



APA 2002 National Planning Conference Features Special Transportation Track

Richard Willson, Ph.D., AICP

One of the objectives of the Transportation Planning Division is to increase the attention devoted to transportation issues at the national conference. Last year, the Division began the process of reaching out to other Divisions in promoting sessions that dealt with the interaction of transportation and communities. This year, with the support of APA staff, the Division proposed a special track on the interrelationships of transportation and community. We are delighted that APA has accepted our proposal, which produced the largest ever track offered at an APA conference.

The name of the track is the Interrelationships of Transportation and Community. Taking a cue from Secretary Mineta's approach to coordinating transportation planning with other community issues, we designed a track that explores how transportation and other vital planning and community issues interrelate and how policies developed in the different realms can be mutually supportive. We believe that this approach distinguishes our Division from other transportation-only professional organizations because it fosters collaborations in different realms of planning.

ISTEA and TEA-21 made important strides in creating a more community

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TRANSPORTATION PLANNING



AMERICAN PLANNING ASSOCIATION
TRANSPORTATION PLANNING DIVISION



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Transportation and Federal Planners to Hold Joint Reception at TRB

The Transportation Planning Division invites members to its business meeting and reception on Tuesday, January 15, 2002, to be held in conjunction with the Transportation Research Board (TRB) 81st Annual Meeting in Washington, D.C. The business meeting begins at 6 PM in the **Hilton International West Room**.

A special reception jointly sponsored by the TPD and APA's Federal Planning Division will immediately follow the business meeting, beginning at about 7 PM.

The reception features hot food, beer, wine and non-alcoholic beverages. Special guests include APA Government Affairs staff to discuss APA's federal legislative agenda, and U.S. Department of Transportation staff, who will present the agency's Metropolitan Capacity Building program.

Please join us for the TPD meeting and this special occasion to build relationships with our FPD colleagues. Look on the TPD website for the business meeting agenda.

Transportation Planning After September 11th

Steven E. Polzin Ph.D., P.E.

Only slightly removed from the tragedy of the September 11th terrorist incidents, recent media stories and discussions among transportation professionals and the general public have begun to speculate on the consequences of these incidents on America's mobility. The speculation has run the gamut from predicting the end of skyscraper construction and the subsequent consequences to urban densities, to anticipating or advocating new infrastructure investments (such as high-speed rail) as alternatives to air travel. Some transportation impacts are already clear or seem highly probable while others are sheer conjecture at this time.

The incident obviously created a financial crisis for the airline industry; government's involvement will inevitably change our perception of a mode that here-to-fore was generally

regarded as user supported. Regardless of who pays, the cost of air travel is likely to go up, due to greater security costs, higher risk costs, and perhaps fewer economies of scale. Time costs of air travel may also go up as security clearances slow boarding. And somewhat unique to air travel: there may be an increase in those who have a mode-choice-altering fear of flying. How do these changes filter into our transportation planning activities? Should mode choice coefficients or the time and money cost estimates of various modes be altered for future planning studies? Has the steeply sloped curve of growing air travel demand been permanently altered? Can technology and procedures ultimately provide needed security without significant time penalties? Does the willingness of the federal government to make a

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The New Year finds many of us dealing with a very different landscape from just a few short months ago. Aside from changes in air travel, security and foreign affairs directly related to the terrorist attacks, an already shaky economy has stalled. In places that are dependent on tourism and travel, like here in Orlando, economic conditions are causing layoffs, bankruptcies and deep government budget cuts in social services and education. Next year's budget promises to be even worse for many agencies.

To reverse those conditions, Congress and many state and local agencies are promoting economic stimulus packages of various sorts. The State of Florida, for example, is accelerating transportation construction projects to provide jobs and jump-start private investment. This is certainly beneficial in the short-run for many civil engineering and design consultants, and it may well help the economy toward a quicker recovery, but one wonders what it means for planning.

Have the last 10 years of ISTEA and TEA-21 led to better projects that are now winding their way toward the end of the pipeline? Will projects receiving stimulus funding help achieve balance in the transportation system, improve personal mobility, enhance access and contribute to community character? What role will security play in transportation accessibility and mobility, or development of

transportation alternatives? Our work to plan and set priorities for the transportation system will be telling.

In the rush to reverse a declining economy and shorten the first serious recession in 10 years, sound planning may be especially vulnerable to economic pressures. Under such conditions, the slope from a deliberative and inclusive

process to one that hinders economic recovery can quickly deepen. Our efforts as planners may need to adapt to this changing landscape, but we should keep our focus on the sound planning principles that balance competing interests, ensure travel choices and create quality places.

TEA-21 Reauthorization Task Force

APA's Legislative & Policy Committee has authorized a special task force to examine APA's policies relative to the reauthorization of TEA-21 in 2003. The task force will establish key policy objectives that APA hopes to see included in new legislation. These principles will guide APA's legislative advocacy and coalition efforts for the reauthorization. The task force will include broad representation from the Legislative & Policy Committee and related Divisions, including Transportation, Environment and Intergovernmental Affairs. Please contact me to indicate your interest in assisting with Reauthorization analysis and advocacy efforts, or to simply let me know your thoughts about the Division. *WB*

NOTES FROM THE CHAIR

WHIT BLANTON, AICP

WHAT ME, AN OFFICER?

Larry Fabian, TPD Secretary

Our Division, its activities and its impacts are what we make of it. Much of the guidance and direction comes from a small group elected to lead it. We have four posts — chair, vice-chair, secretary and treasurer. We will hold new elections in the fall of 2002 or early 2003. What does this mean for YOU?

First, you should vote when balloting time comes. Second, you should think about what you want TPD to try to do over the coming few years. What challenges do you and other transportation planners face? What help do we need? What priorities should we advocate to Washington policy-makers and funders, state officials and those at the MPO and local levels?

Third, you might consider seeking nomination for a TPD office yourself. Or for someone else you think would do a superb job. Or encouraging the current foursome to continue on. Curious as to what it takes to be an officer? Why not come to the next TPD function — at TRB or at APA National? All four officers will welcome you to introduce yourself, ask us questions and participate to the extent your time allows.

If you can't wait, email me at LFabian@compuserve.com or call (617) 825-2318.

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oriented and comprehensive approach to transportation. Those laws, plus smart growth forces, have opened the door to creative and complementary transportation and community planning. As discussions about reauthorization take place, this track theme focuses attention on the types of interrelationships that we should be considering for future policy. There has also been enough experience with more integrated transportation planning processes to begin to assess the success of efforts that integrate transportation and community considerations.

You won't want to miss this special track at the APA National Planning Conference, April 13-17, 2002. The track sessions, plus APA's extraordinary mobile workshop program, promise in-depth explorations of transportation and community planning issues. The following summarizes the unprecedented 18 sessions and five mobile workshop topics. See you in Chicago!

Conference Sessions

Solving Goal Conflicts in Transportation Planning
Sunday, 1:00 p.m.–2:15 p.m.

Small Town and Rural Transportation Pilot Program
Sunday, 2:30 p.m.–3:45 p.m.

Transportation Policies for Livable Communities
Sunday, 4:00 p.m.–5:15 p.m.

Retrofitting Transportation Infrastructure
Monday, 8:45 a.m.–10:00 a.m.

Partnerships in Regional and Local Planning
8:45 a.m.–10:00 a.m.

Walkable, Healthy Communities
Monday, 10:15 a.m.–11:30 a.m.

Transportation and Community and System Preservation
Monday, 1:00 p.m.–2:15 p.m.

Revitalization Through Transit Oriented Development
Monday, 2:30 p.m.–3:45 p.m.

Environmental Justice and Transportation Planning
Monday, 2:30 p.m. – 3:45 p.m.

Rapid Transit for Nontraditional Downtowns
Monday, 4:00 p.m.–5:15 p.m.

Streets That Create Context
Tuesday, 8:45 a.m.–11:30 a.m.

Transforming Suburbs
Tuesday, 10:15 a.m.–11:30 a.m.

Uniting Density, Design, and Development
Tuesday, 2:30 p.m.–3:45 p.m.

Highway Design and Neighborhood Plans
Tuesday, 4:00 p.m.–5:15 p.m.

Rebuilding Japantown
Wednesday, 8:45 a.m.–10:00 a.m.

Local Support for Regional Rail
Wednesday, 8:45 a.m.–10:00 a.m.

Transportation and Community Values
Wednesday, 10:15 a.m.–11:30 a.m.

Regulatory & Economic Realities of TOD
Wednesday, 10:15 a.m.–11:30 a.m.

Regional Smart Growth
Wednesday, 1:00 p.m.–2:15 p.m.

Mobile Workshops

Bike Lane Design in Chicago
Monday, 7:30a.m.–11:00 a.m.

Wacker Drive Viaduct Reconstruction
Monday, 1:30 p.m.–4:30 p.m.

Bikes in Chicago Tour
Tuesday 7:30 a.m.–11:00 a.m.

South Lakefront Access Study Bike Tour
Tuesday, 7:30 a.m.–noon

Transit Oriented Development in Chicago's South Suburbs
Wednesday, 8:15 a.m.–2:15 p.m.

**TPD SEEKS
NEWSLETTER
EDITOR**

Looking for an opportunity to demonstrate your creative and organizational talents? Are you interested in taking a more active role in the national American Planning Association? Would you like to boost your income and increase your visibility within the professional community of transportation planners? If so, then you should consider serving as newsletter editor for the Transportation Planning Division.

The newsletter editor is responsible for producing four issues of *Transportation Planning* per year, attending the Division's two business meetings each year at the Transportation Research Board (TRB) in January and the APA National Conference in April, and serving as a liaison between APA leadership and members. The editor solicits and edits newsletter articles, prepares each issue for production, supervises its printing and mailing, and helps with website content. The editor has the option of doing all the layout or contracting for layout and design support.

The Division currently pays \$750 per issue to the editor as a stipend, an amount that is proposed to increase to \$1,000 for the coming term. A minimum two year term is requested. If interested, submit a cover letter and resume to Whit Blanton, division chair, by March 1, 2002. Please direct any questions to Whit.

Serving as editor of the Division's newsletter is a unique opportunity for an individual with the right combination of skills and interests. To borrow from the folks at Gatorade...is it in you?

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significant financial contribution to the airline industry render subsequent subsidies to Amtrak or high-speed rail more palatable?

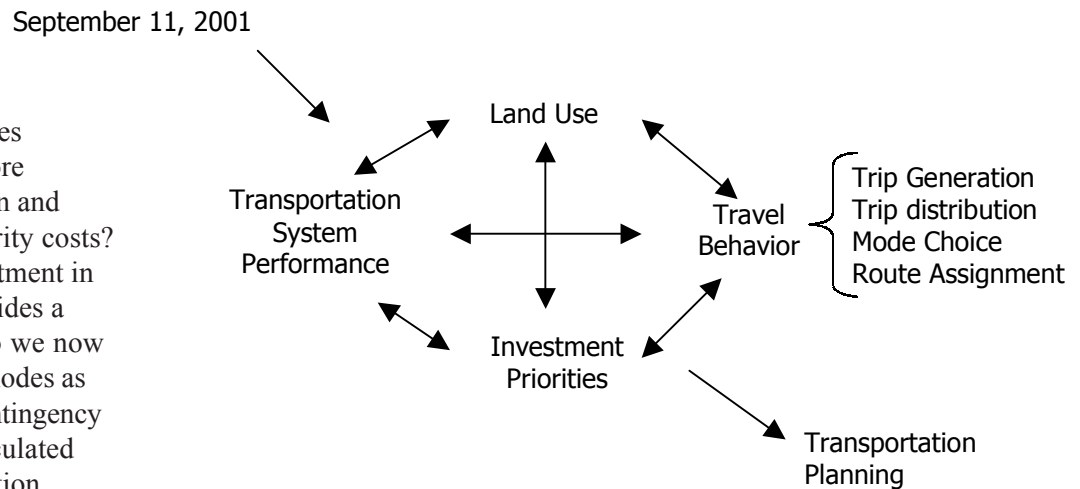
After a decade of preaching multimodalism and modal integration, do we need to rethink those plans for remote airline check-in counters at downtown rail transit stations? Are all modes of public travel inherently more attractive to terrorist attention and hence subject to higher security costs? Some have argued that investment in alternatives such as rail provides a necessary contingency – Do we now justify investments in such modes as rail, by highly valuing this contingency potential? Others have speculated that the interest in transportation investment will be spurred by virtue of the economic stimulus that can be created by transportation facility construction in light of the economic impact of the catastrophe of September 11th. Many have noted that transportation’s importance to the economy was underscored by the tragedy, and hence, the public may be more willing to increase the investment in our transportation system. Among the more subtle impacts, perhaps road rage will be lessened, as Americans draw closer together and become more considerate of others. Perhaps customer service on all travel alternatives will be better, as the transportation workforce approaches their jobs with a redoubled commitment to excellence.

It may be useful to explore the implications of this tragedy on transportation planning by reflecting on a simplistic model. Figure 1 outlines such a model, where the tragedy influences transportation system performance, land use, travel behavior, and public investment priorities. In each category, impacts can be long or short range.

Land Use — Individuals have speculated on a variety of land use implications ranging from an increase in employment dispersion and sprawl, to a renewed focus on the importance

transportation of various products. Of critical interest to transportation planning efforts are the long-term impacts. At this time, the expectations are that cost and perhaps access time

Figure 1 Conceptual Model of Transportation Planning Impacts



of the city. While signature high rises may not be a growth market, there is little reason to anticipate meaningful land use changes in the short or long term. According to participants in the recent Urban Land Institute’s Global Mayors Forum, the September 11th terrorist attacks have sharpened the focus of municipal officials both nationally and abroad, on the need to sustain urban revitalization efforts and enhance community livability. The participants concurred that while the possibility exists that the attacks could drive some people out of urban areas, the reaction of urban residents so far has resulted in an “overwhelming celebration” of cities. Other planners have postulated that the economic impacts will slow retirement-driven migration patterns as well as growth in tourism intensive economies.

Transportation System Performance — Near term impacts include the suspension of many airline services, long delays for airport security, security enhancements for rail travel, and minor changes in auto parking. Other changes, all intended to enhance security, may impact the

increases for air travel will be long term impacts.

Travel Behavior — One can speculate on how the events may impact each of the traditional four elements of travel behavior that transportation planners typically consider: trip generation, trip distribution, mode choice, and route assignment. Trip making may decline as people forgo certain trips. That certainly happened initially, and there is speculation that a proportion of the general public will remain unwilling to fly. Some may substitute auto or rail travel, but some others will simply forgo the activity. On the business side, there is likely to be some mode shift but also some occasion for other forms of communication to substitute for travel. The September 11th tragedy is likely to enhance the use of evolving telecommunications capabilities and result in some activities being carried out by phone and other electronic communications means.

Another possible significant change resulting from September 11th

FHWA, FTA Launch Program To Help Meet Transportation Challenges

U.S. Transportation Secretary Norman Y. Mineta recently joined the administrators of the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in launching the Metropolitan Capacity Building (MCB) program and program web site. The goal of the MCB program is to improve public ability to respond to transportation challenges in metropolitan areas.

"I have time and again seen the power of transportation improve cities and neighborhoods of all backgrounds, and the MCB program will help leverage that power," Secretary

Mineta said. "This program is a good example of applying new technology to complex, real-world transportation problems - one of my priorities for the department."

The MCB website provides a "one-stop" shop for information on a broad array of planning topics. It contains information about the MCB program, a briefing book for metropolitan planning organization board members, case studies, training information, hot links to relevant sites and more.

The MCB program has several components. It provides transportation agency board members information on

the metropolitan transportation planning process. It also provides a means for sharing successful examples of good practice. The FHWA and FTA, in conjunction with other transportation organizations, also offer technical assistance, training and education programs.

By consolidating this information in one place, U.S. DOT hopes to help state and local transportation officials and their staffs become better prepared to address the transportation issues in metropolitan areas.

The Metropolitan Capacity Building web site on the Internet is www.mcb.fhwa.dot.gov.

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may be altered trip destinations. Individual travel location choices might be modestly altered. As people refocus their priorities, some may value time with family more highly and choose to minimize lengthy commutes to distant job sites. Conversely, others have recently argued that the push toward decentralized urban areas may result in greater sprawl, meaning longer commute trips for many. Independent of the effects of the slowing economy, work commitments and local urban travel activities are likely to remain unaffected. The largest prospect for change involves those longer distance trips; specifically trips that might have involved air travel. In this regard, both personal and business trips are likely to be affected. Some individuals will choose vacation locations that do not require air travel, and other locations that are perceived as unsafe or prone to security bottlenecks, may be avoided.

Mode choice changes are most likely in situations where the cost of travel (whether in terms of time or money) is different than previously and results in changes in comparative performance. Factors that may affect

more localized urban travel include changes in security procedures that affect public transit and parking facilities.

Investment Priorities — Speculation has centered on whether this tragedy will have an influence on public attitudes toward transportation investments. Some have suggested that the economic value of transportation is being recognized and will aid efforts to increase investment in transportation. Others anticipate a renewed interest in having transportation choices; specifically enhanced funding for rail modes. Still others worry that diversions of dollars to enhance security will detract from capacity improvements.

While it is too early to begin changing our long range plans, it will be important for transportation planners to monitor closely changes in travel behavior and try to fully understand their underlying causes. This will help planners assess the potential for longer-term shifts in behavior. Similarly, we should closely monitor the performance of our transportation systems with regard to time and cost factors as well as security, so we can make informed

extrapolations of how these system and service changes might be impacting travel behavior. It will be important to take steps to ensure that the September 11th tragedy does not slow our progress toward a true multimodal transportation system. Nor should these events serve to further polarize modal prejudices or be used as an emotional springboard to advocate investments whose merits should be scrutinized with clear thinking. We should watch closely to see how September 11th actually changed US travel behavior and transportation needs.

Steven E. Polzin worked for transit agencies in Chicago, Cleveland, and Dallas before joining the University of South Florida's Center for Urban Transportation Research in 1988. The opinions expressed are solely those of the author. Thanks to Margaret Giery and colleagues at CUTR for review comments. Center for Urban Transportation Research, University of South Florida. Phone (813) 974-9849, email: polzin@cutr.usf.edu.

Transportation Advocates Celebrate 10 Years of ISTEA and Kick Off Drive for Reauthorization

Jason Jordan, APA Government Affairs Coordinator

On December 12th transportation advocates from across the nation gathered in Washington, D.C. to celebrate the 10th anniversary of the signing of the Intermodal Surface Transportation Efficiency Act and to honor two of the champions of that landmark legislation, former Senator Daniel Patrick Moynihan and Transportation Secretary, then Chairman of the House Transportation Committee, Norman Mineta. The Surface Transportation Policy Project (STPP) and many sponsoring organizations, including the American Planning Association (APA), hosted the event.

A packed ballroom of longtime supporters of ISTEA and TEA-21 heard remarks from some of the leading thinkers on transportation policy in Congress praising the accomplishments of Senator Moynihan and Secretary Mineta. Among those addressing the gathering were Senator James Jeffords of Vermont who chairs the Senate Environment and Public Works Committee; the woman who took Moynihan's seat in the Senate, Senator Hillary Rodham Clinton; Chairman of the Senate Banking Committee Paul Sarbanes of Maryland; original sponsor of the Community Character Act, Senator Lincoln Chafee of Rhode Island; and Chairman of the House Subcommittee on Highways and Transit, Wisconsin Representative Thomas Petri.

In moving and spirited remarks, former Senator Moynihan spoke of the role that poorly conceived, pre-ISTEA policies played in the deterioration of central cities and neighborhoods. In his introduction of Senator Moynihan, Senator Chafee quoted the prescient New Yorker from an article written in 1960 that predicted the devastating effect of transportation policies on the

nation's cities. Moynihan recalled the political battles to partially level the playing field and provide needed flexibility and urged those present to use the reauthorization of TEA-21 in 2003 as an opportunity to continue, advance, and improve the legacy of ISTEA.

Chairman Jeffords announced a schedule of 11 separate hearings next year for the Environment and Public Works Committee on various aspects of reauthorization. Hearing topics include the FY03 budget and highway trust fund; mobility, congestion, and intermodalism; planning and smart growth; transportation and air quality; security in metropolitan areas; innovative finance; rural transportation; and environmental stewardship.

Moynihan also spoke of the post-September 11 opportunities for rebuilding in New York City and argued for the reconstruction of Penn Station to its original grandeur in the Farley Post Office adjacent to the current Penn Station, a building designed like the original station. Moynihan called the proposal "a golden opportunity . . . for a new station to rise phoenix-like."

The evening was not all spent looking back on the accomplishments of the past decade. Much attention was directed toward the looming reauthorization of TEA-21. Speakers rallied the troops for the effort to continue promoting flexibility, transportation options and smart growth in the nation's transportation policy. STPP used the occasion to publicly announce an "alliance for a new transportation charter." The charter will be the blueprint for legislative advocacy during reauthorization.

The charter, endorsed by APA and more than 500 other organizations, calls for the development and implementation of transportation policies that provide real changes in planning and investments that embrace the key principles of enhanced public health and security, promotion of social equity and livable communities, sustained economic prosperity, and improved energy use and environmental protection. The charter goes on to call for reforming governance structures, restructuring of incentives to favor

rehabilitation and alternatives rather than new construction, redirecting investment policies toward commitments to existing neighborhoods, and modernizing transportation practices to be more responsive to the public.

In conjunction with the anniversary of ISTEA, Chairman Jeffords announced a schedule of 11 separate hearings next year for the Environment and Public Works Committee on various aspects of reauthorization. Hearing topics include the FY03 budget and highway trust fund; mobility, congestion, and intermodalism; planning and smart growth; transportation and air quality; security in metropolitan areas; innovative finance; rural transportation; and environmental stewardship. In announcing the hearing schedule, Senator Jeffords noted that past success was based on "marrying sound policy with an

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equitable and meaningful distribution of resources.” He laid out the challenge ahead given the difficult fiscal environment in the wake of September 11 and told the assembled advocates “strength through unity will be the best prescription for success.”

APA will make reauthorization a major legislative priority for the next two years. A “TEA-3” task force, led by the Transportation Planning Division, is being developed to help guide APA’s advocacy and policy efforts. The task force is set to convene during the National Planning Conference in Chicago. Complete text of the New Transportation Charter and copies of STPP’s “Ten Years of Progress: Building Better Communities Through Transportation” report are available online at www.transact.org. More information on APA’s transportation policy efforts can be obtained through the government affairs office at 202.872.0611.

CONSIDER JOINING THE TPD.

APA members can join for \$20 per year; non-APA member dues are \$30 per year, and students may join for \$10. Complete the information below, and mail your check made payable to “APA” to the American Planning Association, c/o Transportation Planning Division, Lock Box 97774, Chicago, IL 60678-7774.

Name: _____

Affiliation: _____

Address: _____

City/St/Zip: _____

Telephone: _____

E-Mail: _____

APA Transportation Planning Division Draft 2002 Work Program

To fulfill its mission statement and supporting objectives, the Transportation Planning Division of the American Planning Association presents the following draft work program for 2002. The work program is consistent with the Division’s by-laws, as amended in March 2001, and will be taken up at the business meeting scheduled for January 15th at the Transportation Research Board Annual Meeting in Washington, D.C. Members will be asked to approve the draft work program with or without modifications. If you would like to suggest any revisions to the Division’s 2002 work program and cannot attend the TRB business meeting, please contact Division Chair Whit Blanton or any of the other officers prior to January 14th.

Communications

- Publish and mail four (4) quarterly newsletters to members per year
 - Select a permanent newsletter editor
 - Provide courtesy copies of latest newsletters to select recipients
- Maintain and enhance the Division’s website
 - Update site at least monthly with news, conferences and job ads
 - Add new features to the site as opportunities and demand warrants
- Maintain the TPD’s electronic Listserv to facilitate information sharing among members
- Approve a new logo for the Division
- Distribute the Division’s brochure to members, potential members and outside organizations
- Participate in at least one activity (e.g., sessions, workshops, white papers, etc.) with an outside organization such as ITE, ASCE, ASLA, etc.
- Increase the visibility and activity of the Planners Advisory Council
- Undertake one research activity to advance the state of the transportation planning practice, and participate in various applied research activities

Legislative/Policy

- Review, and revise as necessary, APA’s transportation planning policy guide
- Develop position paper and provide support to APA lobbying activities for TEA-21 Reauthorization
- Work in collaboration with APA National and outside partners to promote best transportation planning practices in federal, state and local programs and policies
- Monitor transportation planning trends, issues and initiatives to keep members up-to-date through the newsletter and other means

Administration

Programs

- Continue the Division’s student paper competition and award two prizes in 2002
- Organize and conduct a minimum of two (2) by-right sessions at the annual National Planning Conference
- Hold two Division “idea exchanges” (aka business meetings) and receptions each year
 - (Transportation Research Board meeting in January and APA Conference in April)
- Increase activity of Division’s standing committees to expand volunteer opportunities
- Participate in at least three activities (e.g., sessions, workshops, white papers, etc.) with another APA Division or Chapter

- Continue to maintain a financially feasible budget and track costs over time
- Continue to prepare meeting minutes and make them available to all members
- Prepare an annual report on Division activities for APA and Division members
- Actively participate in the APA Divisions Council and other APA leadership functions

Transportation Planning is the quarterly newsletter of the Transportation Planning Division of the American Planning Association. The National APA office in Chicago maintains the mailing list. Please notify APA at 312.431.9100 of any address changes. To place advertisements, contact the editor.



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**TRANSPORTATION PLANNING DIVISION BUSINESS
MEETING AND JOINT RECEPTION WITH THE FEDERAL
PLANNING DIVISION**

January 15, 2002
Hilton Washington & Towers
International West Room
Business Meeting 6 PM; Reception 7-9 PM
1919 Connecticut Avenue NW
Washington, DC 20009
Telephone: 202.483.3000



APA 2002 NATIONAL PLANNING CONFERENCE

Make your plans now to attend the 2002 National Planning Conference in Chicago, April 13-17. For the first time the conference features a transportation planning track organized by the Transportation Planning Division to address your needs for professional development. You may view the program and register on-line at www.planning.org. See you there!

The Transportation Planning Division exists to facilitate technical information sharing among member professionals who deal with the ways transportation effectively and efficiently moves people and goods, shapes urban form, affects economic vitality and impacts quality of life. The Division promotes professional communication among its own members, with other APA divisions and with other professional groups. We assess and make recommendations on policies and programs so as to derive the full public benefits of comprehensive and community-based planning that promote personal mobility and travel choices.