

Transportation Planning

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LAND DEVELOPMENT AND ACCESS MANAGEMENT STRATEGIES FOR INTERCHANGE AREAS

Laurel A. Land, AICP

Highway interchanges can have a substantial impact on the intensity of land development in the surrounding area. An interchange provides accessibility, which increases land value and encourages development. When land development and access are not properly managed, it often results in safety hazards and interferes with the efficient flow of traffic through and around the interchange. Too many choices (such as merge, through, and turn lanes, traffic signals, driveways, and median openings) create confusion, causing drivers to slow down or make erratic movements. This can impair accessibility to businesses and result in the need for costly retrofit projects. Bob Layton, Professor of Engineering at Oregon State University, asserts that the “interchange area is an extension of the freeway. ... [It] presents conditions that are complex, unexpected and

significantly different from other nearby surface street conditions.” Perhaps if we thought differently about interchange areas, we could plan them more effectively.

It is critical to create an uncluttered environment in interchange areas, with consolidated signage, median controls, and clearly identifiable access points. One way to achieve this is through the development of local access roads, as an alternative to successive driveways on the arterial. Access roads reduce driver confusion and improve traffic flow and safety.

Local policymakers are concerned that access controls would impede development. The study found, however, that effective planning and access management helps, rather than hinders, the development potential of interchange areas. Local access roads open up more land for development, provide ease in accessing property, and preserve safety on the surrounding roads, thereby increasing development potential and encouraging more efficient land use.

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“Effective planning and access management helps the development potential of interchange areas.”



The interchange at I-75 and Jones Loop Road in Punta Gorda, Florida is an example of how to use access roads to direct development while preserving the function and safety of interchange areas.

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Planners Advisory Council Takes Shape

Notes from the Chair

I am pleased to report that we have generated a fairly strong, well-rounded response to the request in the spring newsletter for volunteers to serve on the Division's new Planners Advisory Council. Thanks to the 20+ members who responded to the announcement and indicated your topic areas of interest. I would still like to have a few more volunteers to ensure that we can be responsive in a wide range of topic areas, that we offer a broad perspective within those areas, and help make this initiative less of a burden on any one individual. Topic areas volunteered thus far cover a broad range, including focus areas such as transit-oriented development, the NEPA process, public participation, and bicycle and pedestrian planning, to name a few.

The intent of the TPD Planners Advisory Council is to provide assistance where needed within APA (national, chapters, other divisions) and to outside organizations and the media on state-of-the-practice transportation issues and methods. We are hoping to raise the visibility of the Transportation Planning Division as a professional resource to planners and non-planners alike, while providing a creative, professional outlet for our members to demonstrate their talents. Ideally, we will have several Division members representing the full range of topic and specialty areas within transportation planning, from traditional areas like travel demand forecasting to emerging topic areas like planning for Intelligent Transportation Systems and the effects of urban design and land-use patterns on travel behavior.

While much of the Council's work is expected to be demand-responsive, i.e., in response to the occasional request

from an individual or organization, we are planning to conduct a small promotional campaign to raise awareness about this initiative. We plan to prepare and distribute a brochure describing the Council, listing the topic areas served by volunteers and offering our assistance in the form of writing position papers, providing speakers for APA Chapter or non-APA conferences, conducting jury panel reviews, preparing case studies, and other activities. We are considering budgeting a limited amount of money for travel to support the Council's activities, but would also seek reimbursement to cover any out-of-pocket costs associated with the Council's work. I am excited about the prospect of establishing the Planners Advisory Council as a

"...to raise the visibility of the Transportation Planning Division as a professional resource."

way to improve our visibility and serve the planning profession. Your thoughts and suggestions are sincerely welcome. Please consider offering your expertise and perspective to help make this a worthwhile effort. Contact me via telephone (407/893-8175, ext. 13) or via e-mail (wblanton@ciiesthatwork.com)

to volunteer. All you need to do is state your topic area(s) and a way for us to get in touch with you. Any experience in your area of interest is fine – we are not looking exclusively for senior level contributions, sometimes the best ideas come from those with the freshest perspective.

On a related topic, we have also established a Division members' electronic list serve, which will facilitate the work of the Planners Advisory Council. A list serve, in which Division members can exchange information and ideas, promises to be a strong addition to our member services.

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The North American Free Trade Agreement: Examining U.S. Transportation Responses

Gian-Claudia Sciarra

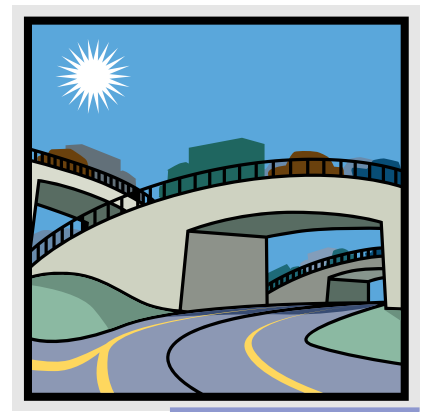
When it went into effect on January 1, 1994, the North American Free Trade Agreement (NAFTA) created the world's largest free trade zone. Signed by the United States, Mexico, and Canada, the agreement was a landmark step in eliminating trade barriers among the three countries. Both supporters and opponents of the treaty forecast that it would result in dramatic increases in trade, especially between the U.S. and Mexico. NAFTA also promised to have significant consequences for transportation, based on the anticipated increase in goods movement and on NAFTA trucking provisions that altered the business landscape for the U.S. trucking industry.

This paper compares what observers predicted would happen to transportation with the transportation impacts that have manifested since NAFTA's implementation. In particular, it will look at the relationship between NAFTA's effect on transportation (e.g. freight flows and demand for infrastructure) and the economic gains that are acknowledged as the treaty's *raison d'etre*. At the core of the inquiry will be a series of border transportation planning studies commissioned by the governments of Mexico and the U.S. The studies consist of a series of intermediate inventories and reports on transportation planning processes, trade patterns, transportation infrastructure, and goods movement projections. They are among the only data and research on these issues published to date.

NAFTA: The Agreement

The U.S., Canada, and Mexico entered into NAFTA seeking "to eliminate barriers to trade in, and facilitate the cross-border movement of, goods and services" between the countries.¹ NAFTA was drafted to promote fair competition and free trade among the three as well as substantially increase cross-border investment opportunities. By prohibiting an increase in existing customs duties or adoption of any new tariffs, NAFTA ensures that any trade barriers in

effect at its inauguration will not tighten. The treaty also provides a fifteen-year schedule by which the U.S., Mexico, and Canada have agreed to reduce or phase out most customs duties. It allows any two countries to accelerate the elimination of a particular import restriction if they mutually agree to do so. The latter has been particularly important for the automotive and electronics industries. The promise of the treaty, which current trends confirm, is to lower production costs (by allowing some firms to spatially reorganize production processes), increase trade, and boost employment, domestic productivity, and wages for all three countries. Because the treaty establishes trilaterally most provisions of the U.S.-Canada Free Trade Agreement (CFTA) that existed before it, NAFTA's primary significance for the U.S. is its effect on trade between the U.S. and Mexico which is the focus of this paper.²



A Mutual Interest in Bilateral Transportation Planning

Given that NAFTA would reduce barriers to economic interaction between the U.S. and Mexico and integrate the trucking industries of the two countries, the U.S. and Mexico recognized a mutual self-interest in each other's transportation capacities, especially in border region transportation. Recognizing this interest, U.S. policy makers and transportation officials met in 1994 at the first NAFTA Transportation Summit, and agreed to coordinate transportation efforts for the border region. The U.S. and Mexico signed a memorandum of understanding establishing a Joint Working Committee to "analyze, develop, and coordinate border transportation plans and programs reflecting the needs of both countries."³

(NAFTA continued on page 8)

"...to evaluate the transportation demand and infrastructure of changes in surface transportation traffic."

¹ NAFTA, Preamble.

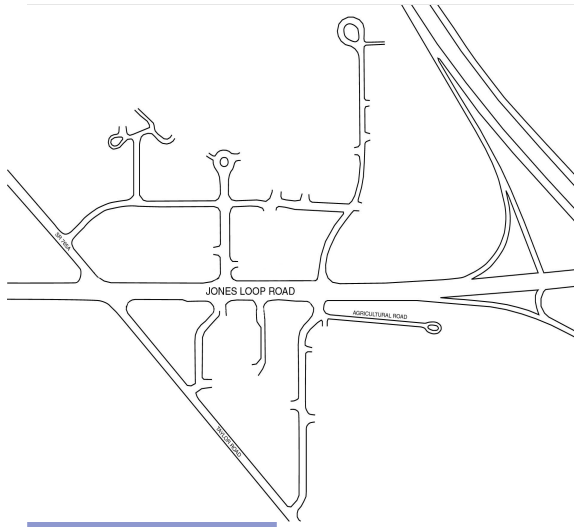
² Rhoades, Michael P. "NAFTA's Implications for the Transportation Industry," *Transportation Quarterly*, Vol. 48, No. 2, p. 135. Spring 1994.

³ U.S. Department of Transportation and the Secretaria de Comunicaciones y Transportes of the United Mexican States, *Memorandum of Understanding between the Department of Transportation of the United States of America and the Secretaria de Comunicaciones y Transportes of the United Mexican States on the Planning Process for Land Transport on Each Side of the Border*, April 29, 1994.

Land Development and Access Management Strategies

(continued from page 1)

The access road, as shown, is a consolidated drive serving commercial development that includes a hotel, restaurant, trucking facility, and other commercial uses. Figure 2 shows how the local roads, interparcel access, and connectivity with side streets maximize the accessibility of businesses, while channeling turning movements off



the arterial and away from interchange ramps.

The need for improved access management is clear, but the separation of state and local jurisdiction has made it difficult to accomplish. No single land

on access management measures. Most access management classification systems require varying degrees of access separation at interchanges, according to the extent of urbanization and whether the cross roads are two-lane or four-lane facilities. While this may work in some states, Florida's rapidly-increasing population and its booming tourism can turn a rural interchange area into a development frenzy in a few short years. If development is not anticipated, and the interchange is designed for a continuing rural environment, problems will result. High standards provide an environment for economic activity to flourish, while maintaining a safe and efficient flow of traffic. For these reasons, it is suggested that signalized intersections should be separated from interchange ramps by at least 1320 feet, and access connections should not be allowed within 660 feet of a ramp.

Interchanges affect land use, land values, development, employment opportunities, travel patterns, and taxes, in turn affecting local and state governments, private citizens, landowners, motorists, and other

use control or governmental entity can achieve the desired results. Effective interchange area management requires a combination of techniques involving land use/zoning, subdivision regulation, sign control, access management, and intergovernmental coordination. Each serves a separate function in the process, and incorporating several strategies ensures the intended outcome.

When considering a new interchange or modification to an existing one, it is important to look beyond capacity analysis and place greater emphasis

“Effective interchange management requires a combination of techniques.”

taxpayers. Therefore, everyone has a stake in improved management of interchange areas, which ultimately preserves the safety and quality of life in Florida.

A copy of the final report can be found at: www.cutr.eng.usf.edu/research/access_m/publicat.htm Or, for further information contact Laurel Land, AICP, at land@cutr.eng.usf.edu or 813/974-1446. ■

We're Looking for a Few Good Planners

Ralph Wilmer, AICP Region I Director & Legislative and Policy Committee

APA is forging ahead on several policy fronts over the next 18 months. Specifically, APA is prepared to establish its own policy on smart growth, with the development of a new policy guide to be presented to a Chapter Delegates Assembly in Chicago in April 2002. Additionally, APA is updating/revising its environmental policies on hazardous and solid waste, surface and ground water protection, and wetlands. Essentially five separate policies from the late 1980's and early 1990's will be consolidated into three new policies, also for adoption at the 2002 conference.

A forum to solicit opinions about Smart Growth will be scheduled following the Chapter Delegate Assembly on Manufactured Housing, to be held at the New Orleans Annual Conference

At this point, we ask you to contact your chapter president or legislative chair about these upcoming policy guides and we seek interested volunteers to assist in the Task Forces that will be established to write and edit the new policies. We also will be contacting the relevant APA divisions. Harrison Higgins, AICP of New Mexico will be chairing the Task Force on the smart growth policy guide. I will be coordinating the effort of revising the environmental policy guides and establishing the Task Force on the smart growth policy guide.

If anyone is interested in smart growth policy guide, I will be coordinating the overall effort of revising the environmental policy guides and establishing the Task Force on the smart growth policy guide. If anyone is interested in assisting, or would like more information, please feel free to contact me at 617/338-6464 x26 or rwillmer@mgregorlaw.com. ■

Decennial Census: What Information Can You Expect?

The decennial Census is one of the most important sources of demographic and socio-economic information. For the 2000 Census, the U.S. Census Bureau is planning to disseminate information through several tabulations. Below are listed some key data products with planned release dates and the lowest geographic level for each.

In addition to the standard tabulations, the Census Bureau will allow users to make custom tables through the Internet via a portal called the American FactFinder (AFF). To design and access tables from the 2000 Census on the Internet, visit: <http://factfinder.census.gov/>

PL-94-171 Redistricting data

Congress passed Public Law (PL) 94-171 in 1975 offering states the opportunity to receive population totals for election precincts and similar areas. The PL-94-171 file is based on the 100 percent enumeration (Census short

geography used for reporting data is block. However, to avoid individual disclosure, some population (e.g., detailed race groups such as Asian Burmese) will be reported only at the tract level.

Summary File 3 (SF3)

The decennial Census long form included 52 questions covering topics such as educational level, income, ancestry, housing conditions, auto ownership, work location, travel time to work, departure time to work, disability, veterans status, and employment. The Summary File 3 (SF3) contains sample (long form) data weighted to represent the total population. In addition, the file contains 100-percent counts and unweighted (long form) sample counts for total persons and total housing units. The list of tabulations for the 2000 SF3 has not been established by the Census Bureau as of the date of this write-up. Many of the tabulations in SF 3 are

Key Census 2000 Products

100% (Short Form) Data Products

Planned Release Date	File	Lowest Level Geography
MAR - APR 1, 2001	Census 2000 Redistricting Data File (PL-94-171)	Blocks
States: JUN - SEP 2001	Summary File 1 (SF 1)	Blocks

Sample (Long Form) Data Products

Planned Release Date	File	Lowest Level Geography
JUN - SEP 2002	Summary File 3 (SF 3)	Block groups
Fall 2002- Spring 2003	Census Transportation Planning Package	Transportation Analysis Zones (TAZs)

Source: U.S. Census Bureau, Population Division, Decennial Programs Coordination Branch

form). The file contains the most detailed information on the location of the total population tabulated by 63 race categories; and population over the age of 18 (voting population) by race at a block level.

Summary File 1 (SF1)

The Summary File 1 contains data from the short form and includes population counts for age, race, sex, Hispanic origin, household type, and household relationship.

Population items are cross-tabulated by age, race, Hispanic origin, or sex. Housing items include occupancy/vacancy status and tenure.

Housing data are cross-tabulated by race or Hispanic origin of householder or by tenure. Selected aggregates and medians also are provided. The lowest level of

two-way tables (e.g., race by income). Most of these tables will be available at the block group level. However, to avoid potential disclosure of individual responses, some of the tables may be available only at the census tract level.

Census Transportation Planning Package (CTPP)

The CTPP is a special tabulation prepared by the Census Bureau through the American Association of State Highway and Transportation Officials (AASHTO) with pooled funding. The CTPP is the only data product that summarizes data by place of work and provides information on flow between home and work.

Household characteristics reported in the CTPP include household size, income, and auto-ownership. Commute characteristics include work location, work trip departure time, mode, travel time, and time of arrival at work. ■

Chair's Message... Continued from page 2

As described in a separate article, Vice Chair Richard Willson has been working to develop strong sessions for the 2001 New Orleans conference March 10-14. We have taken steps to collaborate with other APA divisions to jointly organize volunteer sessions that reflect a comprehensive, multi-disciplined approach to building great communities. Thanks to Rick for his help on this important part of the Division's program; I am confident you will find some well-integrated transportation planning sessions at the National Conference.

We will be re-establishing our Division web site within the first quarter of 2001. Contractual problems and lack of responsiveness derailed our efforts to set up the web site last year, but we do have a registered domain and a good idea of how the site will ultimately look. Our short-term ambitions are modest – the most important thing is to build the foundation and get some basic, useful content on the site. We have found someone to develop a static web site in his spare time so that we will be prepared to get the site up and functioning. The intent initially is to provide useful information about the Division and its activities, post job announcements, RFPs, requests for information, etc. on a routine basis, and add professional abstracts, issue papers, and other documents in the future. After we get the site functioning, we will be looking for a few regular content-providers among you. Transportation and land use is a key theme of APA's 2001 national planning awards, and I had the privilege

of serving on this year's awards jury. Our committee spent many hours reviewing more than 100 submissions in various categories, including an intensive weekend of final reviews in Austin, TX last fall. The quality of the transportation and land use submissions was superb, and several could have won. The awards will be presented at the New Orleans National Planning Conference. I encourage you to consider submitting transportation planning projects for an award in 2002, and will ask the Division membership to consider serving as an awards clearinghouse next year. Transportation plays a dominant role in shaping our communities, and when we get it right we deserve recognition from our peers within the planning profession.

The web site, list serve and Planners' Advisory Council are all efforts to improve member communications and increase the Division's professional relevance and visibility. These efforts will augment our newsletter, which will become more regular than it has in recent months.

We are all busy professionals these days, working on transportation plans and programs both mundane and grandiose. The Transportation Planning Division should enhance your ability to connect with fellow practitioners, learn new approaches, and develop lasting professional relationships that help make our jobs more personally rewarding. Please let me know what you want to get out of the Division and how we can provide better member services. ■

*"A list serve, in which
Division members can
exchange information and
ideas, promises to be a strong
addition to our member
services."*

Join the Transportation Planning Division Listserve!

To join: send a message to listproc@listproc.csupomona.edu, subject line blank, with the body containing the message SUBSCRIBE APATPD (First name)(Last name)

To send a message, address it to: apatpd@listproc.csupomona.edu

The address is case-sensitive, so make sure you use all lower case. When you subscribe, the return e-mail gives you all kind of instructions about your options (including a daily one message digest of all postings) and how to unsubscribe. ■

APM Guides Still Available

You can still order copies of Trans.21's 94-page directory of consultants and suppliers of Automated People Movers (APM) for only a \$12 S&H charge. Mail payment with your mailing address to Trans.21, PO Box 249, Boston, MA 02122. Or email LFabian@compuserve.com. Larry Fabian also has information about the next APM Conference to be held July 8-11, 2001 in San Francisco. ■

APA Transportation Planning Division Meeting Notes, April 17, 2000

Linda Howe called the meeting at the New York Hilton to order at 5:25 pm, welcomed those in attendance and thanked Charnelle Hicks for organizing a stimulating and well-attended session on *Humanizing Streets*. After introductions, results of the nominating process were announced. New officers are Chair Whit Blanton, Vice-chair Rick Wilson, Treasurer Joe Marking, and Secretary Larry Fabian. Thanking members for helping to make her term as chair so enjoyable and productive, Linda turned the gavel over to Whit.

Whit expressed his gratitude and excitement at looking forward to what can be some very rewarding activities for the Division. He reported that there are currently 1470 TPD **members** and that it continues to be one of the most active APA divisions. Other divisions have become quite aggressive in the use of their web sites and in awarding substantial scholarships to promising planning students.

1. The **Treasurer's** report by Joe Marking was distributed, briefly summarized and accepted without changes. The current balance is about \$10,000. Due to sponsorships, the TPD Workshop held last year in Seattle added income, finishing about \$700 in the black.
2. Linda then gave her report of the **past years' activities** as Outgoing Chair. TPD input into Federal surface transportation policy effectively helped to shape TEA-21 to the benefit of sound transportation principles. Last year's Seattle workshop was a success and might well be repeated in future years. There have been many good newsletter issues with original articles. The effect of lobbying for more transportation substance in APA priorities is reflected in more transportation sessions at this year's National Conference.
3. Material on **Bylaw Revisions** was not available. It will be published in a future newsletter. Any comments should be directed to Whit Blanton. Revisions will be voted on at the January meeting during TRB.
4. Steve Colman spoke of the activities of the **transportation planning division of the**

Institute for Transportation Engineering (ITE). As chair, he conveyed their interest in joint activities. He suggested that we could co-sponsor conference sessions, such as at their annual meetings – held August 5-9 in Nashville and next year in Chicago. We could jointly market each others' publications and jointly develop synthesis and survey publications. ITE/TPD typically produces 3-7 publications a year. We could jointly publish articles in each other's newsletters.

6. New Business

- a. The updated TPD **Directory** has been printed and will be mailed. Whit hopes to shift this Division service to the web site. Members are encouraged to fill out the division purpose survey form on page 4 of the Directory and return it to Linda Howe.
- b. Material for future newsletter issues should be submitted to Amy Van Doren at amy_van_doren@nps.gov
- c. Larry Fabian described Trans.21's new *Planner's Guide to Automated People Movers* and announced that the \$95 document is available to TPD members for shipping and handling costs of \$12 from lfabian@compuserve.com.
- d. Future roles for the TPD **web site** were discussed. What should be on it? How should it be managed and supported? Should a list of experts for various kinds of expertise be included?
- e. There was major discussion of the **role of the planner** in inter-professional settings. How does a planner's role relate to that of transportation engineers, architects, regional planners, civil engineers, and communications planners? There was some consensus that a planner is process-oriented and deals at a macro level, whereas an engineer is more product/project-oriented and deals at the micro level. The unique role of the planner seems to be to assure a balance among various modes of transportation and the present and long-term interrelationships between transportation and land use. This would extend to issues related to the most efficient way to provide and manage parking.
- f. In addition to its "of-right" sessions at future National conferences, the Division could (a) pursue more off-program workshops, (b) work to create a program track of transportation sessions, or (c) organize technical sessions at other conferences, e.g. ITE. Preference seemed to be for (b) a **transportation track** at National. Session topics of smart growth, land use/transportation interrelationships, density and jobs in transportation were suggested.

The meeting was adjourned at 6:45 pm and attendees were invited to a Joint Reception held with the Federal and Environmental Planning Divisions. ■

Respectfully submitted, Larry Fabian

The North American Free Trade Agreement

Continued from page 3

The group's official aims are to evaluate the transportation demand and infrastructure impacts of changes in surface transportation traffic; to facilitate technology, personnel and training exchanges; and to examine alternative funding mechanisms to complement its budget.

To date, the committee's most significant contribution has been the "Binational Border Transportation Planning and Programming Study" produced by Barton-Aschman. The study is a series of in-depth intermediate inventories and reports addressing transportation planning processes, trade patterns, transportation infrastructure, and goods movement projections, commissioned by the United States and Mexican governments. The study is of particular value because it assembles in one place relevant data from numerous transportation, trade, and customs agencies in both countries.

Transportation Implications: An Infrastructure Deficit?

At the time of its passage, NAFTA attracted considerable and passionate attention from the U.S. surface transportation industry. As 86% of United States-Mexico trade is transported by truck, observers anticipated NAFTA would spur large increases in the flow of goods due to eradicating trading limits. Transportation experts warned of tremendous growth in truck traffic at the U.S.-Mexico border, as well as on U.S. interstate corridors leading to and from Mexico and Canada. The increased trade would dramatically boost demand for U.S. transportation infrastructure, the theory went, and if the U.S. did not enhance its infrastructure, many of the economic benefits of

"...increased trade would dramatically boost demand for U.S. transportation infrastructure, the theory went...."

increased trade would be lost to an inefficient transportation system.

During the debates, the buzzword among transportation officials, planners, and even academics became "infrastructure deficit." In the U.S., the need for improved infrastructure was seen as particularly acute at the U.S.-Mexico border and roads serving it. At a 1996 meeting of the Transportation Research Board, transportation experts universally agreed that NAFTA had quickened the rate of trade growth and "increased pressure on the nation's infrastructure, especially for surface transportation."¹ One intermodal service provider spoke broadly of infrastructure deficiencies affecting the movement of cross-border freight; "he cited the importance of continuing U.S. and Mexican investments to improve border crossings, widen highways, and construct new roads and bridges."² One transportation scholar saw the transportation industry perfectly poised at a "golden opportunity to help facilitate this transition [to an open

market] by making infrastructure investments."³ Some experts acknowledged that simplified customs procedures and operational changes at the border could play an important role in improving trade flows. However, most observers saw NAFTA as a reason to expand existing or develop entirely new border crossings as well as to improve so-called NAFTA highway corridors.

(Continued on

next page)

¹ Schneider, Suzanne. "Crossing the Border: Transportation Issues Since NAFTA," *TR News*, No. 187, p. 52, November-December, 1986.

² Ibid.

³ Nozick, Linda K. "Trade between the United States and Mexico," *Transportation Quarterly*, Vol. 50, No. 2, p. 111. Spring 1996.

Report Finds Family Transportation Costs Highest in Sprawling Cities

A new report finds that sprawl drives up transportation costs for American families. The average American family living in a highly sprawling area can pay thousands of dollars more per year for transportation than families in more convenient locations, according to *Driven to Spend*, a report released by the Surface Transportation Policy Project and the Center for Neighborhood Technology. It analyzes government data on consumer expenditures, ranking 28 major metro areas by the portion of the family budget devoted to daily trans-

portation costs.

The report finds that the metro areas where transportation takes the biggest bite out of the household budget are Houston, Atlanta, Dallas, Miami and Detroit, followed by Minneapolis, Phoenix, Philadelphia, Kansas City and Tampa. Much of the difference in transportation expenditures is due to sprawling development patterns, as shown by analysis of land use and transportation factors detailed in the report.

The full report is posted at www.transact.org. ■

NAFTA, Continued from page 8

This view was particularly pronounced among—albeit not limited to—elected officials in the border states that serve land traffic between the U.S. and Mexico; they saw in NAFTA an opportunity to call for increased transportation investment. At the 1993 Congressional hearings on NAFTA, Mayor of Laredo Saul Ramirez spoke as a representative PRO-NAFTA, an organization of U.S. elected officials who supported the treaty. Ramirez testified that the group was

“...dedicated to obtaining investment in public infrastructure to support the economic activity that NAFTA will generate. We believe that a key part of realizing this opportunity is adequate investment in transportation, communications, and environmental infrastructure by both the United States and Mexico.”¹

As Mayor of Laredo, a major port of entry for truck and rail traffic between the U.S. and Mexico, Ramirez noted that traffic had increased dramatically since implementation of the General Agreement on Tariffs and Trade (GATT) in 1986, and that Laredo anticipated southbound truck traffic to reach 772,000 rigs in 1993. He argued that implementing NAFTA would cause these numbers to skyrocket.

The chorus of voices pounding the infrastructure deficit theme did not fall on deaf ears. Lawmakers and the U.S. Department of Transportation (USDOT) responded to fears of an increased burden on the U.S. roadways with additional spending. In 1995, Congress directed the USDOT to give special consideration to NAFTA corridors in its National Highway System designation. In 1998, the Transportation Equity Act for the 21st Century (TEA-21) established a National Corridor Planning and Development Program (NCPD) and Coordinated Border Infrastructure Program (CBI) that would devote \$700 million in discretionary funding between 1998 and 2003 to “critical investments for the continued success of NAFTA.”² When announcing the 1999 CBI program grants totaling \$126 million, U.S. Transportation Secretary Rodney Slater noted the money would “provide safer and more efficient movement of people and goods between Canada, Mexico and the U.S.,” as well as “...create jobs and stimulate economic growth.”³ Whether the projects paid for by the CBI program will deliver is a question for the

future. For now, we can question whether changes since NAFTA warrant such public expenditure.

Transportation Implications: The Trucking Industry

In addition to the threat of increased demands on the U.S.’s allegedly insufficient infrastructure, NAFTA also meant significant changes for the U.S. trucking industry, especially in its business dealings with Mexico. Three NAFTA provisions set the stage for new ways of doing business in cross-border trucking: 1) the phase-in of cross-border operating access for motor carriers; 2) the liberalization of cross-border investment in the trucking and bus industries; and 3) the harmonization of truck standards. While both Mexico and the U.S. committed to these changes by entering into NAFTA, the governments of both countries have stalled efforts to implement them. To date, none of these measures has yet been instituted.



Under the first measure, NAFTA outlined a schedule by which U.S. trucking firms would gain increased access to Mexican border states, and eventually Mexico’s interior, for the transport of international goods.

Likewise, the agreement detailed a schedule for transport of international goods by Mexican truckers to American border states, and eventually interior American states. As well as being able to make cross-border deliveries, trucks from both countries will also be able to return home with a payload, provided they deliver it directly to a recipient in the home country. December 18, 1995, was the date the

U.S. and Mexico were scheduled to allow cross-border deliveries of international goods to border states, enabling Mexican carriers to make shipments to and from Texas, New Mexico, Arizona, and California. However, neither country has implemented this provision. The U.S. Department of Transportation has refused to act on any

(Continued on page 11)

¹ Ramirez, Saul, “Statement of the Honorable Saul N. Ramirez, Jr.” *Hearing before the Subcommittee on Investigations and Oversight of the Committee on Public Works and Transportation*, House of Representatives, April 29, 1993.

² U.S. Department of Transportation Press Release, “DOT Secretary Slater Announces \$124 Million in Fiscal Grants for Borders and Corridors Program,” May 27, 1999. www.dot.gov/affairs/fhwa3699.htm.

³ Ibid.

“NAFTA also meant significant changes for the U.S. trucking industry.”

Transportation Activities at the APA Conference in New Orleans

The Division's two sponsored sessions at the 2001 APA conference in New Orleans promise to be good. The TPD sessions are scheduled as follows:

■ "Brewing the Right TEA for your Community" (discussion on TEA-21 rules implementation) - Tuesday 3/13/01 10:15 - 11:30am

Speakers include Charlie Goodman, FTA, Sheldon Edner, FHWA (co-authors of TEA-21 rules), John Mason, chairman of the Washington, D.C., MPO and mayor of Fairfax, VA; and Tom Swanson, Executive Director of the Pima, AZ COG.

We have compiled a list of "Top 10" national transportation issues or questions for our panelists to address as part of their discussion. This list was generated by TPD members through the e-mail list serve.

■ "Travel Corridors or Places? Multimodal Strategies for Livable Corridors" - Sunday 3/11 10:15 - 11:30am

Speakers include Ian Lockwood, formerly with the City of West Palm Beach, FL, a city well known for its innovative approach to street design.

The TEA-21 session timing fits in well with our Monday evening business meeting and reception, scheduled for 5:30 PM in the Hilton Hotel. We have invited and plan to have our TEA-21 speakers participate in the reception.

There are many transportation planning related sessions at the conference. Other APA Division-sponsored sessions that may be of interest to TPD members include:

■ Transit Oriented Mixed Use Development Strategies (Urban Design Division) - Tues. 8:45am

■ Tourism and Travel: Thinking Globally & Planning Locally (Resort & Tourism) - Sunday 1pm

■ Census 2000 & Beyond (Info Tech division) - Monday 2pm

■ Coordinating Regional Growth Management (Intergov't Affairs) - Sunday 2:30pm

MAKE NOTE of the TPD Business Meeting & Reception on March 12 from 5:30 - 8 PM in the Hilton. Joe Marking has selected a grand cajun-style array of food and beverages for the reception. Join us! ■

Get answers to your questions regarding proposed new federal regulations.

Students Encouraged to Submit Papers to Compete in the Transportation Planning Division Student Paper Contest

The Transportation Planning Division is requesting papers addressing technical and policy issues related to transportation planning from all graduate and undergraduate planning students. Last year's award winning paper on the impact of NAFTA is published in this edition of the newsletter. Paper topics should be timely and have broad interest appeal illustrating how transportation planning can impact other planning elements and other technical professions. The overall purpose of the contest is to encourage planning students to strongly consider transportation planning as a specialization.

This contest has been an annual event of the Division. Due to the early National APA Meeting this year, TPD will combine the 2001 and 2002 contest and the financial stipends for the winners.

TPD would like to have the papers submitted by October 1, 2001 to select the winning paper(s) in time for both

the Transportation Research Board's 81st Annual Meeting in January 2002 and the APA National Conference in April 2002. We will award two prizes of \$1,000 stipends for use in attending either the TRB's 81st Annual Meeting or the APA National Conference. TPD will also pay the registration fee for the winner.

A panel of professional transportation planners from the TPD membership will review and evaluate each submitted paper. Specific rules and evaluation criteria for the Contest will be posted at a later date in the Division Newsletter and on our list serv. ■

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applications from Mexican truckers for cross-border shipping, citing concerns about motor carrier safety and security. Some theorize the Clinton administration is trying to placate organized labor, especially the trucking industry, as labor interests have traditionally supported Clinton.¹ U.S. truckers fear competition from lower-paid Mexican carriers and have vocalized their objections.

Granting bilateral access to truckers on both sides of the border would have noticeable efficiency benefits. Without an open border, U.S. truckers carrying southbound shipments must hand over trailers to drayage firms that transfer the trailer to the Mexican side. In some cases, the trailer itself is not permitted to cross the border, and its contents must be unloaded and then reloaded onto Mexican equipment. The same procedure is repeated for Mexican carriers with northbound shipments, incurring needless handling delays, extra costs, and empty backhauls. For the foreseeable future, the benefits of eliminating these extra movements will continue to be foregone.

The same procedure is repeated for Mexican carriers with northbound shipments, incurring needless handling delays, extra costs, and empty backhauls. For the foreseeable future, the benefits of eliminating these extra movements will continue to be foregone. NAFTA also changed the rules for foreign investment in Mexican trucking and bus transportation firms, however the liberalized investment schedule has also been stalled. In the agreement, Mexico promised to change laws that historically have disallowed any foreign investment in transportation companies, outlining a timetable for U.S. firms to gradually gain investment rights in the Mexican carrier industry. NAFTA stipulated that by December 1995, U.S. firms would be able to form joint ventures with Mexican carriers, provided the U.S. interest did not exceed 49%. In the agreement, by the same date the U.S. would permit Mexican carriers to establish wholly Mexican-owned or -controlled subsidiaries in the U.S. for the transport of international cargo between domestic U.S. destinations. According to the terms, U.S. companies would not be able to form American-controlled subsidiaries until several years later, and they are required to wait until 2004 before developing fully U.S.-owned subsidiaries in Mexico.

Protesting the investment liberalization schedule as uneven, the U.S. trucking industry has argued that Mexican firms would have an advantage in the American market long before American trucking interests could be established in Mexico. During the Congressional debates surrounding NAFTA's passage, the USDOT countered that argument, noting that "the relatively weak financial structure of the Mexican trucking industry makes it unlikely that many new carriers will have the capital or market knowledge to expand quickly into the U.S. to take advantage of different schedules for liberalization. Indeed, Mexican carriers

have been unable to keep up with domestic demand in their own country."² Yet, the U.S. has quietly let the December 1995 slip by, and neither the U.S. or Mexican government has moved to open up cross-border investment.

NAFTA also included a commitment from member countries to establish uniform truck size, weight, and driver safety standards by 2000. This has been a particularly contentious issue, as the U.S. currently has the most conservative weight limits (80,000 lbs.) and size limits (53 feet) on truck trailers of the three countries. U.S. carriers argue that the lower limits disadvantage them, and that higher limits would enable greater efficiency (i.e. to carry larger loads). American safety and environmental groups fear NAFTA will legitimize larger truck size and weight limits. Over 90,000 large trucks and tractor-trailers are involved in crashes each year,³ and the diesel engines used in heavy duty trucks contribute a substantial portion of the nitrogen oxide (NO_x), particulate matter (PM), and, to a lesser extent, the hydrocarbon (HC) emissions from mobile sources.⁴ Moreover, raising weight limits without requiring truckers to add additional truck axles to distribute the load could accelerate pavement-wear and raise road maintenance and repair costs.⁵ U.S. rail interests also have reason to fear more generous truck standards; greater carrying capacity will be an added advantage to truck transport, limiting rail's ability to capture a share of increasing U.S.-Mexico trade shipments.⁶ To date, the governments have not developed unified standards. *(Continued on page 13)*

¹Harrington, John. "United States-Mexico Transportation: Full NAFTA Implementation Essential," January 1998, Website of the United States-Mexico Chamber of Commerce. www.usmcc.org/transp.html.

² Levine, Arnold. Testimony of the U.S. Department of Transportation. *Surface Transportation Implications of NAFTA: Hearing of the Committee on Commerce, Science and Transportation*. U.S. Senate. May 4, 1993. p. 96.

³ National Highway Traffic Safety Administration, "Traffic Safety Facts 1996: Large Trucks," www.nhtsa.dot.gov.

⁴ Environmental Protection Agency, "Emission Control Potential for Heavy-Duty Diesel," Fact Sheet, EPA 420-F-95-009b, June 1996. www.epa.gov/oms/noxfact2.htm

⁵ Small, Kenneth, Clifford Winston, and Carol Evans. "Pavement Wear and Durability," *Roadwork*. Washington, D.C.: Brookings Institute, 1989. p. 37-68.

⁶ Harper, Edwin, "Statement by E.L. Harper, President and CEO, Association of American Railroads," *Hearing before the Subcommittee on Investigations and Oversight of the Committee on Public Works and Transportation*, House of Representatives, April 29, 1993. p. 351-358.

New Publication on Growth Issues in Gateway Communities

The Sprawl Watch Clearinghouse has published its first monograph on growth issues in gateway communities “The Last Best Places: The Impacts of Sprawl on Gateway Communities in the American West.” The first in a series the Clearinghouse will publish, the monograph reviews the unique challenges to gateway communities in the context of land use and sprawl. “Last Best Places” addresses the economic incentives that encourage growth in gateway communities, the attendant environmental impacts, and social and quality of life issues such as rapidly changing demographics, congestion, overcrowding, and inadequate provision of public services due to costs of provision. The piece also offers a “what’s working and what’s not” review of projects currently in place that address the problem of gateway community growth. To order a copy (\$5.00 including postage), contact jbailey@sprawlwatch.org or visit www.sprawlwatch.org ■

Case Studies Examine Transportation and Communities

A new report produced by Project for Public Spaces, AASHTO (American Association of State Highway Transportation Officials) and other organizations highlights “How Transportation and Community Partnerships Are Shaping America.”

Through a series of case studies from around the country, the report illustrates how collaboration among highway engineers, county and city agencies and community groups can produce transportation projects that “can bring together the traditional safety and mobility goals of transportation agencies and the livability goals of communities.”

The report also cites planning initiatives underway in Florida, Oregon, Maryland, and New Jersey, and provides suggestions on how to get a “place-making program” underway.

The report is available for \$1.50 plus shipping. To order, contact Erik Friesenhahn by e-mail at: ErikFriesenhahn@aaashto.org ■

Office Sprawl: The Evolving Geography of Business

Suburbs now contain the majority of office space in many of the country’s top metropolitan office markets, according to a new study by the Brookings Institution Center on Urban and Metropolitan Policy. Before 1980, central cities dominated the office market, but over the last two decades, office space has become much more dispersed. The old, central-city downtown has lost its primacy in most major office markets.

In addition to examining the city-suburban trend in office space, the study compares the amount of office space in a metropolitan area’s primary downtown with the amount found in “edgeless cities.” An edgeless city is defined as a highly dispersed office cluster, lacking clear boundaries, and containing less than 5 million square feet of office space (as compared to an “edge city,” which has recognized borders and contains at least 5 million square feet). Nationwide, 38 percent of office space was found in traditional downtown areas, while 37 percent was found in edgeless locations in 1999. Based on the percent of office space in a traditional downtown versus in an edgeless city, the study classifies thirteen top metropolitan office markets as either “core dominated,” “balanced,” “dispersed,” or “edgeless.”

The full report is posted at www.brookings.org/es/urban/officesprawl/report.htm ■

TPD Joins ITE in Drafting Smart Growth Transportation Guidelines

In keeping with stated objectives of both the Institute of Transportation Engineers and the APA Transportation Planning Division to collaborate more on professional activities, the two organizations have been working to draft transportation guidelines on Smart Growth. ITE approached the TPD last fall regarding this initiative, and an initial draft is under development. A half dozen TPD volunteers reviewed and commented on a draft guidelines document prepared by ITE. The guidelines are not meant to be prescriptive; rather they are an attempt to organize and shed light on transportation concepts and strategies that relate to reducing sprawl developing and encouraging walking, bicycling and the use of public transportation. Drafts of the document will be posted on the TPD web site and updates will be provided in future editions of the newsletter. ■

Update on the Combined National Personal Transportation Survey and the American Travel Survey

Elaine Murakami, FHWA

We are happy to report that we have completed data collection for the NPTS/ATS 2000 field test!!! If you recall, one of the objectives of the pretest was to test whether or not combining the NPTS and ATS into one questionnaire is a feasible option for the 2000 survey. We now have the pretest data and will be looking at overall response rates, trip rates, questionnaire flow, and item nonresponse in making a final decision on full survey design. Please visit our web site at www.nptsats2000.bts.gov for more information and updates.

A combination of the NPTS and ATS means collecting both long-distance and daily travel from the same households and will provide users with robust data on the full continuum of passenger travel by mode, purpose, and region. At a minimum, the NPTS and ATS will be coordinated so that reasonable assumptions can be made when looking at the data together. We will let you know what the exact full survey design is when we have completed our analyses.

Regardless of whether we coordinate or combine, the NPTS/ATS team has introduced some informative new data items on the questionnaire:

- Frequency of telecommuting
- Cellular phone ownership
- Frequency of Internet usage
- Most recent trip information
- Multiple purpose trips (ATS)
- Foreign born status
- Occupational status
- Disability/mobility questions
- Frequency of bike/pedestrian trips

We are eager to finalize the full survey design, and will work closely with the contracting team over the summer to achieve this goal. Keep an eye out for more conclusive results within the next couple of months. Please contact Heather Contrino at hcontrino@bts.gov if you would like to post an announcement or have related research listed on the NPTS/ATS web site. You can also participate in the discussion by joining the NPTS/ATS list serve at <http://www.nptsats2000.bts.gov/maillist.html>

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While opposition to NAFTA's trucking provisions by the U.S. trucking industry has been well documented, the U.S. may also be under pressure to block their implementation for geopolitical reasons. Transportation economist Kenneth Boyer suggests that by promising to boost trucking efficiency and lower transportation costs, NAFTA's trucking provisions have the potential to make distance less important and "effectively move Mexico and Canada closer to the United States."¹ Eventual competition between Mexican and U.S. truckers could further reduce the cost of distance in both countries. While some hail this as a leveled playing field for production processes, "a more level and compact landscape is not an advantage to everyone," Boyer notes. Real regional interests are at stake in NAFTA's seemingly unimportant technical rules. Lower transport costs may enable or encourage U.S. firms or industries with footloose characteristics to move or to geographically reorganize the production process to take advantage of certain costs (labor, for example) that are lower elsewhere.

The reluctance of the U.S. to implement NAFTA trucking rules contrasts sharply with its eagerness to fund roadway improvements it calls critical to the treaty's effectiveness. The DOT is poised to spend \$700 million on infrastructure to prepare for the growing demand for trucking services, but it is unwilling to implement the measures that would allow the trucking industry in both countries to reorganize both operations and services to respond to new trading conditions established by NAFTA.

The Trading Landscape Before NAFTA

Much of the rhetoric surrounding the passage of NAFTA emphasized the increase in trade that the agreement would spur. However, NAFTA's role as a sparkplug for trade may have been overblown. To counter early criticisms of NAFTA that portended "the great sucking sound" of American jobs moving south, policy makers may have overemphasized the U.S. trade gains that NAFTA would deliver. Trade between the U.S. and Mexico *has increased* since NAFTA's passage, but it *had been rising* since well before NAFTA. Trade data compiled by Barton-Aschman shows that U.S.-Mexico economic activity has been growing steadily at least since the mid-1980s, when Mexico lowered tariffs and joined the General Agreement on Tariffs and Trade.¹ U.S.-Mexico trade grew steadily from \$14.6 billion in 1987 to \$50.8 billion in 1994, then increased at a slightly higher rate in 1995 due mostly to devaluation of the Mexican peso. For the same period, Mexico-U.S. trade grew steadily from \$20.3 billion to \$49.5 billion, with exports increasing at a higher rate in 1995 due to devaluation. (*continued on page 15*)

¹ Boyer, Kenneth. "NAFTA and the Cost of Distance," *The Annals of the American Academy of Political and Social Science*, Vol. 553, p. 55-65. September 1993.

NAFTA, Continued from previous page

Total trade between the two countries topped \$100 billion for the first time in 1994 and now stands well above that. The U.S. is Mexico's top trading partner, accounting for 80% of Mexico's total imports and exports. While the U.S.'s trading partners are more diverse, Mexico is the third largest partner, garnering 8% of total U.S. trading activity in 1995. Given the recent history of trade between the U.S. and Mexico, it is more accurate to say that NAFTA *solidified* a trend that was already firmly established well before the treaty, rather than that NAFTA ignited entirely new trade. If this is so, why was a trade-related infrastructure deficit not identified prior to NAFTA? If trade had been steadily increasing, why didn't transportation officials foresee the need for greater capacity before NAFTA? If an infrastructure deficit existed, it should also have been apparent to elected officials well before NAFTA.

To discuss what increasing U.S.-Mexico trade means for transportation, it is important to note that some prominent characteristics of U.S.-Mexico trade bear directly on transportation. First, the exchange of goods between the two countries happens predominantly by land. As documented by Barton-Aschman, 86% of the import and export value traded between the two countries is transported by truck, and 7% is carried by rail.² While for some transportation purposes, it may be more relevant to speak of the tonnage of goods shipped between the two countries, such records are seldom and inconsistently available. Most trade flow data use monetary value as the unit of measure for official records, and because U.S. data sources in many cases are more complete and considered more reliable, trade flows are usually expressed in U.S. dollars.

Second, to paint an accurate picture of U.S.-Mexico trade it is important to discuss the role of *maquiladoras* and intermediate goods. *Maquiladoras* are Mexican processing or manufacturing plants that perform additional processes on, or add value to intermediate goods, which are goods that are still in the process of manufacture. Once the product has completed the step in the manufacturing process that is performed in Mexico, it is exported to the U.S. for further processing. Some *maquiladoras* assemble imported parts into final goods for export back to the United States.

Maquiladora factories first established themselves in the mid-1960s in northern Mexico, and the Mexican government's Border Industrialization Pro-

gram further institutionalized *maquiladora* arrangements in 1971. The *maquiladora* industry reflects Mexico's attractiveness as a location for labor intensive manufacturing activities, and *maquiladora* trade represents the electric appliances and machinery industries, as well as vehicles, optical instruments, plastics, and steel manufactures. The intrafirm trade (U.S. entities with plants in Mexico and the U.S.) of the *maquiladora* industry accounts for a substantial portion of total trade between the U.S. and Mexico; thus, trade with Mexico may be described by origins and destinations that are generally more proximate than traditional trade. In fact, many Mexican *maquiladora* operations are closely linked with sister plants located close to the border in American border states. The prominence of *maquiladora* trade in the larger picture of trade between the U.S. and Mexico means that much of the trade related goods transport is concentrated in the border region.

Finally, even traditional trade brings significant transport activity to the border states. Traditional trade usually entails the transport of finished goods to final consumer markets that are by nature geographically dispersed. But even products bound for traditional final markets in the interior bring increased transportation activity to the border. A current trend among both Mexican and American producers is to send large product shipments to centrally located import warehouses and distribution points before making smaller final deliveries. Because warehouse space in Mexico is scarce and costly, new facilities have been constructed north of the border, and many are in Texas.¹ The distribution centers permit hub-and-spoke style delivery, reduce costs for Mexican and American shippers, and increase freight transportation movements in the border states.

When looking at the proportion of *trade value* captured by Mexican and American states, it is clear that the Border States of Mexico and the U.S. see more activity than their interior counterparts. The picture of trade presented by the Barton-Aschman reports suggest that freight traffic from U.S.-Mexico trade impacts the border region in both countries more than the interior. This is true in part because three major links in cross-border freight movements are in close proximity to the border: 1) the Mexican *maquiladoras*, 2) their American sister plants, and 3) the warehouses and import centers north of the border.

(continued on page 15)

¹ Barton Aschman. "Changes in U.S. and Mexican Cross Border Trade Flows by Land Transportation Systems," *Binational Border Transportation Planning and Programming Study*. La Impresa Barton-Ashman. January 16, 1998. p. 65.

"...the exchange of goods between the two countries happens predominantly by land."

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In Mexico, Chihuahua—the state that borders New Mexico and Texas—accounts for 15% of northbound trade and 15% headed south. Tamaulipas, also on the Texas border, wins 8% of the goods in each direction. Baja California generates 10% of the trade from Mexico to the U.S. and attracts 6% of the total U.S.-Mexico activity. Distrito Federal, home to Mexico City, is an exception to the pattern, attracting 19% of U.S.-Mexico trade and generating 20% of northbound activity. In the United States, Texas is the leader in trade between the U.S. and Mexico. Nearly one-quarter of U.S.-Mexico trade originates in Texas, and the Lone Star State attracts a whopping 44% of the trade value from Mexico. Michigan accounts for 16% of the trade from the U.S. to Mexico, and captures 6% of shipments from Mexico. (This probably reflects the automotive parts trade.) California captures 15% of trade in each direction, and Arizona sees 5% in each direction.

These trade statistics highlight the role of border states in U.S.-Mexico trade, suggesting those states deserve special attention when assessing the transportation impacts of NAFTA. However, analysts have shown that the product origin and destination data used for these statistics are not wholly reliable, and may be skewed in favor of the Border States. Problems arise in assessing the origins and destinations of trade values for several reasons. First, shipping companies and customs officials in both countries define product origin differently. U.S. customs data traditionally tracks the export state and not necessarily the state where the item originated. Although the U.S. Customs Service has begun to collect more accurate product origin data, it will be several years until this information is complete and usable. Mexican trade data identify a shipment's origin by the location of the producer's headquarters. This presents obvious data weaknesses, as corporate headquarters may be far removed from an actual manufacturing site. Second, in cases of consolidated freight shipments, the point of consolidation—usually near the border—can mask the real origins of the shipment's components.

The second part of this 2000 TPD student paper award-winning article will be published in the next issue of the newsletter. ■

Differentiating between Density and Sprawl

Larry Fabian, Trans.21

There are economies and diseconomies of density. Different policies and programs can increase or decrease the benefits and costs of agglomeration. Here are some impacts to watch out for as you strive to create more livable, sustainable community centers.

Density	Sprawl
Centripetal Forces	
<u>The Benefits of Density</u> or agglomeration economies	<u>Costs of Sprawl</u> or disagglomeration diseconomies
Face to face contact	Greater travel distances
Spontaneous contact	More expensive access to specialized goods and services
Access to specialized goods and services	Limited labor pool
Heating/cooling economies	Extensive infrastructure costs
Smaller infrastructure requirements	
Short travel distances	
Centrifugal Forces	
<u>The Costs of Density</u> or agglomeration diseconomies	<u>The Benefits of Sprawl</u> or disagglomeration economies
More noise	Quieter
More air pollution	Cleaner air
Lack of privacy	More privacy
Lack of green space	More green space
Greater congestion, slower travel speed	Less congestion, higher travel speeds
Higher land costs and rents	Lower land costs and rents
Higher parking costs	Lower parking costs

New Smart Growth Coalition Launched

The American Planning Association has joined 60 other public interest groups across the United States to form Smart Growth America. This new coalition will advocate better growth policies and practices at local, state, and federal levels to promote farmland and open space protection, neighborhood revitalization, affordable housing, and livable communities.

In October, at the official launch of the coalition, Smart Growth America released the results of a poll it commissioned on Americans' attitudes towards sprawl and smart growth issues. The survey reveals that 78 percent of Americans support policies to curb sprawl. Over 80 percent of respondents think government should give priority to maintaining services and infrastructure in established communities before subsidizing

new sprawl. Over 80 percent also favor more cooperation on growth management among local governments, creating zones for green space and farmland, and tax incentives to renovate older houses and revitalize economically depressed neighborhoods. The poll also shows rapid growth in the use of public transportation, strong voter support for smart growth ballot measures, and increased demand for housing in cities and close-in suburbs.

Survey results and additional information on smart growth issues and resources are featured in a 24-page booklet from the coalition: Greetings from Smart Growth America. The report is available for \$12 (\$8 each for 10 or more copies). To order, contact Jerome Milton by phone at 202-466-2636 or by E-mail at jmilton@transact.org.

The report is also available on-line in PDF format at www.smartgrowthamerica.com ■

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