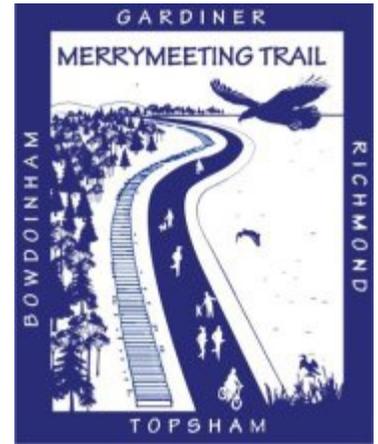


The meeting convened at 8:30 a.m.

**Attending:**

Tom Reeves, Gardiner; Bob Bruce, MMW; Victor Langelo, Topsham; Steve Musica, Richmond; Vicky Boundy, Richmond; Jon Edgerton, Wright-Pierce; Nicole Briand, Bowdoinham; Linda Christie, Access Health; Carrie Kinne, KELT; Ruth Indrick, KELT; Rod Melanson, Topsham; Audra Caler-Bell, MCOG; Lynn Sanford, Bowdoinham



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**2014 Work Planning**

Budget for 2014 Sewall Application

- Carrie Kinne: Management same, promotional same, mapping planned to be completed by June 2014, \$20,000 AtoK and MMT (\$10,000 to West Bath, \$10,000 to Richmond)
- Sewall application due January 15th
- Vicki – suggestion to shift it up to \$30,000 or \$40,000 for Richmond
  - Possibly need \$50,000 for right of way assessment
    - There are complicated areas, particularly those where it is necessary to determine whether or not the double track can be used.
  - Would be great to get as much of the match as possible from Sewall

**Project Planning**

This will be aided by having the spreadsheet from Audra that outlines and prioritizes the assessment, design, and pre-engineering tasks

Examples from 5 towns to the south: Connecting built and natural environment

- Example of another group looking at connectivity
- Started local in each town figuring out how town resources tie in to a bike system – starting local and then looking regionally. They don't really have a regional plan yet – MMT is much farther along in their regional focus.
- Possibility of directing community outreach in the Sewall app to allow us to complete a similar local aspect of this in the towns we are working with – connecting the trail to all the bike, pedestrian, and community resources at a local level in the towns to build up the excitement for the MMT regional project
  - Focus groups at a very local level within the towns
  - Feedback –
    1. By allowing people to focus on all the things that could be better within each town, the people may turn the focus to working on a lot of little things in the towns instead of on completing the MMT regional project – that is where we want the focus now – may dilute the regionalism of the project
    2. Why are we doing more outreach when we need more design? \$ should be focused on the design because a lot is going to be needed for the project. That is what will move the project forward.

3. A rising tide lifts all boats – if more people in the towns are interested in trails overall, then there will be more interest in MMT
4. Would be useful for local outreach efforts to build in focus on specific tasks that are of interest in each town – then the outreach would keep the regional project moving forward
  - Ex. Double track in Richmond
5. If there were focus groups in each of the communities along the trail - these local meetings could be effective at bringing more of the community groups that appreciate trails into the conversation – building sustainable support for the long term project
6. Town and region – these meetings could expand focus to think regional but act local
7. Could develop information for the things people value within the towns
  - Parking
  - Connections
  - Other trails
  - Road shoulder widths

#### Roles of organizations in completing outreach

- See the flow chart put together by Burnham Martin
  - Town/municipal – plan trail
  - KELT/BTLT – outreach and community engagement

#### Other Outreach options: Exploratory ride last year

- Was effective and useful for people
- Did build contingency
- Agreement that we should do it again – we could bring in more people
- Could be different length options
- Other rides possible too
  - Celebrate Bowdoinham ride
    - More publicity needed
  - Bath Heritage Days
    - Could start one here
  - Richmond Days 7/26
    - Do this again
    - Have a full ride on this day
    - Vaudeville is the theme
    - Carrie will follow up with someone she knows who is involved with antique bikes.
  - Foliage Trail Ride
  - Rides at each 'town day' event
- Outreach important at these events
- February 7<sup>th</sup> is the cut off date for getting rides in to the Bicycle Coalition of Maine Calendar
  - Ruth will follow up with members of MMT to get information for each possible ride in their towns and will submit the information to the Bicycle Coalition of Maine

#### Board of Supervisors(BOS) vs. MCOG as the project supervisors

- Audra looked up legal information for having MCOG act as the formal supervisor
  - Selectboards would need to approve MCOG
- Stability of structure

- It would perhaps be more reliable with a BOS than MCOG
  - Due to high turnover rates at MCOG over the past few years
- Interlocal agreement needed to form a BOS, would be determined at town meetings
- Legal agreement and contract needed to approve MCOG as supervisor
- MCOG is supportive of either option
- To include Gardiner, a BOS may be easier than MCOG
- MDOT currently has funding to support MCOG as the project supervisor. There is no cost associated with a BOS
- The BOS would have 1 representative of the selectboard from each town
- KRRT experience – took 10 to 20 years to bring in all 4 towns up north to the project
- Decision = start by trying to set up an interlocal agreement. If 4 communities don't buy into an interlocal agreement, then have MCOG act as the supervisor
  - The town would give the selectboard the authority to enter into an interlocal agreement at the town meeting
    - This is a good publicity option
    - Could make a question and answer sheet for the town meetings
      - Outline project authority
      - Point out that there is no \$ allocation needed for the interlocal agreement
      - A FAQ datasheet
      - 1 page, easy info guide
      - A work group could be set up to put together this guide
  - Towns will work to get this on the warrant this year
  - Once it is on the warrant for Bowdoinham, Richmond, and Topsham (aim to get approval from selectboards in April), then go to Gardiner to get it on that warrant

#### Right of Ways

- Getting these is #1 on the DOT list to make sure they don't delay or derail projects
  - There are railroad right of way maps

Meeting adjourned at 10:30 a.m.

**Next meeting: February 12, 8:30 a.m., Bowdoinham Town Office.**

Submitted by R.I.