

TPD NEWS



American Planning Association
Transportation Planning Division
Making Great Communities Happen

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From The Chair

By Noël P. Comeaux, AICP, PMP

Dear TPD Members:

You have heard me say that TPD is a go-to resource for transportation planning information. It is only as good as you help us to be! I have heard grumblings and seen survey results telling me that TPD is not doing enough for its membership and that APA may not be doing enough itself. I am here to enlighten you.

I attended the annual APA Leadership Workshop in Washington, DC the weekend of October 3-4, 2009. Chapter presidents learned that APA's Board passed an additional fee on them based on their respective memberships, without consulting them first by way of the Chapter Presidents Council. These are chapter presidents spending long hours, working late, for you! The Board also passed an additional fee on divisions including the Transportation Planning Division without consulting the Division Council (DC), a council composed of division chairs. This is a fee which affects our budget by 10% and by which we will probably have to cut back in other places by 10%.

Yet the TPD is endeavoring to move forward. We are working on policy initiatives including on sustainable goods movement. We are also working on a publication entitled, "State of Transportation Planning 2009," which should be released by the National Conference in New Orleans. Further, we are

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attending the 2009 Rail-volution conference in Boston over Halloween weekend, where we'll be holding our second semi-annual business meeting/reception. AICP credits are also available to those attending the conference. We would love to see you there..!

But this brings us to the question of, whether for the sake of our own survival, APA should be more transparent, much like the call throughout Government. This was pointed out by chapter presidents and division chairs in the opening plenary. It also seemingly stems from TPD's message for the past two years that APA does not consider divisions for policy input. All divisions are now asking, via the DC, how their focus can be considered for APA policy issues.

Thank you again!
Noël

Washington, DC Re-Thinks Parking Requirements – Part 2

By Thomas Brown and David Fields, AICP

Article continued from Spring 09 Issue

The key to the [parking] solution was to redefine the problem. The responsibility of parking requirements is not, and should not be, to ensure that people *can* access a development. The developer and his or her creditors will make sure of that. The justification for minimum parking requirements, in almost every case, has rather rested solely, or most convincingly, on the principle of preventing negative impacts related to *how* the development is accessed. But in defensively over-anticipating the how in favor of one mode, minimum parking requirements became self-fulfilling and self-reinforcing prognostications.

Breaking Free

On these grounds, DCOP embraced a wholly different approach for setting parking requirements for the District: a break clean from the model in which zoning has been reduced to a passive reaction to anticipations of parking demand — that in fact zoning be used as a tool to influence parking demand rather than the other way round. Requirements under such an approach would be emancipated entirely from their curb-management responsibilities and set instead to serve the District's transportation and development goals, principles, and priorities.

Please see *Parking* on page 4

APA and AICP Embark on Advanced Specialty Certification

By Whit Blanton, AICP

Immediate Past Chair, APA Divisions Council.

In an increasingly competitive workforce and marketplace, planners need to demonstrate their knowledge, experience and unique skills to prospective employers and clients to advance their careers. While the AICP is an important credential indicating a basic level of planning knowledge, the profession lacks a way to show core competence in the various specialty areas of planning practice. In 2008, the AICP Commission approved the creation of an Advanced Specialty Certification program that would address planners' core competency in several planning practice areas. As Certification Maintenance (CM) nears the end of the first two-year reporting period, APA and AICP have turned their attention to moving this program forward, with a target launch in fall 2010.

First up: Transportation Planning and Environmental Planning, with other areas to follow. The goal is to develop a credentialing program similar to AICP that demonstrates *advanced* knowledge and competence in the fields where many of our members practice. It isn't lost on APA that other professional service organizations have developed certificate programs for specialty areas of planning. More importantly, through advertising and administrative requirements governing professional qualifications, both the architecture and engineering professions are advocating the hiring of their members as experts in the planning field.

Why transportation and environmental planning first? From APA member surveys, both fields are cited as the most common practice areas where members have at least some level of responsibility, which is underscored by their large division memberships. This also reflects the growing importance of climate change, energy and sustainable development issues facing the profession.

This is not a process embarked upon lightly. To have a credible and valid exam and certification process that meets industry standards, APA has engaged the services of the company that administers the AICP exam and develops similar licensing and certification exams for other professions. Their work is being guided by Monica Groh, who is APA's manager of Professional Development and AICP, and Richard Tustian, FAICP, APA's coordinating consultant for Advanced Specialty Certification.

The Transportation Planning Division is directly involved in this process. The first step began this past May with a Job Analysis Task Force, whose purpose was to define the domains or knowledge areas in the transportation planning field that should be covered by a new specialty certification exam. As a member of that small group of experienced transportation planners from diverse backgrounds, it was a rewarding process that attempted to answer the basic question: What should an advanced transportation planner really know? We did not get into the type of exam or other potential sources of certification; only the knowledge areas.

We spent the better part of a weekend first identifying the domain areas, and then organizing them into knowledge areas and added work tasks (e.g., "select a travel demand analysis technique best suited to the given situation"). For some domain areas, we identified as many as 15 distinct work tasks along the lines of the previous example.

This exercise resulted in the development of an online survey that will go out to AICP members this October. It is very important that TPD members respond to the survey, as it will provide valuable feedback on the knowledge and task areas, giving guidance about how to weight the knowledge areas. It will also provide the basis for development of potential exam questions. Our work is largely done as the Task Force, but TPD leadership, including Noel Comeaux, Todd Ashby, Brett Caldwell and David Fields, are part of the teams working on the next steps to create the advanced transportation planning exam.

The process of creating an Advanced Specialty Certification credential for AICP is continuing, and there are quite a few issues that will be resolved in coming months. Yet to be decided are eligibility requirements, CM requirements for those achieving this status, and confirmation of an actual enrollment and testing period. At this point, fall 2010 is the target. In cooperation with AICP staff and TPD leadership, we will keep you informed of this process. Please stay tuned.

Whit Blanton is the Vice President of Renaissance Planning Group and can be reached at: wblanton@ciesthatwork.com



Road Planners Display Blind Spot for Oncoming Generation of Older Drivers

Reprinted with permission from AARP

Update Design Guidelines and Complete Streets Will Accommodate Everyone, AARP Report Challenges

Two-thirds of transportation planners and engineers have yet to begin addressing older people in their street planning; yet by 2025, 64 million people will be over age 65 according to census projections and by 2030 a quarter of all U.S. drivers will be 65+. This is the alarm raised by "Planning Complete Streets for the Aging of America" a major new report on roadway safety and the aging of the American population from AARP's Public Policy Institute. The full report can be found here: http://www.aarp.org/research/housing-mobility/transportation/2009_02_streets.html.

Streets, sidewalks and roadways designed to achieve "Complete Streets" can make getting around safer for everyone, the report suggests. Yet in a poll of adults age 50+ also conducted for the report, two in five said their neighborhood sidewalks were inadequate (although, by 2030, 20% of those age 65+ will not be drivers). Nearly half said they could not cross main roads close to their home safely, preventing many from walking, bicycling or taking the bus. But safer, more accessible streets won't happen until federal, state and local authorities and planners wake up to the need for roads that address the challenges of the coming age wave, the report charges.

"Improvements can reduce older driver crashes and pedestrian injuries without adversely affecting traffic; in many instances, local travel flow and accessibility are improved," said Nancy LeaMond, AARP Executive Vice President for Social Impact. "But while a growing number of states and localities have Complete Streets policies, too few have been built. Furthermore, an outdated bias in engineering practices competes with current local desire for user-friendly "Complete Streets" design.

The report recommends that federal, state, and local highway and street design guidelines serve older people by 1) reducing vehicle travel speeds at intersections where older drivers and pedestrians need more time to make decisions and execute changes, 2) making the physical layout of roads, crosswalks and sidewalks easier to navigate, and 3) making it easier for older drivers and pedestrians to notice, read, understand and respond to visual cues and information.

Because of time required to plan and make these improvements, communities need to begin now in order to be ready for the age wave, the report states. "It takes time to plan, design, fund and build capital projects," said LeaMond. "Federal officials, planners and traffic engineers need to focus now on adjusting roads to become safer and more user-friendly for everyone."

Men outlive their driving years on average by 7 years and women by 10, the AARP report reiterates.

"'Complete Streets' make walking more appealing and crossing streets safer for everyone," said AARP's LeaMond. Complete Streets legislation was recently introduced in both the Senate and House of Representatives. AARP is a member of the Complete Streets Coalition (<http://www.completestreets.org>).

The research process for "Planning Complete Streets for an Aging America" included an online survey of 1,134 state and local transportation planners and engineers conducted from August 4 to September 3, 2008. A public opinion telephone survey of 1,006 people age 50 and older was conducted from July 9-15, 2008 with a margin of error of +/-3.09% at the 95% confidence level. An interdisciplinary team of planners, engineers and policy advocates reviewed safety research and offered policy and design recommendations as part of the development of the report and the report includes an inventory and evaluation of 80 existing "Complete Streets" policies.

AARP is a nonprofit, nonpartisan membership organization that helps people 50+ have independence, choice and control in ways that are beneficial and affordable to them and society as a whole. For more information visit: www.AARP.org.

TPD Business Meeting/Reception

At Rail-Volution 2009

Thursday, October 29, 6:00 - 8:00

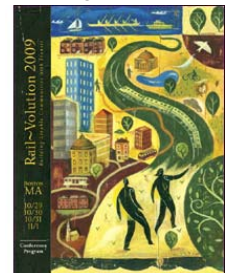
[Westin Boston Waterfront](#)

Join us for our annual business meeting and reception. Discuss current issues within the division, advanced certification and other issues.

Stay after the meeting to chat with colleagues and make new friends.

Rail-Volution is again offering AICP credits at this year's conference.

For more information go to [:http://www.railvolution.com/](http://www.railvolution.com/)



Parking from page 1

In setting the new requirements, the most important step was to begin with a blanket assumption that purposefully inverts the traditional approach — for each use, and in each district, assume that no parking is required. This emphasizes the principle that it is the setting of minimum parking requirements, rather than their reduction or elimination, that must be justified. This is a principle that, aside from its smart growth and smart transportation merits, benefits from its fidelity to national sentiments against the unwarranted regulation of private property.

This new approach begins by shifting the burden of projecting parking demand from the drafters of zoning codes to the developers of new projects themselves. The fact is that there is usually tremendous overlap between a developer's interests in defining a project's parking "requirement" and that of a city's. The developer needs to provide enough parking to be able to market the building, but just enough so that each space adds more value to the project than it costs. The "right amount" as defined for such purposes is rarely far off from the amount needed to serve the city's interests in mitigating the outward spread of unmet parking demand.

This overlap of purposes, combined with developers' advantages in accurately forecasting parking demand for specific projects, presents the first major opportunity for cities to get out of the minimum requirement business. Getting out of it entirely, or more realistically reducing the number of exemptions' from the new no-requirement rule, will depend largely upon the capacity for on-street management to mitigate any residual risk of spillover. Assessing this capacity comes down essentially to measuring the effectiveness of two primary management tools: pricing and residential parking permits.

Pricing

Pricing strategies for on-street spaces has gained a lot of attention since the publishing of "The High Cost of Free Parking" by Professor Donald Shoup¹. This book's influence rests primarily upon the author's brilliant and brilliantly elegant solution for effectively maintaining space availability, even along the most in-demand commercial streets and during peak hours. Parking meters have seemingly been around forever, yet just now are planners realizing that, rather than setting nominal parking rates and focusing on time limits to shoo cars out of spaces every hour or two, the price itself can do the shooing.

Redwood City, California was the first city to fully put this idea to the test when its Council granted City staff the authority to regularly adjust meter rates up and down based on demonstrated demand and a fixed availability target (15 percent). So far, this has been working exceptionally well in Redwood City, with much more consistent levels of curb availability for short-term visitors, much higher occupancies at garages built to accommodate commuter demand, and rate-revenues funding the construction of a public garage with capacity to support an accessory-parking free movie theater.

As of this writing, larger cities including San Francisco and Washington, D.C. have begun pilots to test out this "dynamic-pricing" or "market-pricing" approach. The potential for this strategy to maintain short-term parking opportunities along any curb is a powerful lure to attract support from the business community, and reduce their fears over eliminating minimum requirements. Indeed, with pricing pilots on the horizon which could offer on-street spaces as needed, and a recent infusion of multi-space meters in the District, resistance to the proposed, minimum-less zoning revisions was negligible from parties concerned about spillover on commercial streets.

Residential Parking Permits: Curing Spillover Concerns

The issue that arguably has done more than any other to keep minimum requirements a nearly-sacrosanct regulation in most cities is the threat of spillover in residential areas near commercial zones or major transit stops. Stakeholders from such neighborhoods are persistent in their resistance to any encroachment upon minimum parking requirements and can exhibit what can fairly be described as spillover paranoia — seeing spillover coming from every direction including nearby transit stations, offices, restaurants and services, as well as their fellow neighborhood residents. This frequently has the unfortunate effect of fanning the pro-minimum requirement flames most vigorously near transit — where ungainly parking requirements can easily and irrevocably turn transit-oriented development into transit-adjacent development.

But just because one is paranoid does not mean that everyone is *not* trying to take your parking space. The concerns of these residents are often quite well-founded and the repercussions for those that rely upon their cars for their living and upon curb-spaces to park them are significant and certainly worthy of consideration. And they were delivered quite frequently and quite strongly during the public involvement portion of District's study.

See *Parking* on page 6

Airport Cooperative Research Program: A Panelist's Perspective

By: K.L. (Dan) Wong, Past Chair - APA-TPD Airports Committee

This article is based upon my participation, as a representative of the American Planning Association - Transportation Planning Division, in the Transportation Research Board's Airport Cooperative Research Program for the past three years. Any opinions that may be contained herein are strictly those of the author.

Background

The Airport Cooperative Research Program (ACRP) was created by Congress in 2003 to carry out applied research programs that would benefit airports that were not being currently addressed by then existing Federal research programs. Funding for ACRP is provided from the Federal Aviation Administration (FAA) as appropriated by Congress through the use of Airport Improvement Program (AIP) funds.

ACRP is managed by the Transportation Research Board (TRB) of the National Academies and is overseen by an ACRP Oversight Committee (AOC) whose members are appointed by the US Secretary of Transportation. A number of aviation-related industry associations (e.g., Airports Council International - North America, Air Transport Association, and the American Association of Airport Executives) serve on the AOC in an ex-officio capacity.

Potential applied research topics (aka "problem statements") for possible future ACRP study are submitted to the TRB. The AOC then reviews all of the submitted problem statements and selects those that will be pursued for the following year. The number of projects selected for ACRP research in any one year is dependent upon the amount of total ACRP funding provided by Congress.

Once the new projects are selected by the AOC, TRB will assign each to a Program Officer who will guide the project through the entire research process until the final report is ready for dissemination to airport professionals and others interested in the research topic. The first step in the ACRP research process is the creation of a

project panel, consisting of volunteer experts on the particular subject matter being studied. At their first meeting, the panel will generate a detailed Request for Proposals (RFP) from the original problem statement. The project panel will subsequently review the proposals submitted by various research organizations, select the contractor who will perform the research work, provide technical guidance and general oversight throughout the life of the research project, and review deliverables.

Once the contractor has completed their applied research work on the subject, the work is then returned to TRB staff which provides a technical edit and eventually releases the final product.

Experience in the ACRP Process

In 2006, I, as Chair of the APA-TPD Airports Committee, was asked by TRB to solicit volunteers to serve on project panels for the initial ACRP research topics. Given my professional experience in airport landside planning, I submitted an application, as Chair of the Airports Committee, to serve on any panels related to airport curbside and/or terminal roadway operations. Later that year, I was contacted by TRB staff asking if I was available to serve on the project panel for ACRP Project #07-02 - Airport Curbside and Terminal-Area Roadway Operations. I agreed to serve as a volunteer on the panel and eventually was flown to Washington, DC several weeks later to meet with the other panelists for two days of meetings to review the problem statement and hammer out a scope of work which led to the issuance of an RFP. The RFP was based on what we, as a group, felt was needed in applied research to assist airport professionals in analyzing the operation of their curbsides and the roadways leading into the terminals in order to make improvements to better facilitate the intermodal transfer of passengers from ground to air-based transportation modes. Note that all travel-related costs (e.g., airfare, hotel, ground transportation, etc.) expended by the panel members are reimbursed through ACRP based upon the applicable Federal per-diem schedule.

The panel convened by TRB for ACRP Project #07-02 was filled with exceptionally well qualified and experienced professionals who volunteered their time and energy towards wanting to improve the state of the practice of airport landside operations and planning.

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From *Parking* Page 4

The most obvious and promising tool for addressing spillover in these areas — residential parking permit regulations that set aside curb space for permit-holding resident drivers — has historically been undermined by a general discomfort among Americans and American municipalities with the practice of reserving public street space for a limited set of users. The reality that most large cities have nonetheless adopted RPP regulations to mitigate spillover provides ironic testimony to the fact that, despite decades of liberally-set minimum parking requirements, the zoning-only approach to spillover mitigation has not worked. The problem is that a common, residual discomfort with RPP regulation limits the effectiveness of this tool for most cities in two key ways:

Price - Most cities limit permit price to what is needed to cover the costs of administering the program. By contrast, many Canadian cities have set permit prices based on the cost of maintaining the equivalent of one parking space worth of roadway, even increasing the cost of permits during heavy snow-removal months. In fact, the price should probably be set based on demand for permits, thus eliminating the concerns over intra-neighborhood demand outstripping curb supplies.

Household Limits - Many cities are unwilling to place limits on the number of permits available to each household, even in cities where resident demand for permits is greater than the number of spaces covered by program regulations. By contrast, Toronto limits the number of permits made available based on the number of spaces regulated in each RPP district. It then maintains a limit of one permit per household until every household in the same district has at least one permit. Then it allows two permits until everyone that want two has two, and so on.

Upon evaluation, the District is no exception. The effectiveness of RPP regulations is limited by resistance to options to manage permit-demand. Recent innovations such as expanded and locally-responsive regulation schedules offered promise of better service to permit-holders, but their primary benefits were limited to addressing impacts from nearby commercial destinations.

Recent pricing and permit-limit strategies proposed to address intra-neighborhood residential permit-demand — the primary spillover concern in most residential areas of the District — by contrast had failed to gain council approval.

And this is where the Office of Planning began inserting exemptions into the new, no-minimums approach for the District's revised parking requirements.

Take-Away Lesson: Effective On-Street Management is Key to Liberating Zoning Reform

There are many arguments that planners can put forward to support eliminating minimum requirements despite residual spillover fears. In DC, the consequences of the larger issues of traffic congestion, housing costs, and sustainability combined with the shared sense of the potential to transform the District into one of the most walkable, transit-oriented cities in the country won out — and the Office of Planning presented a new zoning approach to the District's Zoning Commission for approval that eliminated minimum parking requirements for most uses in most areas of the District.

Such determination and political will however is likely to remain the exception, and the recommended changes have been met with stiff resistance, fueled primarily by spillover concerns, along the way to adoption. The primary lesson to take from these efforts is that it's never too early to get your pricing and RPP regulations in shape. It is easy to invert the assumption that all uses in all areas require on-site parking, and demand fresh justification for any level of required parking. And the developers in just about any city can be relied upon to accommodate most of what would have been required anyway. Having the on-street management tools ready to pick up any remaining spillover threats however is the best way for city planners to completely emancipate zoning from its on-street management yolk and turn its powers of influence toward higher transportation and development goals.

Thomas Brown and David Fields, AICP are transportation planners with Nelson\Nygaard Consulting Associates in New York, NY. Fields is the Secretary of the Transportation Planning Division. They can be reached at tbrown@nelsonnygaard.com and dfields@nelsonnygaard.com.

¹ T.P. Smith, Planning Advisory Service Report No. 377.

¹ The sheer volume of "similar" facilities required to cover the infinite variety of potential projects in large cities, as noted already, would make this step alone a Herculean task of data collection.

¹ Mary S. Smith, "Zoning Requirements," in *The Dimensions of Parking*, 4th edition (Washington, DC: Urban Land Institute, 2000), pp. 25-31.

¹ American Planning Association - Planners Press, 2005.

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While most of the panel consisted of professional engineers with a few planners on-board from all over North America, I was pleasantly surprised that we were able over the two-day period to develop a collegial working relationship that made serving on the committee a personal and professional pleasure.

In late 2006, I, along with the other panel members, spent a significant amount of our personal time reviewing the various proposals received in response to the RFP issued by TRB on ACRP Project #07-02. At that point, the panelists were again flown to Washington to go over the various proposals as a panel and select the research team who would receive the TRB contract to perform the applied research work for ACRP. Even with the selection of the contractor, the panel, including myself, continued to work with TRB staff to further modify the final research plan to the panel's satisfaction prior to the contract documents being approved in early 2007 with the selected research team.

Additional panel meetings in Washington and teleconferences were convened throughout 2007, 2008 and 2009, as well as between the panel and the contractor at various times during the research process to ensure that the project deliverables were on-target. In between the meetings and teleconferences, I spent a significant amount of my personal time reviewing various draft documents and project status reports provided by the contractor, as well as spending an evening with the contractor at a focus group which was an integral part of the research plan. While the amount of time and energy spent by all of the panel members outside of the panel meetings and teleconferences to the success of ACRP Project #07-02 cannot be easily calculated, I do know that from my experience that a dedicated effort is required by each panelist to make the necessary time available to adequately review the draft documents, project status reports, etc. to ensure that a quality product is generated by the contractor for use by airport professionals.

Currently, the ACRP contractor is reviewing the comments received from the project panel's final formal meeting on September 23, 2009. Over the next few months, the contractor will finalize their report and formally submit it, including the accompanying spreadsheet, to TRB staff. Given other ACRP reports currently in the pipeline at TRB, it is likely that the final report for ACRP Project #07-02 would be released by TRB to airport professionals and others interested in this subject area approximately 4-6 months after the contractor submits the report to TRB.

Final Comments

The first comment I have is that based upon the work of the project panel, the TRB staff and the contractor, I believe that the upcoming publication, including the accompanying spreadsheet program, resulting from the work on ACRP Project #07-02 will clearly advance the field of knowledge regarding airport terminal curbside and roadway operations and will eventually improve the design and operational interfaces between ground and air-based transportation modes at airports.

My second comment is that I believe that the time I personally spent on the ACRP Project #07-02 panel, including the travel time to and from Washington, DC was very much worth the effort as the work done in these panels do advance the knowledge base in various fields including architecture, ground transportation operations, planning, traffic engineering, etc. as it pertains to airports.

The third and last comment I have is that I would highly recommend that those who have already made a significant contribution to airports in their professional day-to-day pursuits seriously consider volunteering their time to serve on an ACRP panel so as to increase the overall knowledge-base for current and future airport professionals.

K.L. (Dan) Wong has over a quarter-century of transportation planning experience in both airports and public transportation. Dan has a B.A. in Political Science/Public Service from the University of California - Davis, and a M.A. in Urban and Regional Planning from San Jose State University. In addition to his membership in the APA - Transportation Planning Division, he also is a member of the Institute of Transportation Engineers. Dan currently resides in Dublin, California and is happily married to his wife, Donna.

Dan can be reached at danlwong8888@att.net

Join us at the 2010 National American Planning Association Conference in New Orleans, LA.
April 10-13, 2010

TPD Business Meeting will be held on the conference site, date and time to be determined.

TPD Reception will follow at the Columns Hotel

Built in 1883 and listed in the National Register of Historic Places, the Columns Hotel is located in the beautiful upper Garden District in New Orleans, Louisiana. Conveniently overlooking the St. Charles Avenue streetcar line, the Columns Hotel is minutes away from the Ernest N. Morial Convention Center, the historic French Quarter, and many shopping districts.

TPD Spring Business Meeting Highlights

57 in Attendance
MEETING MINUTES

I. Welcome and Introductions

Noel Comeaux, TPD Chair, called the meeting to order, and presented two meeting agendas as options. Agenda #1 was the standard meeting agenda focused on committee reports. Agenda #2 was an alternative version focused on discussing the relationship between TPD and APA National. Attendees voted for Agenda #2.

II. Budget

Todd Ashby, TPD Treasurer, reported that we are currently within our budget projections for the year.

III. Election Results

Noel Comeaux announced TPD's leadership slate for 2009-2011:

- Noel Comeaux remains as Chair
- Brett Caldwell, new Vice-Chair
- Todd Ashby remains as Treasurer
- David Fields remains as Secretary

The Division recognized Hilary Perkins for her service on the board as Vice-Chair for the past two years and Secretary for the preceding two years.

IV Student Awards

Professor Black presented the first and second place TPD awards for TPD's student paper competition. Each recipient was present and accepted their awards, providing a brief summary of their papers.

V. APA Policy

Jason Jordan spoke about current activities in policy for APA, including taking questions. He emphasized that his office is dedicated to supporting the divisions in their policy initiatives. Jason will schedule a conference call post-conference with Mitzi Barker and TPD leadership to move forward on upcoming national

transportation policy issues that APA will track.

VI. FHWA Presentation - HERS-ST

Tashia Clemons and Christopher Chang, FHWA representatives, presented an informational session about Highway Economic Requirements System-State Version & Highway Performance Monitoring System. The presentation will be posted to the TPD website with these meeting minutes.

VII. TPD 2nd FY 2009 Business Meeting

Five conferences were proposed for the site of the Fall 2009/Winter 2010 TPD Business Meeting:

- Rail-volution in Boston; October 2009
- Transportation Research Board Annual Meeting in Washington, DC; January 2010
- Institute of Transportation Engineers (data and location unknown)
- American Public Transit Association (data and location unknown)
- Association of Metropolitan Planning Organizations (data and location unknown)

After multiple votes, the result was a tie between Rail-Volution and Transportation Research Board. The issue was tabled and the TPD Executive Committee will consider locations based on timeframe, location, and historical and anticipated demand. However, it is expected that TPD will still hold at least a reception at TRB

VIII. Coordination between TPD and APA National

Noel Comeaux reported that while TPD has repeatedly offered to serve as a legislative/policy resource for APA National, APA National has not utilized the division in this capacity. This has been disappointing to the Executive Board, since TPD is the largest technical division, transportation is a currently critical issue across the country, and the Federal transportation reauthorization act is the

clear Congressional focus in the upcoming year. Noel asked members to discuss, "Where do you want TPD to go, or how do you want us to proceed forward?"

- It was suggested by a meeting attendee that APA could dissolve TPD and reform another division related to transportation. Noel agreed, citing APA's bylaws.
- David Fields presented the Division Council's recent review of TPD activities, with TPD's responses (see attachment to meeting notes). The Division Council evaluated most of TPD's required actions as "incomplete".
 - Bob Leiter, Chair of the Intergovernmental Division, and co-Chair of APA's Transportation and Infrastructure Taskforce for its Rebuilding America initiative, noted that he has seen TPD's efforts and level of involvement and plans to work with TPD in his efforts as co-chair of the Transportation Taskforce.
 - Vicky Carrasco, Chair of the Latinos in Planning Division, noted her surprise at the Division Council's review of the TPD's activities due to her personal knowledge and awareness of what TPD does.
 - Whit Blanton, Past Division Chair and Past Division Council Chair, cited TPD's level of involvement over the past two years and was surprised by the poor ratings provided by the Division Council. He believes that the division is clearly "seen" by APA and there must have been some mistake or overlooked report to have prompted the poor ratings. Whit recommended TPD write 2-3 clear policy white papers and publish them/submit them to APA National. These are the types of initiatives that APA appreciates and can use to further the association's efforts.
 - David Fields asked for volunteers to help develop TPD Policy Papers. Several attendees volunteered and will be contacted after the meeting.
- Assorted member/guest input:

- Need for better communication channel with APA
- Multiple comments that the "process is broken" and TPD needs to document all communications and efforts, and define the process that paints a clear picture of the divisions' contribution in the industry that APA cannot overlook.
- Members/guests were thanked for input, invited to attend the next meeting (location to be determined), and meeting adjourned.

VIII. Meeting Adjourned. Reception followed.

America's Marine Highways...

By: Noël P. Comeaux, AICP, PMP
 Chair, APA/Transportation Planning Division

Office of Marine Highways & Passenger Services
 Maritime Administration

Many urban planners are not aware of the value that their local/regional commercial waterway provides. Authorized by the Energy Independence & Security (2007), marine highway services, designated by Secretary LaHood under "America's Marine Highway Program," can help reduce congestion, lower emissions, improve energy utilization, and even improve roadway safety.

The idea is to move existing freight by commercial waterways instead of by highway or through urban corridors. Ideally, the transfer of cargo from truck (or rail) to a Roll-on/Roll-off vessel can save time & money for the shipper and even the consumer.

MPOs and DOTs should watch for the Final Rule and consider partnering with private operators to apply for marine highway projects. "America's Marine Highway Program" can provide for more sustainable goods movement throughout the United States (which moves 2% of its domestic freight by water) like the EU which moves almost 40% by water.

TPD Preliminary Draft FY2010 Budget

<u>Income & Expenses</u>	<u>Assumptions</u>	<u>Budget</u>
RECEIPTS		
Dues		\$ 20,000
Advertising - Newsletter, Directory and/or Website		\$ -
Division Council		\$ -
Other		\$ -
Previous Year Carry-over		\$ 7,000
<u>Total Estimated Receipts</u>		<u>\$ 27,000</u>
 DISBURSEMENTS		
MEMBER COMMUNICATIONS		
<u>Newsletter</u>		\$ 500
	Subtotal - Newsletter	<u>\$ 500</u>
<u>Printing</u>		
Distribute/printing	Subtotal - Printing	<u>\$ 200</u>
<u>Membership Drive</u>		
Phone Calls		\$ -
Mailings/Letters		\$ -
Outreach		\$ 400
	Subtotal - Members	<u>\$ 400</u>
<u>Web Page</u>		
Maintenance/Access		\$ 400
Technology		\$ -
	Subtotal - Web Page	<u>\$ 400</u>
ADMINISTRATIVE		
Board Travel (Fall Leadership, Rail~Volution, & Annual Conference)		\$ 6,000
Elections		\$ -
APA Fee		\$ 3,125
Division Council Dues		<u>\$ 3,478</u>
	Subtotal - Admin.	<u>\$ 12,603</u>
PROGRAMS		
Student Paper Awards		\$ 1,500
Business Meetings & Receptions		\$ 2,000
Certification Maintenance		\$ 1,500
Research		\$ 4,000
Technical Assistance		\$ 1,000
Marketing		\$ 500
APA Conference Booth		\$ -
	Subtotal - Program	<u>\$ 10,500</u>
<u>Total Estimated Disbursements</u>		<u>\$ 24,603</u>
<u>ESTIMATED SURPLUS (DEFICIT)</u>		<u>\$ 2,397</u>

TPD Networking Sites

Be sure to checking the TPD Networking Sites listed below. Post questions, comments, ideas and keep up to date on the happenings of the division and its members

Networking Sites:

- apa-tpd.org (TPD website)
- apa-tpd.blogspot.com (TPD blog)
- apatpd.ning.com (Ning online networking)
- <http://www.facebook.com/group.php?gid=41884958915> (Facebook)
- http://www.linkedin.com/groups?gid=1178607&trk=hb_side_g (LinkedIn).

TPD Executive Committee	
<p>Noël P. Comeaux, AICP, PMP Chair noel.comeaux@dot.gov</p>	<p>Brett Caldwell Vice Chair bcaldwel@san.org</p>
<p>David Fields, AICP, GISP Secretary planman72@yahoo.com</p>	<p>R. Todd Ashby, AICP Treasurer tashby@snyder-associates.com</p>
<p>Lawrence Lennon, PE AICP Immediate Past Chair Lennon@pbworld.com</p>	<p>Website: http://www.apa-tpd.org</p>
<p>Ex-Officio Member Whit Blanton, AICP Past Chair wblanton@ciiesthatwork.com</p>	<p>Ex-Officio Member Kerry L. Walter-Ashby Editor, TPD News tpdnews@yahoo.com</p>