview on it. In response, the committee indicated they wanted specific dates and that a March Planning Committee meeting was needed. The committee suggested there be an agenda item for every meeting to go over current studies or contracts to keep ahead of the curve.

The committee briefly went over upcoming RFP's and transit studies as identified in the UPWP, including meeting dates for the upcoming Ad Hoc TIP Committee. The committee expressed that they can provide valuable advice for the PACTS projects, despite not having a decision making role on some of the projects.

Tex suggested the committee take a more active role on the transportation sector of GHG emissions reduction work. Alex expressed that his thought was to form a sub-committee to do that. He also brought up the TCI and the minutes from the Policy Meeting that had previously circulated in the group as useful resources to possibly inform the work of the proposed sub-committee. Tex suggested also bringing people in to help educate the committee on the subject.

Alex posed the question of whether there was a general interest in focusing attention on GHG subject and having the planning committee spend time and devote additional meetings to the topic. Alex suggested hearing Kristina's thoughts on the topic. Alex made note that the agenda item to discuss the proposed meeting turned into a discussion about the Planning Committee's role and that agenda topics were beginning to meld together. Kristina responded by indicating her last slide was asking the Planning Committee if they would get approval from the Policy Committee to charge the Planning Committee with developing the elements of the long range plan which could include reduction of the GHG emissions and climate resiliency. Kristina identified another opportunity for the Planning Committee to provide recommendations for the criteria for the TIP funding framework to be developed in the spring. Kristina cautioned that while the format (as a sub-committee, as agenda items, etc.) of how the Planning Committee wanted to discuss and focus on the topics were ultimately up to them, the Policy Committee does appreciate recommendations from the full committee. Kristina suggested a broader development of these recommendations from the full group and then bringing them up to the Policy Committee.

Tex asked Kristina the time frame of the long-range plan, to which she responded that the scoping should be completed by the summer. The Transit Tomorrow work should be completed by this June. Kristina expressed that the way staff recommends the development of the plan is to begin public input at the sub-regional annual PACTS meetings in April and May and scope it before figuring which pieces to sub out to consultants. Kristina did not think that it would be complete by this biennium, but would need to double check.

Tex expressed he was making a case for the Planning Committee to jump into the GHG emissions topic and not taking a stayed 2-3 year approach as a minor element of a long range plan. Kristina expressed that there could be an opportunity for PACTS to be an implementation partner with the state but that is a decision PACTS would have to make—there will be recommendations that come out about reducing GHG emissions that relate to land use and transportation. If PACTS decides that is something that they want to do, there are ways PACTS could contribute to the implementation of the topic. Kristina indicated she would further elaborate on PACTS's role on this topic in her presentation and identified some programs that GPCOG is currently doing to support this initiative. Tex responded that the goal is to reach the GHG emissions target and while what we're doing now is a lot, it is not enough to reach the target.

Alex observed that the committee started with discussing the frequency of meetings and moved to the role of the Planning Committee and topic of GHG emission targets, giving indication that they will need to meet in

March with additional meetings—more than quarterly—that focus on the topic of GHG emissions. He suggested it could be a recurring agenda item that could be prepared by a sub-committee so that meetings were substantive.

Alex put forth a question to the present committee members of whether there was a sense that meeting more frequently, particularly about GHG emissions topic was a good idea and if they would be willing to meet more frequently for that purpose. Alex asked for a show of hands, and there was a general 'yes'. Alex referred back to Kristina and Harold to ensure that could be fit into the schedule—Kristina indicated it was not problem at all. Harold agreed to producing a schedule that would reflect the additional meetings and previous suggestions from the committee.

The committee suggested creating a workplan for the Planning Committee, and while have monthly meeting may not be necessary if there are no substantive agenda items, the scheduled meetings should be driven by the deadline for UPWP tasks and projects. Kristina suggested mapping the meeting schedule around the UPWP schedule so that meetings correspond to decisions needed to be made by governance. Planning committee members also suggested also including the GHG emissions initiative as a basis for meetings on top of UPWP tasks. GPCOG staff will come back with recommendations for the schedule and develop a work plan reflecting deadlines and topics to be discussed.

Kristina re-emphasized the approach of getting approval of a charge from the Policy Committee so that the Planning Committee can do the climate resiliency work to ensure that the work done by the Planning Committee was fully integrated into PACTS. Alex summarized: The Planning Committee will develop a charge, submit to the Policy Committee about providing input into the Long-Range Plan in which the Planning Committee could insert GHG Emission goals, and get approval. Kristina expressed that if there was time at the meeting, they could develop the charge and get it to the Executive Committee meeting in March. The committee agreed.

The proposed schedule was not accepted, however, based on the discussion, modifications would be made, and a work plan based on the tasks PACTS would need to complete for the biennium UPWP would be developed. A motion was made to accomplish the aforementioned. All were in favor.

## **6. South Portland Mill Creek to Cushing's Point Priority Corridor Study**

Harold gave a brief overview of the South Portland Mill Creek to Cushing's Point Priority Corridor Study. The study will look at the corridor between Casco Bay Bridge and Cushing's point, near Packard development. Currently, there is too much traffic along the corridor and because of right of way costs, the road cannot be expanded. The study will look at alternatives and ways to alleviate traffic congestion. Considerations include, transit, traffic signal improvements, and marine transportation. Harold indicated RFP for the study is in development and under review.

Given the conversation around the previous agenda item, questions arose regarding why the study had not been presented to the committee previously. It was determined that this study was too far along for input from the planning committee. Alex expressed that an RFP in draft form would a good time to solicit input from the Planning Committee, before it is approved. Harold indicated that the study did not go through any major changes since the committee received it last and gave an overview of the adjustments to the scope of the project. Tex expressed that often times study RFP were held up at one point or another and left with a scramble to meet the deadline. He indicated there was an effort made to solicit input and staff was helpful in working

with South Portland on the RFP development. Alex expressed he was okay with this study, but wanted to be intentional about incorporating the review process of studies as part of standard practice within the committee.

Alex asked for comments on the study. Kara Wooldrik commented on the pre-existing transit facility within the area and expressed that encouraging use of that facility as one of the considerations to alleviate traffic congestion could be a possible solution as part of the study. A committee member (46.08), indicated that the transit route along that corridor was one of the shortest routes and what they would be looking for in that route was making it a two-way route. Maureen commented by suggesting that if South Portland is re-examining the route, increasing the number of stops would enhance the project and should be something to consider.

Harold questioned the availability of streetlight data and stop/start data for commuters, expressing that if it was available, whether it would serve as evidence of possibly expanding bike/ped. Patrick Adams indicated they were 90% along in creating a streetlight analysis of traffic coming onto the peninsula, however, are working on filtering out information so that the data is easier to interpret. The purpose of the data collection was to identify future locations of park and rides, so the data isn't looking specifically at where they are going, but where they are coming from and what routes are the most frequently used. A map to show where the priority routes exist is in development.

Harold gave an overview of what streetlight data was to the committee. Tex indicated he would support expanding the scope a bit relative to the trail access component. A motion was made to accept the scope with previously identified modifications. All were in favor.

## **7. Maine Climate Council Transportation Working Group Presentation with Kristina Egan**

Kristina provided an overview of the Maine Climate Council Transportation Working Group and how the PACTS and the climate council would be able to move forward together.

Maine's goal was to be 10% below the 1990 baseline of GHG emissions and the recent DEP report indicated in 2017 show a 17% reduction of GHG Emissions from the baseline. While good news, there is still a long way to go. The new goal set by the Mills Administration and the Climate council is to be at 45% below the baseline of 1990 at 2030, and 80% below by 2050. The trendline is promising, but there is still a large gap to overcome.

Kristina gave an overview of the supplementary goals which include charging the Climate Council to examine how we can be more climate resilient as a state, how are we going to grow good jobs while balancing needs of the economy with climate mitigation, and as we are transitioning to a lower carbon economy, how do we ensure vulnerable populations be protected.

Kristina expressed that transportation emissions contribute to 54% of all emissions in Maine, compared to 34% national average. Overall trends indicate that while we've been reducing emissions overall, the transportation sector offsets the progress of other sectors. Kristina gave an overview of the background and development of the Transportation Group, identifying key players and partnerships within the group. The primary goals are to mitigate and adapt by looking at transportation infrastructure.

The working group developed a process that starts with analyzing the transportation wedge, then develop strategies and tactics by identifying criteria and methodologies, and finally prioritize tactics.

When analyzing the transportation wedge, driving and trucking emerge as areas to be improved on. The data suggests the driving trends of rural and urban differ; the working group is aware different approaches needed to be taken based on the geographical setting. Per person emissions and total emissions are up, indicating that we are driving further. The presentation was said to be made available and posted online.

Kristina gave an overview of the model to calculate impact on overall GHG emissions and expressed that in order to meet our goal big things need to happen. Kristina expressed an opportunity to work with the trucking industry and suggested this would be a good area to focus for the working group. Additionally, the data presented by Kristina illustrated that Portland was actually the 'greenest' place to live in regards to GHG emissions compared to the PACTS region and other parts of the state. This is primarily due to public transit.

Overall, the working group has two primary strategies organized in two buckets: Vehicles need to pollute less (moving people into EV's) and people need to drive less. These strategies working in tandem will decrease the amount of our carbon pollution. Kristina identified possible secondary effects of these strategies on different sectors. For example, if we move home heating away from gas to electric, what will the implications be on the Grid. She expressed that there is another group working to specifically assess those effects. A transportation working group workshop will be conducted to specifically look at these strategies and assess the most useful tactics—this workshop is open to the public.

Kristina summarized the work GPCOG/PACTS is currently doing on Climate, including the Maine Clean Communities program, Public transportation plan, and smart growth. Kristina further identified opportunities to integrate climate resiliency in our work. These opportunities included the Long-Range plan and funding prioritization framework to be developed in the spring.

A question was asked on how the committee could study up on the presented subject as there was a lot to absorb from the presentation. Kristina offered herself up a resource for the committee to verse themselves on this topic. Kristina expressed that the work of the working group is moving very quickly and recommendations from the committee would be appreciated. She further gave recommendations on how the committee might be able to stay updated including tuning into live streamed meetings, accessing materials on the website, etc. Staff would also be available as a resource to connect the committee with resources. Kristina reiterated again that there is an opportunity for PACTS help the state implement initiatives in the region.

Tex moved that the members of the planning committee request that the policy committee authorizes the planning committee to work on the transportation component of Climate change mitigation in coordination with the Maine Climate Council transportation working group in the context of developing recommendations for the PACTS long range transportation plan and the TIP framework. The motion was seconded. All were in favor.

## **8. Transportation Improvement Plan (TIP) Ad Hoc Committee Update**

Aubrey Miller was not present to present on the TIP Ad Hoc Committee. A motion was made to move the agenda item to the next meeting. All were in favor.

## **9. Planning Committee Role in Long Range Plan**

The committee determined this topic was previously discussed in the meeting and were satisfied with the actions that resulted from the discussion.

Jamel joined the meeting and Alex asked the committee whether they would like to go back to the tabled item regarding appointing a new vice chair. The committee decided to table the item until the next meeting.

Alex asked Harold to compile resources and materials regarding the work of the transportation working group and send them to the planning committee. Harold agreed.

The committee agreed to meet on March 12<sup>th</sup>, 2020.

## **10. Adjourn**

A motion was made to adjourn. All were in favor.

## **Attachment B**

### PACTS Planning Committee Mission and Responsibilities

*Adopted by the PACTS Policy Committee October 25, 2018*

#### Mission

The Planning Committee adds value to PACTS decision making with its long-term knowledge and perspective in such areas as the linkage of transportation and land use, emergent trends in transportation technology, regional development activity, and other factors affecting the future of transportation in the region. As advisory to the Policy Committee, the Planning Committee will help achieve PACTS priorities by participating in long-range planning efforts, providing feedback on planning and capital projects, and tracking implementation and performance.

#### Responsibilities:

##### Capital investments—UPWP Task 2: Program the Region’s Transportation Funding

###### **Selection of Project/Studies**

Participate on and provide feedback to the Transportation Improvement Program (TIP) sub-committee about capital funding.

###### **Completed Projects/Studies**

Provide feedback on effectiveness in advancing PACTS priorities.

##### Long-range planning—UPWP Task 3: Planning for the Future

###### **Selection of Project/Studies**

Make recommendations to the Policy Committee about funding and Scoping.

###### **Active projects/Studies**

Provide guidance and expertise in developing long-range plans, including periodically updating the region’s long-range transportation plan.

###### **Completed Projects/Studies**

Track and Report on implementation, including funding and performance.

## Capital Investments

### UPWP Task 2: Program the Region's Transportation Funding

UPWP Activities	Description	Role of Planning Committee	Important Dates	Planning Committee Meeting Dates
Transportation Improvement Program (TIP)	<p>Liaison from the TIP Ad Hoc Committee will provide updates on the following activities from the committee:</p> <ul style="list-style-type: none"> <li>▪ Project Selection</li> <li>▪ Review and Revision to project selection policies and procedures</li> <li>▪ Develop a prioritization framework</li> </ul>	Participate on and provide feedback to the Transportation Improvement Program (TIP) sub-committee about capital funding.	New Projects must be selected and submitted to Maine DOT by July 2020.	Updates will be provided monthly.

## Long-Range Planning

### UPWP Task 3: Planning for the Future

UPWP Activities	Description	Role of Planning Committee	Important Dates	Planning Committee Meeting Dates
Publish Transit Tomorrow	Transit Tomorrow will build a shared vision for the region's public transportation network of buses, trains, and ferries, and establish an investment plan for how to improve and expand our network over the next 30 years. The planning process centers around creating a 30-year pathway for investments to improve the public transportation network, increasing ridership and connections between housing and employment opportunities. The plan will focus on improving the economy, environment, and quality of life by prioritizing infrastructure investments, shaping economic and housing growth, and preserving the natural environment.	Provide input and feedback to the Transit Tomorrow Draft Plan	Summer 2020: <i>Draft Completion</i>	<p><b>-April 2020</b> Presentation and feedback on high capacity transit corridors.</p> <p><b>-May 2020</b> Provide feedback to draft recommendations.</p> <p><b>-September 2020</b> Provide feedback on Draft Plan</p>

Destination 2040 Update	As part of its federal designation, PACTS is required to develop and periodically update a long-range transportation plan. In 2016, PACTS conducted a complete update of its long-range plan, Destination 2040, which will need to be updated in 2021. An update to Destination 2040 will begin once the long-range transit plan, Transit Tomorrow, is complete.	Provide guidance and expertise in developing long-range plans, including periodically updating the region's long-range transportation plan.	December 2021: <i>Project Completion</i>	<p>-Monthly updates will be provided. Presentations and feedback will be collected throughout the project.</p> <p>-Develop Draft Scope of Work for Oct 2020 Policy Committee Meeting</p>
Manage Planning Projects	<p><b>South Portland Mill Creek to Cushing's Point Multimodal Priority Corridor Study:</b> A study to address existing transportation deficiencies between the Casco Bay Bridge and Cushing's Point, in South Portland, and improvements that will be needed to accommodate significant new development in the Cushing's Point/Spring Point area.</p>	Provide input and feedback on the South Portland Mill Creek to Cushing's Point Multimodal Priority Corridor Study.	March 2021: <i>Project Completion, adoption by PACTS Policy in April 2021.</i>	<p><b>Quarterly Check-in</b></p> <ul style="list-style-type: none"> <li>▪ <b>June 2020</b></li> <li>▪ <b>November 2020</b></li> <li>▪ <b>March 2021</b></li> </ul>
	<p><b>Saco Island and Biddeford Mill District TOD Study:</b> This study will develop a Transit Oriented Development (TOD) plan for Saco Island and the Mill District of Biddeford. With the amount of growth in this area, both past and future, the two cities are interested in exploring ideas and concepts to promote and encourage transit-oriented development.</p>	Provide input and feedback on the Saco Island and Biddeford Mill District TOD Study.	March 2021: <i>Project Completion, adoption by PACTS Policy in April 2021.</i>	<p><b>Quarterly Check-in</b></p> <ul style="list-style-type: none"> <li>▪ <b>June 2020</b></li> <li>▪ <b>November 2020</b></li> <li>▪ <b>March 2021</b></li> </ul>
Participate in Regional Planning Projects	As the region's transportation planning organization, PACTS collaborates with federal, state and regional partners on a variety of transportation initiatives which align with the PACTS priorities. PACTS will be a resource and partner with other agencies, on planning efforts such as the Gorham Connector, possible relocation of the Portland Transportation Center, large regional developments (Rock Row and Scarborough Downs) and other projects in the	TBD	TBD	TBD

	region.			
	Committee members will bring forth regionally significant projects for feedback by the PACTS Planning Committee	TBD	TBD	<b>TBD</b>
	The Committee will work on the transportation sector component of climate mitigation, in coordination with the Maine Climate Council Transportation Working Group.	Develop recommendations and strategies to help PACTS implement the goals of the State's Climate Future Plans and guide PACTS efforts.	Recommendations schedule to be released in October	<b>March 12th- Brainstorm strategies</b>  <b>April 2<sup>nd</sup>- Review proposed strategies and finalize for submittal to PACTS Executive Committee</b>

**Attachment C**  
**PACTS Planning Committee**  
**Draft Schedule 2020**

DATE  
\*Flexible

Meeting Topics

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April 2\*

**Transit Tomorrow** – *Presentation and feedback on high capacity transit corridors*

**TIP Ad Hoc Committee** - *Committee members will provide monthly update of committee activities.*

**Destination 2040 Update**- *Develop a framework for the scope of the Long-range Transportation Plan update*

**Maine Climate Council Strategies**—*Finalize a list of strategies for consideration by the PACTS Executive Committee.*

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May 12\*

**Transit Tomorrow** - *Provide feedback to draft recommendations*

**TIP Ad Hoc Committee** - *Updates*

**Destination 2040** – *Finalize scope for the Long-range Transportation Plan update*

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June

**Mill Creek to Cushing’s Point Multimodal Priority Corridor Study** – *Quarterly Check-in*

**Saco Island and Biddeford Mill District TOD Study** – *Quarterly Check-in*

**TIP Ad Hoc Committee** – *Updates*

**Destination 2040** – *Updates*

**Transit Tomorrow**– *Discuss recommendations and next steps for the Long-Range Plan.*

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July

No Meeting scheduled

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August

No Meeting Scheduled

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September 3\*      Transit Tomorrow – *Provide feedback on Draft Plan*  
Destination 2040 – *Finalize Draft Scope of Work for October 2020 Policy Committee Meeting*

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November 5\*      Mill Creek to Cushing’s Point Multimodal Priority Corridor Study – *Quarterly Check-in*  
Saco Island and Biddeford Mill District TOD Study – *Quarterly Check-in*

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December          No Meeting Scheduled

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January 2021      Destination 2040 – *Updates*

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February 2021    Destination 2040 – *Updates*

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March 2021        Mill Creek to Cushing’s Point Multimodal Priority Corridor Study – *Quarterly Check-in*  
Saco Island and Biddeford Mill District TOD Study – *Quarterly Check-in*