

PACTS

Portland Area Comprehensive Transportation System

Joint Transit-Planning Committees Meeting Notice

Thursday June 2nd, 2011 – 9:00 a.m – 11:00a.m.

PACTS/GPCOG,
68 Marginal Way, Portland

1. **Call to order**
2. **Introductions**
3. **Minutes of the March 3rd, 2011 Joint Transit & Planning meeting**
4. **Congress Street Bus Priority Corridor study presentation; Q&A**
5. ***Transforming Forest Avenue* – Integrated Transportation and Land Use presentation; Q&A**
6. **Updates on other transit and planning projects**
 - Southern Maine Partnership for Sustainable Development (HUD Grant)**
 - “Moving Greater Portland... towards a Transit Focused Region”**
 - Pedestrian Access to Transit study**
 - Downeaster Funding awards**
7. **Public Comments**
8. **Next Meeting Date(s) :**
 - a. **Next JOINT Transit + Planning September 9th**
 - b. **Next Planning Meeting: July 7th**
 - c. **Next Transit Meeting: June**
9. **Adjourn**

The Metropolitan Planning Organization for the Portland Urbanized Area

68 Marginal Way • Portland, Maine 04101

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Agenda Item 3. Minutes of March 3rd 2011 Joint Committees Meeting:

PACTS Joint Planning/Transit Committee Meeting

March 3, 2011

9:00 A.M.

Present: Dan Bacon (Scarborough), Bob Kahn (Trainriders Northeast), Dave Redlefsen (METRO), Vanessa Farr (Yarmouth), Greg Tansley (Biddeford), Tom Meyers (South Portland), Myranda McGowan (SMRPC), Rebecca Grover (MTA), Tom Poirier (Gorham), Donna Larson (Freeport), Hilary Frenkel (League of Young Voters), Molly Just (Westbrook), Connie Garber (YCCAC), Judy Harris (Portland), Brian Beeler (NNEPRA), Alex Jaegerman (Portland), Elizabeth Trice (Cumberland County), Hank Berg (Casco Bay Lines)

Staff/guests: Carl Eppich (PACTS), Art Handman (consultant), Lynne Powers (GPCOG), Rebeccah Schaffner-Tousignant (GPCOG), Rebecca Lambert (GPCOG), John Duncan (PACTS), Robert Wagner (Adopt a Stop)

1. Call to Order

Dan Bacon called the meeting to order at 9:00 A.M.

2. A. Minutes of the September 2nd, 2010 Joint Transit & Planning Meeting Minutes

Molly Just made a motion to accept the minutes of the September 2nd Joint Transit and Planning Committee meeting and Tom Poirier seconded. The motion passed unanimously.

B. Minutes of the December 9, 2010 Joint Transit & Planning Meeting Minutes

Molly motioned to accept the minutes of the December 9 joint Transit and Planning Committee meeting and Tom Meyers seconded. The motion passed without opposition.

1. Southern Maine Partnership for Sustainable Development (HUD Grant)

Rebeccah Schaffner-Tousignant said that the budget for the Southern Maine Partnership for Sustainable Development was approved in January and has an effective date of February 1. That means that the coalition has 60 days to submit a work plan (due April 1) and 120 days to submit the final consortium agreement (due May 31). That agreement will build on the original, and features 35 consortium members. Congress is currently discussing the possibility of rescinding all money that was proposed as part of the federal sustainability initiative. GPCOG has submitted a letter to Maine's congressional delegation requesting that they not support that initiative, and staff have been checking in with contacts at HUD in Washington DC. The consortium is currently moving ahead as if the funding is going to come through; if the situation changes, everyone will be notified.

Rebeccah said, in response to a question, that there are not many tasks for municipalities to do right now. The plan will go before the consortium before it is sent in. Once those two items are in place, funds come through and the process gets moving.

2. Phase 2 Gorham East-West Corridor Feasibility Study

A. Draft Transit Recommendations

B. Community technical assistance requests: Land Use

Dan said that Phase 1 of the Gorham East-West study is wrapping up with the writing and publication of a draft plan and the member communities going to their councils for endorsement, which would tie them to Phase 2. The emphasis is on the focused transit plan for transit providers in communities within the study area, and another task in Phase 2 is the land zone piece of providing funding and technical assistance to communities for model

ordinances and zoning.

Carl Eppich said that RFP's for the technical assistance grants could go out this summer if there is funding. It is a \$50,000 effort with commitments from five communities at this time. There was a question about Metro's involvement, and it was clarified that Metro has been involved in meetings from the beginning and that the study is not yet close to identifying a provider for the proposed transit routes. Art Handman encouraged that the University of Southern Maine shuttlebus, from Gorham to Portland with service to the mall, be included in Phase 2.

Hilary Frenkel asked about what the process would be if there was some funding but not enough to cover all three vital aspects of Phase 2. Carl said that PACTS has been asked to fund the land use with communities; staff hasn't ranked the proposals yet but they are multi-municipal and will thus probably rank high. The second priority is regional transit, estimated to cost \$250,000, and that is MTA and MaineDOT's responsibility; they have not committed yet. The third would be roadway improvements, which would also be MaineDOT and/or MTA-funded. Alex Jaegerman said that the overall recommendation is to synchronize all three strategies. If they can be tied together, local officials can plan for growth that will be conducive to transit strategies. Several committee members expressed concern about where Gorham East-West stands, given that Phase 2 of the Gateway One study was not funded, but said that Gorham East-West will move ahead for now.

3. UPWP 2012/2013 PACTS Community Study Proposals

This was an attachment in the meeting packet for committee members to look over, with John Duncan inviting questions. He pointed out that this idea could be expanded and done elsewhere, with the question of, if not now, how we plan to expand technical support assistance to other communities. Earlier this week, MaineDOT said that PACTS would receive less planning money than it had in the past. The estimated need was \$2.5 million and staff were hoping for \$1.8 million, but will be receiving around \$1.5 million. Carl pointed out that the process would be complicated this year by the fact that MaineDOT has asked that planning money be spent within the biennium in which it was programmed; there will be no carry over. Greg Tansley suggested providing the committee with a summary of the last three bienniums, in order to see how communities perform when they are given money.

4. "Moving Greater Portland... towards a Transit Focused Region": March 24th & 25th

Carl handed out a public notice about the upcoming event that PACTS would like to see distributed. It has already been sent in an email to all councilors and legislators and many economic development figures. Another email and a mailer will go out as well. He asked committee members to forward it to interested parties. This is an opportunity to bring leaders in so that they realize that all efforts in the region are tied together, and to discuss how to gain political/economic support for regional looks at transit. The first event is at 6:30 P.M. on March 24 at the Westbrook Performing Arts Center. Experts are coming from the west coast and New York, and there will be interviews done with local and national developers. The event will be focused on best practices and on how to customize them to fit the region.

The event the next morning is about rolling out maps and having discussions. It will be begin at 8:30 A.M. and continue until noon. Two weeks later, there will be evening and morning events on April 7 and 8, with the goal of taking the work from the two earlier sessions and

refining it. Those are intended for decision makers and leaders, but staff definitely want to hear from the public.

5. **Updates**

Committee members gave updates on what is happening in their communities or organizations. Judy Harris said that the G.A.O. recently published an excellent report on the cost of moving freight on trucks, rail, and marine. She will be meeting with the study authors in April, and can email a link to anyone who is interested in reading it. Connie Garber mentioned the large-scale tri-fold, designed to educate elected officials about the state's public transit, recently put together by the Maine Transit Association. It is trying to raise awareness of transit's role. Connie can make it available as a PDF.

Hilary mentioned the bill that MaST has been working on. LD673 would expand commuter bus service – like ZOOM – up to Lewiston/Auburn and Augusta. It has been presented to several committees and is underway with 26 co-sponsors. It's moving ahead and gaining support. Rebecca Lambert is working on a project that would help a group of transit providers get an automatic vehicle location system. The RFP has been drafted and five transit providers are part of the initial procurements.

Donna Larson cited increased densities along Route 1 in Freeport and said that the platform location for the train has been identified and the station is to be determined. Tom M. said that Jason Schreiber had given a presentation in South Portland and did a great job, with a fast-paced, relevant, and interesting presentation, and that he would be comfortable encouraging people to attend the Transit-Focused Region events. Alex said that the Forest Avenue study is under way. It will entail complete streets, Park Avenue to Woodford Corner, with land use implications for density and transit supported development. Dave Redlefsen said that Metro just received six of seven brand new vehicles and will hopefully have the state do the post-delivery inspection soon in order to get them on the road.

Brian Beeler said that NNEPRA secured a \$750,000 planning grant and is hoping to look at the relocation of Portland station to a more downtown location. The RFP is going out shortly; they will be evaluating sites for a multi-modal station. Dan said that Scarborough is working with South Portland and Shuttle Bus/ZOOM regarding a transit-focused study. They are looking into the possibility of a shared maintenance facility; increased coordination and potentially being members of a tri-community transit group. Scarborough is also working on the Oak Hill pedestrian study that will hopefully improve walkability of its downtown area.

6. **Public Comment**

There was no public comment.

7. **Next Meeting**

There will be a Planning Committee meeting on April 7, and another joint meeting on June 2.

8. **Adjourn**

The meeting adjourned at 10:45 A.M.

Agenda Item 4. Congress Street Bus Priority Corridor study presentation and Q&A

In March, work began on this critical transit study, a top recommendation of the 2009 Portland Peninsula Transit Study. Seven PACTS communities have bus service which passes through this corridor in downtown Portland, so the efficiency of the buses on this most urban of areas effects transit service and development regionally.

Bill Needleman, AICP, one of Portland's Senior Planners will give a brief presentation and update on the initiative to date.

From the study RFP:

PROBLEM STATEMENT

Slow bus headway speeds are major impediment for expanded transit ridership onto, within and from the Portland Peninsula. Congress Street holds a pivotal place in the route systems for three fixed-route transit providers: Greater Portland Transit District, known as "Metro", the South Portland Bus Service, and the Shuttlebus' ZOOM services from the southern cities of Biddeford/Saco. Along Congress Street traffic congestion results in stacked busses, slow movements for all travel modes, diminished air quality issues and a hazardous pedestrian environment. Busses are currently doubly disadvantaged in the current condition by needing to move out of traffic to access curbside stops, and then wait for gaps in traffic to then proceed back into the travel lanes. During peak hour traffic, just when bus ridership would have the greatest benefit for the wider transportation system, busses are at their greatest disadvantage due to presence of congested automotive and truck traffic. It's also well traveled by bicyclists.

STUDY GOAL AND APPROACH

The goal of the study is to convert a key central portion of Congress Street to a "bus priority corridor" with the primary purpose of improving bus headway speeds. Secondary benefits that should be incorporated into the study are improved bicycle accommodation and increased on street parking.

The Peninsula Transit Study identifies Congress Street as a corridor with potential for alleviating bus and vehicle congestion through infrastructure adjustments, turn restrictions, signalization changes, and bus operator coordination. (*Recommendation 6.9, page 6-13, Action Plan Item 17, page 8-21*)

The basic concept has two major components: (1) bus stops relocated to existing or modified curb extensions, thus keeping the bus in the travel lanes, and (2) left hand turn restrictions with traffic signalization changes for all motor vehicles except busses onto and from Congress Street. The combination of the above changes would establish busses as the primary mode of travel on the corridor. With busses staying in the travel lanes for boardings and de-boardings, all traffic moves at the speed of the bus. The left turn restrictions allow the busses to move a greater speed, potentially reducing travel time for all.

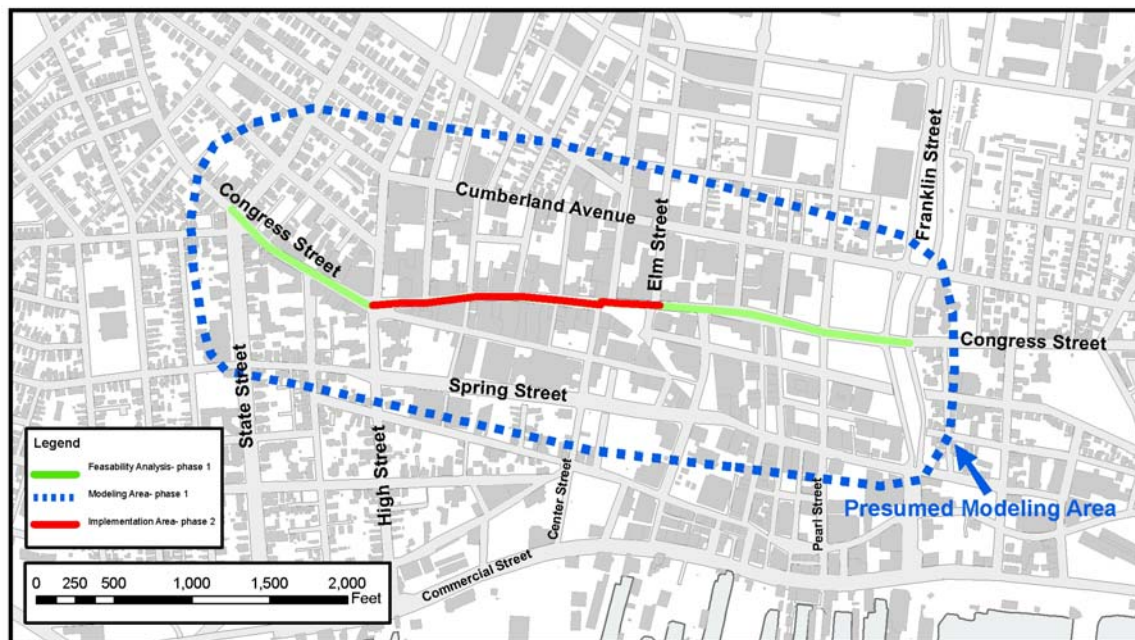
The specifics of the Congress Street Bus Priority Corridor are described in more detail in the Peninsula Transit Study Report, relevant excerpts of which are attached to this memo and a link to the full report is as follows:

<http://www.portlandmaine.gov/planning/portlandpeninsulatransitstudy.pdf>

STUDY AREA AND SCOPE

The Study Area (Figure 1) includes the corridor of Congress Street between Franklin Street to the northeast and State Street to the southwest. The area for *implementation* is anticipated to be in the vicinity of Elm Street to High Street, although it is possible that the study findings may indicate that there are areas outside of this immediate area that will require recommendations for the success of the implementation of a project.

Figure 1:



Congress Street Bus Priority Corridor Study Area for Proposals

Map produced by the City of Portland Planning Division from Portland GIS Program 2007 data. Locations are approximate. November 2010

A Public Meeting is being held on June 7th from 4:30-7:00 P.M. at the Portland Public Library Rines Auditorium. (see flyer at the end of this packet)

Agenda Item 5. Transforming Forest Avenue – Integrated Transportation and Land Use presentation; Q&A

This long anticipated study conceptually began as a traffic solution for Woodford's Corner but evolved into a more complete transportation and land use and "Great Street" project to focus on the opportunities and challenges for this urban but commuter corridor. Forest Avenue is part of US Route 302 which leads to/from Westbrook, Windham and the Western Mountains.

Molly Casto, AICP, and one of Portland's Senior Planners will give a brief presentation and update on the initiative to date.

From the study RFP:

PROBLEM STATEMENT

Forest Avenue from Park Ave. to Woodford's Corner is a vital transportation corridor linking the highly urbanized Portland peninsula to Woodford's Corner, a neighborhood center with strong building fabric. This section of Forest Avenue is uniquely poised with the potential to become a more complete street, support transit oriented development, and build on its many strengths and assets. These assets include the following:

- frequent transit service (20 minute headways);
- architecture reflecting high density mixed use buildings at the 295 end of the corridor;
- surviving "auto row" buildings with an urban street presence, that have been adaptively re-used to modern commercial enterprise;
- USM's urban campus fronting on Forest with the Osher Map Library and the University Commons gateway to the Portland campus on Bedford Street;
- Oakhurst Dairy, an important economic asset providing jobs within an urban food processing plant with its historic art deco street front buildings;
- Woodfords Corner with its pre-war multi-story commercial blocks filling the triangular block frontages at the cross roads;
- Hannaford Shopping Center with the largest grocery in the city anchoring a center serving a large portion of the Portland consumer market;
- Attractive residential neighborhoods lining the street and providing an existing moderate density residential presence of some xxxxx homes/residents within a ¼ mile walk to the street and its transit service; and
- Infill development opportunities to fill the gaps with moderate density mixed use development'

But this segment of Forest Avenue can only be described as a diamond in the rough. The infrastructure of the street is worn and tired. Amenities are sporadic or non existent. Although Forest Avenue is a critical transportation and development corridor linking Portland's downtown peninsula to Interstate 295 and beyond to off-peninsula neighborhoods and outlying communities, it has serious issues and challenges, among which are the following:

- Auto-oriented land uses have come to dominate much of the use and character of Forest Avenue, thus eroding the corridor's attributes as its own destination and business district;
- Pedestrian and bicycle accessibility has been diminished by vehicle speed, road width, and lack of safe pedestrian crossings and sidewalk amenities for residents and businesses alike,

and in spite of the continued need to access existing regional destinations including the University of Southern Maine campus, the Hannaford's shopping complex and the Back Cove trail;

- Transit use has also been compromised by vehicle congestion and difficult pedestrian access while business viability is hindered by a perceived lack of parking and low pedestrian volumes; and
- Residential density is sporadic along the corridor, further challenging business diversity and transit use.

For the purposes of this study, the project area is defined by three sub areas with particular issues:

- **Woodford's Corner:** The Woodfords Corner intersection, a five legged intersection, of which three legs include railroad crossings, is among the busiest intersections in the city. Pedestrian and bicycle access is particularly challenging. Train passage often interferes with traffic flow, creating backups that can take up to thirty minutes to clear. Forest Avenue south of Woodford's Corner is two lanes in each direction. Northbound through traffic becomes restricted to one lane at Revere Street, causing delays especially during peak hours.
- **Revere Street to I-295:** Along this stretch, pedestrian and bicycle access has been diminished by vehicle speed, road width, and lack of safe pedestrian crossings and sidewalk amenities. This, along with perceived lack of parking and low pedestrian volumes hinders commercial growth. Transit use has also been compromised by vehicle congestion and limited pedestrian accessibility.
- **I-295 to Park Avenue:** In spite of limited infrastructure, there is a consistent flow of pedestrian and bicycle traffic navigating this portion of the corridor to access destinations including the University of Southern Maine campus, commercial businesses and the Back Cove trail. This section includes three significant pedestrian obstacles including the Marginal and Forest Avenue intersection, which presents lengthy crossing distances and a lack of adequate crosswalk infrastructure. I-295 has five (5) access points to/from the highway on the east side of Forest Avenue and three (3) on the west side, each of which represents an individual pedestrian crossing. There are existing sidewalks on both sides of Forest Avenue, however the crossings at these ramps are compromised by a lack of infrastructure, dense traffic and high travel speeds. A lack of pedestrian lighting and perceived threat of crime in the vicinity of the highway ramp islands and highway underpass present additional obstacles. A pending improvement project involving the north and south bound off ramps to Forest Ave. at Exit 6 provides an opportunity for coordination of this improvements plan to complement and support the recommendations of this study.

STUDY DESCRIPTION AND PURPOSE

The goal of the study is to develop an integrated transportation and land use plan that will leverage transportation and other public investments to stimulate private redevelopment and infill of underutilized properties. The plan should provide functional and safe pedestrian, bicycle, transit and motorist access both along and across this key gateway corridor.

The study shall present alternatives that promote the principles of Transit Supportive Development and Complete Streets, defined as follows:

- ***Transit Supportive Development (TSD)*** promotes land use and development patterns and urban design that supports and helps create the potential ridership for an effective bus and rail transit system. By definition, TSD is also highly pedestrian-oriented to facilitate safe and convenient access to transit routes and facilities. TSD is accomplished by establishing land use policies and design standards that result in communities where multiple modes can be conveniently used and can comfortably exist together to create a balanced transportation environment.
- ***Complete Streets*** policies are intended to ensure that roadways are designed with the comfort and safety of all users in mind, including bicyclists, public transportation vehicles and riders, motorists and pedestrians of all ages and abilities.

At least one member of the consulting team shall have demonstrated expertise in TSD and Complete Streets. The study outcome shall be built on a comprehensive public process and shall include analysis and development of alternatives for the identified section of the corridor, selection of a preferred alternative and development of a preliminary design report (PDR) for select portions of the corridor. PDRs shall include enough detail to facilitate development of a preliminary project budget for future implementation. The Woodford’s Corner intersection shall be included among locations where a PDR will be conducted but the location and number of additional areas selected for PDR shall be based on study outcome and available project budget.

The City of Portland and PACTS will be responsible for overseeing and managing the work of Consultant(s) retained for this study. All methodology/analytical decisions and conclusions will be coordinated with the City of Portland.

STUDY AREA

The Study Area ([Figure 1](#)) encompasses an approximately 1.5 mile long stretch of Forest Avenue from the south side of the intersection of Park Ave, Portland Street and Forest Avenue through the north side of Woodford’s Corner at the railroad crossing in the vicinity of Pleasant Avenue and Forest Avenue.

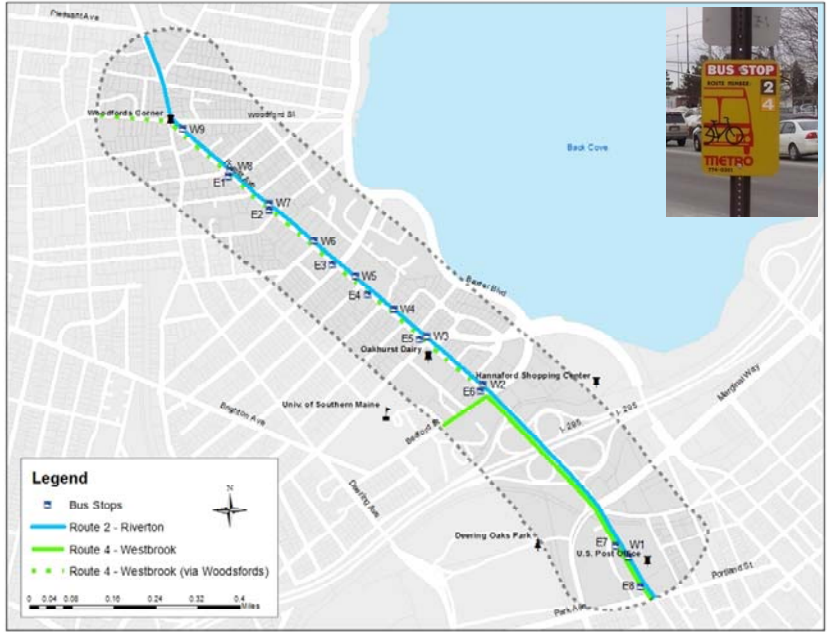
Figure 1: Project Boundary



The following is a sampling of the analysis done to date. More will be presented at the meeting.

Transportation Analysis

Transit Routes and Stops



- Desirable frequency for 'choice' riders = 15 min
- Systemwide operating speed ~ 12 mph

Assessment:

- 2 routes, 17 stops
- Best headway = 20 min => one of best served areas in Portland
- Dense stop placement, no amenities (shelters)
- Operating speed ~ 10 mph
- Speed and frequency not desirable for 'choice' riders

Introductions | Land Use | Transportation | Discussion | Next Steps

Land Use Assessment

Car Ownership (Number of Cars per Household)



- Natl/state avg ~ 1.7
- Assessment:**
- Segment A and much of Segment B are lower than natl/state avg

Introductions | Land Use | Transportation | Discussion | Next Steps

Agenda Item 6: Other Updates

Southern Maine Partnership for Sustainable Development (HUD Grant)

GPCOG and the Consortium partners met on May 20th. Chairs from both Cumberland and York Counties were elected in March (Gordon Billington from Standish, and Gerry Mylroie of Kittery) have been elected as well as Vice Chairs (Alex Jaegerman, Portland, and Jim Gulnac from Stanford. The By-laws for the group were adopted last winter and were further revised. The final Work Plan has not yet been approved by HUD but is in process. GPCOG is awaiting guidance on the Logic Model development. The Finla Consortium Agreement has been drafted and is currently being reviewed by HUD.

The next meeting is on June 16th and will be in York County (TBD). Executive Committee members will be elected at the next meeting.

“Moving Greater Portland... towards a Transit Focused Region”

The draft report was expected prior to today’s meeting, but has not yet been seen by PACTS/GPCOG or the internal Study Team. Probably come in Tuesday.

Pedestrian Access to Transit study

PACTS is currently undertaking a study for the South Portland Bus Service to improve pedestrian access to its bus stops in around the Knightville/Millcreek planned transit hub. The effort seeks to enhance pedestrian infrastructure with a focus on transit corridors to improve ridership. Transit corridors are prioritized and specified by town agencies and stakeholders. Corridors will be characterized by their upgrade need with respect to sidewalk, and crosswalk feature conditions. Special considerations will be made to adhere to ADA requirements, local ordinances, state laws, federal laws and common engineering practices. Safer facilities for all users – drivers, bicyclists, and pedestrians alike will improve usability and bus transit appeal. Comments and recommendations will be made to compliment the City’s master plans and future designs to upgrade roadways and sidewalks. This study will not be limited to South Portland; throughout the summer the project aims to evaluate other similar transit corridors in the Portland region.

Map graphic: <https://www.yousendit.com/download/dkJxTG0wNkc4aU5jR0E9PQ>

Downeaster nets \$3.4M from feds

The operator of the Amtrak Downeaster passenger train has won another \$3.4 million in federal money for track improvements.

The money from the U.S. Department of Transportation to the Northern New England Passenger Rail Authority will fund upgrades to tracks between Portland and Brunswick, according to a press release from U.S. Sens. Susan Collins and Olympia Snowe. Improvements include new railroad ties, the rehabilitation of three bridges, and the construction of overnight holding tracks for trains in Brunswick and a new siding along the line for trains to pass one another. NNEPRA is working on

extending the Downeaster from Maine's largest city to Brunswick, a project expected to be complete by 2012. The project has already received \$35 million from the U.S. DOT.

Earlier this month, the Downeaster won a \$21 million federal grant for track improvements between Boston and Portland

Downeaster wins \$21M grant

A nearly \$21 million federal grant will fund improvements for the Amtrak Downeaster passenger train.

The U.S. Department of Transportation has awarded the Northern New England Passenger Rail Authority a competitive grant of \$20.8 million to construct a second track between Wilmington and Andover, Mass., according to a press release from U.S. Sens. Olympia Snowe and Susan Collins. The second track will allow intercity trains to pass other trains, increasing the Downeaster's on-time performance and reliability.

NNEPRA requested \$59 million from a \$2.4 billion pool of federal money made available by Florida's decision to reject the award. The Downeaster runs from Boston to Portland, and work on an extension to Brunswick is currently under way.

Source The MaineBiz News Staff

The following flyers are informational and for distribution to Interested Parties on this email list.

Congress Street Bus Priority Corridor

Public Meeting

Tuesday, June 7

4:30 - 7:00 PM

(Open House at 4:30 & Presentation begins 5:30)

Rines Auditorium, Portland Public Library
5 Monument Square

Learn how the bus priority corridor on Congress Street between Franklin and State Streets could:

◆ Improve mobility within this core business district;

- ◆ Enhance transit operations, especially at peak commuting hours;
- ◆ Affect traffic flow and turn movements on Congress and adjacent streets;
- ◆ Improve bicycle and pedestrian safety; and
- ◆ Result in additional parking and street amenities.

YOUR OPINION MATTERS.

Please contact Bill Needelman, 207-874-8719, or WBN@portlandmaine.gov with questions or comments.

LEARN MORE: www.portlandmaine.gov/planning/congressstreetbus.asp

Portland Mobility Project
Congress Street



Enhancing mobility by balancing transportation options



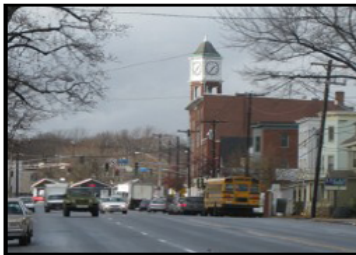
What's your Vision?

Transforming Forest Avenue Public Meeting



**When: Wednesday June 22, 2011
5:30-8pm**

**Where: Merrill Rehearsal Hall
20 Myrtle St. Portland, Maine**



Please join the City of Portland, in collaboration with the Portland Area Transportation System (PACTS), to discuss safety, mobility and land development along Forest Ave between Park Ave and Woodford's Corner.

**What qualities should be preserved?
What can be improved?**

We will explore alternatives to make this section of Forest Ave safer and more appealing for drivers, bikers, transit riders and walkers alike while promoting positive economic development.

Refreshments will be served

For more info– visit <http://www.portlandmaine.gov/forestave.htm>

Hosted by the Muskie School of Public Service

 The Greater Portland Council of Governments
Presents

Engaging Community for a Sustainable Future

June 3, 2011

Lee Community Hall, Wishcamper Center
Muskie School of Public Service
University of Southern Maine - Portland Campus

Please note that the location has changed from the Abromson Center to the Wishcamper Center... just one building over. Seating is limited, so please RSVP as soon as possible.

Program Overview

Please join us on Friday morning, June 3, at USM's Muskie School of Public Service (Wishcamper Center) with **Ori Brafman**, author and entrepreneur, and **Robert Beinstein** and **Erin Mosley** of **CH2M HILL**, an international consulting firm recognized by *Fortune* magazine as one of the 100 Best Companies to Work For.

Brought together by the Greater Portland Council of Governments, Brafman and CH2M HILL's Beinstein and Mosley will inform, stimulate, and challenge your thinking on the power of community and how to leverage that power in building a sustainable economic future.

Engaging Community for a Sustainable Future will begin with Beinstein and Mosley presenting three projects that CH2M HILL is actively involved with:

- *Masdar*, an initiative of the United Arab Emirates to develop the world's first carbon-neutral zero-waste city;
- *Onondaga County, New York's "Save the Rain" comprehensive plan* to clean up and restore Onondaga Lake; and
- *The 2010 London Olympic Games*, the first "Green Games" in the history of the modern Olympics.

This presentation will include a review of the public process involved in three different projects in three uniquely different cultures but with the shared objective of advancing the vision of sustainability into the reality of implementation.

Ori Brafman will follow with a presentation that draws from his groundbreaking books *The Starfish and The Spider: The Unstoppable Power of Leaderless Organizations*, and *Sway: The Irresistible Pull of Irrational Behavior* as he analyzes and explains the power of decentralization in a world dominated by centralized, hierarchal organizations. His presentation will conclude with an audience-oriented Liberating Structures Exercise.

The program will conclude with Bob and Erin collaborating with Ori in a group exercise built around three challenges facing the greater Portland-Southern Maine region.

Please see attached for Program and additional information on the speakers.

REGISTRATION INFORMATION

Register at <http://engagingcommunity.eventbrite.com>, by calling GPCOG at 774-9891, e-mailing madams@gpcog.org or by completing the form below and faxing it to 774-7149. The \$10 registration fee can be paid by credit or debit card through the website, or by cash or check at the door. If paying at the door, please do still register ahead of time.