

President's Message



New Opportunities

by James L. Kennedy
President

Thank you! I am humbled and excited by your action to be chosen to serve as President of NARC.

Serving as a NARC Board member convinced me that the work NARC does becomes more critical with each passing year. I have come to appreciate the tremendous opportunities ahead to advance regionalism and intergovernmental cooperation in a number of areas. We must position ourselves to keep pace with changing times and open our minds to expanded opportunities to learn from others. When we do, we gain a better understanding of just how many of us are going through similar challenges such as funding from state and federal sources in all programs. We are unique communities; yet face the same problems—transportation, sprawl, revitalization, economic development, and the environment. With NARC, we find we are not alone in the problems we deal with in our home regions.

NARC members can carry our story further to legislators and to wider

[...continued on Page 2](#)



A Year's Reflection

by F. Wayne Hill, Immediate
Past President

As I look back on my tenure as president of NARC, I am both pleased and proud.

I have heard members note that this was a "building year" for NARC. I believe that to be true.

One measure of the organization's continued strength is the number of candidates interested in holding NARC offices. Another telling sign was the ease and familiarity we showed each other during our gatherings.

While it is good to be comfortable with each other and the current status of the organization, we can't grow complacent. We still have plenty of work to do.

The growing importance of regionalism can't be overstated, whether the issue is homeland security, transportation, the environment or economic development.

[...continued on Page 2](#)



INSIDE

NARC Agenda Quarter Report	3
On The Hill Approps Dilemma	3
Transportation FL: South FL RPC PA: SEDA COG IA: Des Moines MPO	5 7 8
ITS East Central FL RPC	12
Federal Scene EPA: Conformity Latest Rules DOI: Secretary Norton New Parks Report DOT: FHWA Administrator Dorn "United We Ride"	15 17 18
Foundation Partner Fannie Mae	21
International Highlight Stuttgart Region	22
Economic Development September Telecast EDA Secretary Evans	25 27
Regional Showcase GA PA/TX/VT/IA,IL, MO	28 29
Awards NARC Annual DOT: FHWA	30 30
Corporate Partners Membership Info	31
NARC Conferences Calendar	31

circles of those who are in a position to help. We all know from experience that the practical, workable answers to our country's metropolitan and regional problems rest with you and the work of your organizations. I'm proud to be associated with you! We will stand together both within our own regions and across the country in advocacy for our councils and local jurisdictions in order to get the most effective government possible within budget constraints.

I will work hard to share the story of real cooperation and collaboration in regional councils—the power a region has to make real progress when its communities work together and speak with a single regional voice. I will continue to build and nurture solid relationships with our partners and colleagues with each council.

Communication has never been more critical as we share our solutions! I will continue to encourage enhanced communication with potential new members to join NARC in building regional communities.

At the annual conference held last month in Chicago, I had the opportunity to hear about international regionalism, how European communities have utilized regional concepts and how some of our regional councils have reached across the ocean to open dialogue with these regions. This is proof that communication knows no boundaries!

I feel a responsibility to continue the positive course set by our past President and Board of Directors. Our regional vision and priorities are benefiting from our strong coordination and focus. I will continue to enhance conference programs in a manner that fosters communications amongst councils nationwide.

Through the recommendation of the ITRC Oversight Committee, the NARC Board of Directors, at the 2004 Annual Conference, unanimously endorsed the restructuring, re-tasking and re-capitalizing of the former Institute for the Regional Community (ITRC) into The Regional Futures Institute (TRFI) for NARC. I encourage your participation with a voluntary contribution prior to September 1, 2004.

As your President in 2004 and 2005, I am looking forward to working with all of you. I will strive to be an advocate for all regions. I thank you for your commitment and appreciate your guidance as we work through these challenging times.



James L. Kennedy

While NARC didn't have many occasions to testify before U.S. House or Senate committees this past year, staff did plenty of work behind the scenes.

I have been very impressed with the NARC staff. We have a wealth of knowledge in this group. Not only are they aware of the national issues, they are also able to put it into context on a local level.

As elected and appointed officials, we need to support their efforts. Please keep updated on federal issues and contact your representatives in Washington, D.C., if requested.

While we can support NARC with our words, we need to support it with our deeds as well. Just as we face infrastructure and funding needs on a national, state and local scale, so does NARC.

Upgrading the office computers and NARC website are worthwhile needs that will serve us individually and as a group. We face the existing challenges of the increased cost of office space and the opportunity to fund a revamped ITRC. Other challenges will arise in the next year.

Since federal grants are growing harder to come by, we need to support the corporate sponsorship program in order to provide a reliable funding source.

I would like to challenge each of you to contact five potential sponsors. We won't all be successful. But with our current level of funding, each corporate sponsor signed will make a difference. Will you be the member to make a difference? Hopefully we all will participate in NARC's continued revival.

As President, Jim Kennedy will play a large role in that resurgence. I want to extend my congratulations to him again. He is a strong and solid choice as a leader, and I know we will all benefit from his tenure.

Thank you again for allowing me to serve as your president. The pleasure was all mine.



F. Wayne Hill

NARC Agenda



Third Quarter Report

by Robert E. Sokolowski

In 2004, we started to publish *REGIONS* electronically and I hope you like the format and content. This is the third electronic publication, and I would welcome your remarks concerning this publication.

Legislatively, this year is a very busy one! NARC is actively engaged in five authorizing bills. All are of primary importance to regional councils; and not just to those who are members of NARC. The bills affect regional councils and metropolitan planning organizations across the country irrespective of size.

The first big ticket item is the transportation reauthorization bill. The President is set on a mark of \$256 billion. The House passed bill provides \$280 billion. Senator Inhofe, Committee Chair, has just offered a mark of \$301 billion. Negotiations are not just about dollars, but programs. NARC staff is diligently staying on top of events as they occur; and is strongly positioning MPOs for the best possible advantage in the new transportation bill.

NARC staff is working closely with the Administration and House and Senate staff on a reauthorization bill for the Economic Development Administration (EDA); the two versions are close. A major difference involves "brownfields" language. I believe it critical for EDA to get reauthorized in this Congress. NARC staff is working with the administration to advocate strongly for the role of the economic development districts (EDDs) in the "new" EDA program.

Homeland Security is another priority for regional councils and we are working with Congressman Kingston who sponsored H.R. 3274, which specifically, for the first time, defines a role for regional councils in regional planning and offers them financial support. We are working on an amendment that we hope Congressman Kingston will offer should the Cox/Turner bill reach the floor.

NARC took advantage of an opportunity in the last Congress and in the current one to get a long overdue increase in water quality planning funds. In both the House and Senate where legislation was introduced to assist in water quality financing, NARC was successful in getting a pass through for planning in-

creased from 1 percent to 2 percent. We'll continue working on this next year, since it is unlikely that any water infrastructure bills will pass this year.

NARC is also working with the Department of Health and Human Services and Congress on Aging issues; as well as with the Department of Labor and the Congress on the reauthorization of the Workforce Investment Act.

Let's not forget about the never ending battle to try to move forward 13 appropriations bills, especially those that directly affect regional councils and MPOs.

As you can see we have a full agenda this year and we will do everything we can to advocate strongly for regional councils and MPOs regardless of size of population, geographic area or budget.

Robert Sokolowski has served as Executive Director of NARC since 2001. He has more than 30 years of extensive experience in economic development, project management and directed a program for local development districts for the Appalachian Regional Commission.

On The Hill

A Legislative Outlook

by Beverly Nykwest



The Appropriations Dilemma

The only thing that our Senators and Representatives absolutely have to do every year is pass 13 appropriations bills.

You'd think that would be easy enough, but it seems to be getting harder and harder.

House appropriators have chafed under a tight budget resolution that calls for \$818.891 billion in discretionary spending, even less than President Bush asked for in his 2005 budget. The House budget resolution also applies the pay-as-you-go requirement to domestic discretionary and mandatory programs, but not to tax cuts.

(Pay-as-you-go or PayGo, means any increase in funding for a program must be offset by either a

...continued on Page 4

decrease in another program or by an increase in revenue. Since it is much more difficult to find a way to increase programs funds because of an increase in revenue, the likelihood is that the appropriators will have to find cuts elsewhere.)

That discretionary spending breaks down to \$420.595 billion for defense; and \$369.635 for all other discretionary programs, which includes every program impacting regions and local governments.

The Senate, on the other hand, has been unable to produce a budget resolution, which leaves appropriations bills open to much debate and amendments. Its proposed, but un-passed and therefore not in force, resolution would set total discretionary spending at \$816.778 billion, with defense getting \$420.794 billion and all other discretionary programs, \$367.335 billion. Even though it is not in force, Senate appropriators are using the proposed budget resolution amounts for distribution among the various appropriations subcommittees.

As in the House, the Senate leadership proposed a budget resolution that would apply pay-as-you-go to all domestic and mandatory programs, but not to tax cuts. That has been the rub in the Senate. Four Republicans have steadfastly refused to support a budget resolution that did not apply pay-as-you-go to tax cuts, leaving the leadership, which holds a two-vote margin, without enough votes for passage, even if at least one or two Democrats crosses the line.

So far, the Senate has joined the House in passing Defense Appropriations. The House has passed Energy and Water, Homeland Security, Commerce/Justice and State and Interior appropriations bills. Senate appropriators have marked up Homeland Security, but it had not gone to the floor at Regions deadline.

There was a possibility that the Homeland Security bill would pass before the August recess, but that possibility is rapidly evaporating, despite recent warnings about terrorists threats.

The House had marked up all appropriations, except Transportation and Treasury at Regions deadline.

The end of the session is fast approaching, particularly with the time off that is taken in late July and all of August to accommodate the normal recess and the Democrat and Republican Conventions. Congress will have all of September to finish appropriations bills. Rumor is that since

the Senate has finished its committee work on Homeland Security appropriations that it will become the vehicle for an omnibus that will include 11 other bills.

If multiple appropriations bills are rolled into an omnibus bill, it will limit debate and amendments, a scenario that Democrats oppose.

The Future of the Select Committee on Homeland Security

The House Select Committee on Homeland Security, which is a temporary committee established after legislation passed forming the Department of Homeland Security, will soon have its future decided by House leadership.

The committee has more high powered committee chairmen and appropriators as members than almost any other committee in the House. Making the committee permanent could mean that some of these committee chairs will have to give up jurisdiction over programs that were moved into the Department of Homeland Security.

So far, at least one member of the House has spoken up in favor of keeping the committee alive. Rep. Lincoln Diaz-Balart, R-Fla., chair of the Homeland Rules Subcommittee, has said he supports making the committee permanent.

By early fall, Diaz-Balart's panel is required to make a recommendation regarding the future of the committee. Final say, however, will be up to Speaker Dennis Hastert, R-III.



Beverly Nykwest serves as NARC's Policy Director and has worked for the association for more than thirteen years. She has expertise in communications, legislation, community, economic and rural development, the environment and homeland security. Beverly serves on several Executive Branch working groups and committees and is principal liaison with the U. S. Congress on NARC-related issues.



Transportation

The series of articles in this issue of Regions focuses on innovative transportation approaches used by regional councils and metropolitan planning organizations to maintain quality of life environments for the communities they serve. This section is facilitated by Fred Abouseleman, NARC's Director of Transportation who has been with NARC since 2001. Fred's previous experience with DOT and insights into the many facets of transportation support his role as principal transportation liaison with MPOs.

Florida: The State Road 7/US 441 Collaborative

by David Dahlstrom

Senior Planner, South Florida Regional Planning Council



South Florida Regional Planning Council

South Florida Regional Planning Commission Mission

The Council's mission is to identify the long-term challenges and opportunities facing Southeast Florida and to assist the Region's leaders in developing and implementing creative strategies that result in more prosperous and equitable communities, a healthier and cleaner environment, and a more vibrant economy.

A Collaborative Approach!

It began quietly over four years ago. This band of cities knew they wanted more for their communities along the State Road 7/U.S. 441 corridor in Broward County. With a small amount of seed money from the Florida Department of Community Affairs and The Florida Department of Transportation – the South Florida Regional Planning Council was tasked with organizing and channeling the energy of these communities and the county into the creation of a Strategic Master Plan to improve the aesthetics and economics of this 25.6 mile-long corridor. Today, the State Road 7/U.S. 441 Collaborative (Collaborative) has accomplished a remarkable record of achievement. Through the collective actions of its members they have begun to be recognized for their innovation. The Collaborative model has successfully promoted intergovernmental coordination, economic development, mobility, aesthetic improvement and most importantly at a significant cost savings to each member jurisdiction.

Achieving Mission and Objectives

With the assistance of the South Florida Regional Planning Council's Institute for Community Collaboration, the Collaborative developed a mission statement and goals. As a departure from past practices, the Collaborative set about achieving these goals to ensure that:

- All jurisdictions that wanted to be involved in the redevelopment and upgrade of the corridor have an equal voice in discussions;
- Decisions are made by collaboration and consensus;
- Citizens are included in the development of a Corridor Master Plan and participate in the decision-making process; and
- Discussions and decisions are open to the public and public records are available.

In 2001, the work of the Collaborative attracted the attention of the Lincoln Land Institute and the Regional Plan Association. A panel of redevelopment experts from these organizations was convened to suggest redevelopment and design strategies for the corridor. Based on the guidance of the mission statement and objectives, numerous grant requests were submitted to state and federal agencies for funding to develop a Master Plan.

In 2003 and 2004 the Collaborative was awarded a total of \$1,000,000 from the FDOT for corridor landscaping. The joint submission and support from 14 jurisdictions was a key factor for the award. In 2003, the Collaborative was awarded \$1,900,000 for development of a Strategic Master Plan for the Corridor. In 2003, the South Florida Regional Resource Center (SFRRC) selected the Collaborative as a pilot project and pledged nearly \$50,000 in resources towards the development of the Strategic Master Plan. Also in 2003 the John D. and Catherine T. MacArthur Foundation awarded \$250,000 to the Collaborative to support the development of the SR 7 Community Network to actively engage elected officials, citizens, community-based organizations, faith-based organizations, civic leaders, and the private sector in the State Road 7 revitalization process.

...continued on Page 6

The State Road 7 Strategic Master Plan

The Strategic Master Plan will address many issues that have been identified as challenges to redevelopment along the corridor and provide a common planning framework for the governments that share jurisdiction of the corridor. Currently, nearly twenty-five percent of Broward County's 1,730,000 residents live within one mile of the corridor. With few remaining vacant parcels of land in the County and an expected population increase of 600,000 by the year 2020, the State Road 7 corridor is well positioned to attract redevelopment.

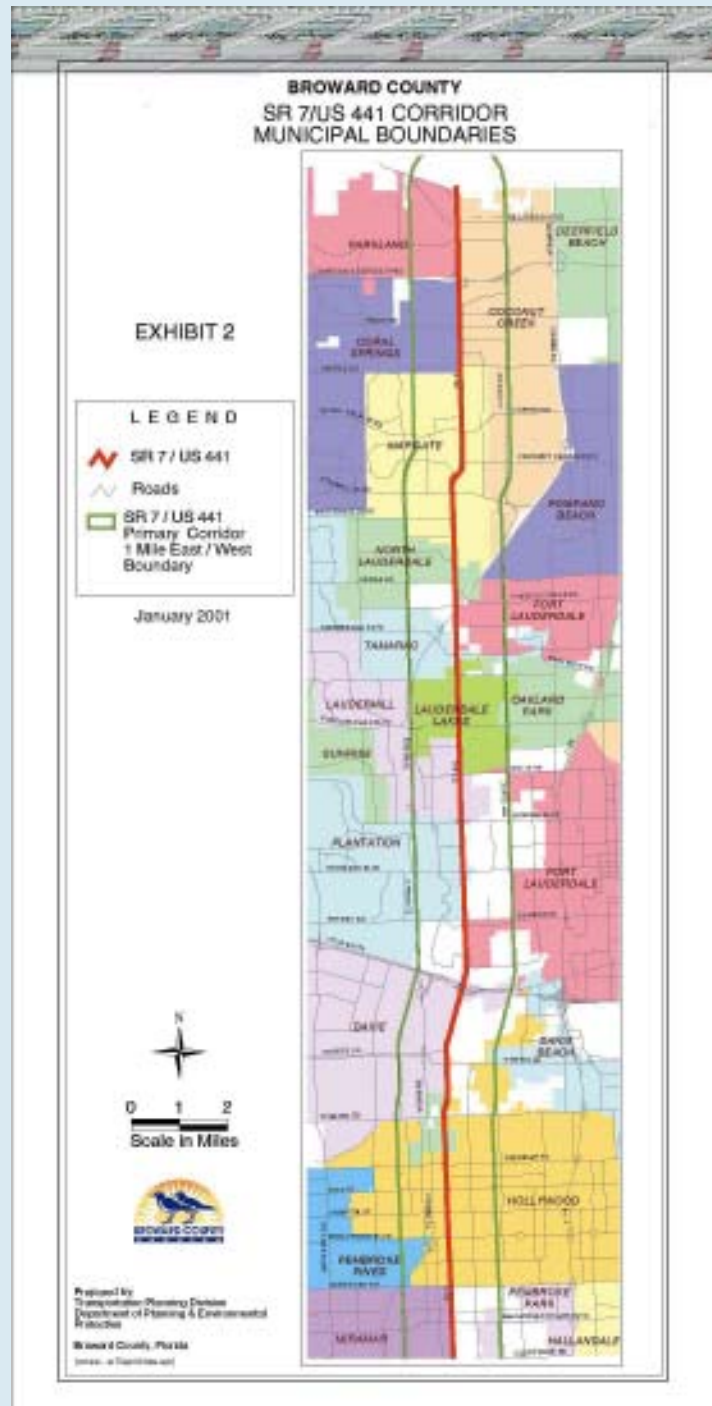
The Strategic Master Plan is highlighted by a series of design charrettes. The charrettes will be conducted by the Treasure Coast Regional Planning Council's Urban Design Studio. The first charrette was conducted in the City of Margate in October, 2003. The second charrette is held in the City of Lauderdale in March, 2004. The third charrette is scheduled for Davie/Hollywood in July, 2004. Four additional charrettes will be conducted through the year 2005 and will build on a charrette conducted by the City of Lauderdale Lakes in May, 2003 to develop a series of mixed-use and transit-oriented nodes along the corridor that will take advantage of the premium transit services available and planned along the corridor.

The Strategic Master Plan also incorporates many implementation activities designed to address issues associated with future land use, land development regulations, school capacity, and infrastructure capacity, to name a few. The Collaborative has worked with the Broward County Planning Council to create two new transit-oriented future land use categories that will support the new vision for the corridor. The Master Plan will also incorporate a number of related activities along the corridor, including nearly \$350,000,000 in FDOT scheduled road-widening and road resurfacing projects, the East-West Connector, Broward MPO's Bus Rapid Transit demonstration project, Community Redevelopment Area plans, Brownfield cleanups, and private development plans.

More to Come

The ongoing Collaborative project establishes a useful best practices guide on how to involve multiple jurisdictions in strategic planning. Please do not hesitate to contact the South Florida Regional Planning Commission for additional information.

Broward County Map



For additional information about the State Road 7 / U.S. 441 Collaborative, please contact David Dahlstrom, SFRPC Senior Planner and Project Manager, at davidd@sfrpc.com or (954) 985-4416.

Pennsylvania: SEDA-COG Freight Advisory Committee

by Steve Herman
Public Safety and Transportation Planning Program Analyst



Mission Statement

SEDA-Council of Governments (SEDA-COG) is a regional multi-county development agency which, under the guidance of a public policy board, provides leadership, expertise and services to communities, businesses, institutions and residents.

SEDA-COG seeks to enhance growth opportunities in an environmentally sensitive manner while retaining the region's predominantly rural character. The organization is both a direct service provider and a link to other resources that can be applied to a wide range of community and economic needs.

SEDA-COG is also an advocate for the interests of its communities at the state and federal levels.

SEDA-COG's strengths include a county-based policy board representing both public and private interests, a high level of staff expertise, a commitment to innovation and the flexibility to respond to new opportunities and challenges.

Getting Started

SEDA-Council of Governments, a Local Development District (LDD) and Rural Planning Organization (RPO), recently established a regional Freight Advisory Committee (FAC). Our purpose was to solicit input from the freight sector to help us identify and address needed freight transportation improvements throughout the SEDA-COG region that would facilitate goods movement and promote economic development.

Establishing the FAC

Throughout the winter of 2003, SEDA-COG staff worked to develop a diverse list of key freight stakeholders, representing commercial aviation, rail, trucking, and ports, which may want to participate in a FAC that would effectively integrate freight more into the transportation planning process. After receiving interest from several freight transportation providers, shippers, planning agencies, and state agency professionals, a kickoff FAC meeting was held on February 19, 2004. At the meeting we provided an overview of SEDA-COG transportation activities, the regional freight transportation infrastructure, freight data from FHWA and other sources, freight planning and financing limitations, and some alternative solutions for goods movement problems. We also

had some excellent speakers from PENNDOT, a neighboring MPO, and a private rail operator, who discussed statewide freight planning initiatives, a forthcoming Multi-Modal Freight Transfer Center Study, and experiences with Delaware Valley Regional Planning Commission's (DVRPC) Goods Movement Task Force. The meeting concluded with participants talking about important issues and opportunities that they face and engaging in a free-flowing dialogue. The group was asked if it would like to have additional FAC meetings. The consensus of the 16 participants was to have quarterly meetings with specific agenda items or issues to put before the FAC.

FAC Outreach

Since the February FAC meeting, we have expanded our reach and added several new shippers and other members to our contact list, which now has over 40 people, with about an equal percentage from the private and public sectors. We have also enlisted the cooperation of Centre County MPO, Harrisburg MPO, Williamsport MPO, and Northern Tier RPO to increase coordination among transportation planning agencies and take a more regional approach to freight issues. This cooperation among adjacent

...continued on Page 8

MPOs and regional councils from nearly all of Central Pennsylvania adds to the uniqueness and effectiveness of our transportation planning effort, which continues a long history of promoting intermodalism at SEDA-COG. This multi-modal focus was set in motion back in the early 1980's when SEDA-COG began purchasing rail lines abandoned by Conrail and subsequently formed a Joint Rail Authority (JRA). The SEDA-COG JRA successfully formed a public-private partnership with a shortline company operator and was able to acquire 80 miles of railroad in 1984, preserving rail service to several businesses in Central Pennsylvania. The SEDA-COG JRA continued to acquire abandoned rail lines over the years and now has five shortlines, totaling 200 miles of track, that provide service to some 60 companies with approximately 30,000 annual carloads. Forming a freight advisory committee seemed like a logical way to build on the JRA partnership successes and bring the freight modes in the region together to fuel economic growth and make intermodal freight movement more efficient.

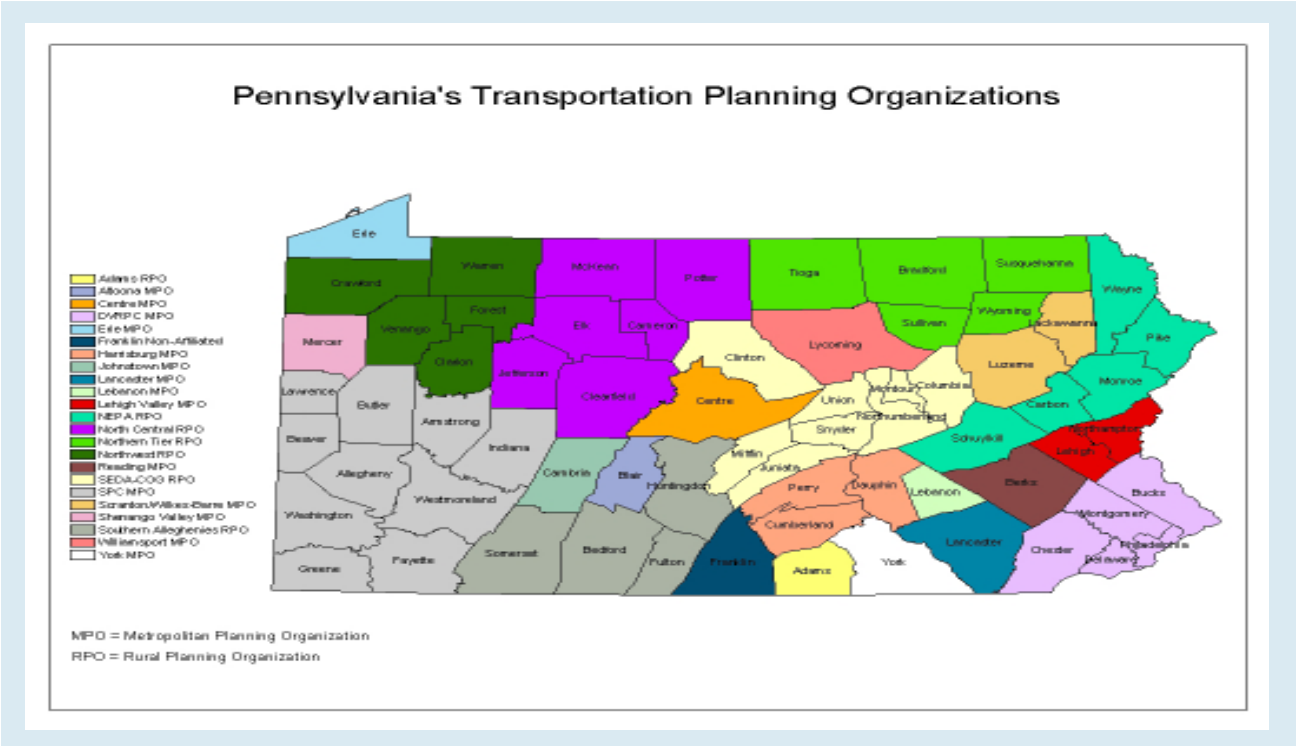
The second SEDA-COG FAC meeting held on June 17, 2004 was very well attended. To facilitate discussion, SEDA-COG provided members with a list of current/planned transportation projects with substantial impacts on goods movement in the SEDA-COG region. Other handouts included detailed maps

of freight networks, freight facilities, and planning regions. Discussion topics included consultant selection for a Multi-Modal Freight Transfer Center Study to be conducted for several counties in the region, freight goals and objectives for long range plans, and individual agency freight activities. We were also honored to have Ted Dahlburg, DVRPC Urban Goods Program Manager, speak about innovative freight planning and the successes of DVRPC's Goods Movement Task Force, which has become a shining example for all MPOs and regional councils across the nation.

Conclusion

SEDA-COG is pleased with the momentum that its FAC has been building and we are optimistic about the future of this committee that meets quarterly. In the future, we would like to schedule a rail excursion and tour of intermodal facilities in the region, expand our member list to include more private sector and economic development interests, implement specific project recommendations from the FAC, and add a freight representative to the SEDA-COG RPO voting board.

For additional information, please contact
Steve Herman
SEDA - Council of Governments
201 Furnace Road
Lewisburg, PA 17837
570.524-4491 and 570.524.9190 (FAX)





National Household Travel Survey Add-On Use in the Des Moines, Iowa, Metropolitan Area

by Tom Kane

The article that follows was facilitated by Peggy Tadej, NARC's Director of Environment and Special Projects. It is a part of NARC's on-going efforts to feature the work of regional councils and metropolitan planning organizations. The presentation was prepared and made by Mr. Tom Kane, Executive Director for the Des Moines Area Metropolitan Planning Organization (MPO) before the Transportation Research Board's National Travel Survey Conference: Data for Understanding Our Nation's Travel.

The Des Moines Area MPO serves a Planning Area population of 395,174, from fifteen member cities and portions of three member counties. In 2000, the Des Moines Metropolitan Statistical Area (MSA) consisted of three central Iowa counties: Dallas, Polk, and Warren. At the time, the opportunity to participate as an add-on to the 2001 National Household Travel Survey (NHTS) arose, the Des Moines Area MPO chose to purchase 1,200 NHTS Add-on surveys for a four-county area, the three counties in the Des Moines MSA plus one additional county expected to join the Des Moines MSA with the release of the 2000 U.S. Census data.

Before participation in the 2001 NHTS Add-on program, the last time the Des Moines area had collected extensive travel data was in the 1960's. Much has changed in the Des Moines metropolitan area since the 1960's and the 2001 NHTS Add-on data combined with the release of the 2000 U.S. Census data enabled the Des Moines Area MPO to update the true travel picture of the region.

An important, essential use of the 2001 NHTS Add-on data in the Des Moines metropolitan area is the survey's input in the Des Moines Area MPO's Travel Demand Model. Querying the 7,506 Vehicle Trips from the Access database NHTS data to discern Non-Home Based, Home Based Other, and Home Based Work trip percentages is valuable to assigning trip types to the Travel Demand Model. An expected result from the trip type queries was that Non-Home Based trips per household in the Des Moines metropolitan area would rise, resulting from increased trip-chaining by the traveling public, from the data currently used in the Travel Demand Model. This phenomenon, however, was not found to be the case. Non-Home Based trip rates did not change significantly in the 2001 NHTS Add-on data over the

previous Travel Demand Model inputs, proving that the Des Moines Area MPO in its Travel Demand Modeling efforts had been accounting for Non-Home Based trips, and trip-chaining activities, adequately, thus validating the current input methodologies.

Home-Based Other and Home-Based Work trip percentages, derived from the 2001 NHTS Add-on data, both increased over the previous Travel Demand Model input. The Des Moines Area MPO staff used the 2001 NHTS Add-on data to update cross-classification trip rates, using household size and the number of automobiles owned. The data showed smaller household sizes and more vehicles per household than had previously been observed. All new trip type percentages and cross-classification rates from the 2001 NHTS Add-on survey data were incorporated into the calibration of the Des Moines Area MPO's Travel Demand Model for use in the creation of the *Year 2030 Long-Range Transportation Plan*.

An additional comparison useful for validating the Des Moines Area MPO's Travel Demand Model was transit usage by the traveling public. The Des Moines Area MPO does not conduct Mode Choice Modeling. NHTS Add-on data was able to assist the Des Moines Area MPO in determining whether Mode Choice Modeling would be a valuable use of time and resources. Based on the NHTS Add-on survey data, it was decided that at the present time transit usage was not a large enough percentage of total trips to warrant the creation of a Mode Choice Model.

Other general travel information determined from the 2001 NHTS Add-on data was that the length of time persons travel to work or social/recreational activities is longer than the length of time persons travel to run errands or obtain services. Vehicle occupancies are higher for social/recreational activities and

...continued on Page 10

errand trips than for work trips. Of those vehicle owners knowledgeable about miles vehicles are driven annually, the majority of vehicles (61.4 percent) were driven fewer than 10,000 miles annually. The majority (56.2 percent) of household vehicles owned in the four-county survey area were automobiles/cars/station wagons with pickup trucks a distant second place (16.0 percent). Combined, sport utility vehicles and vans were 23.9 percent of the total household vehicles owned. In terms of person trips, the most frequently traveled day of the week is Saturday, 16.1 percent of all annual person trips. August is the most heavily traveled month, in terms of person trips, with 12.3 percent. Work trips made by public transit/commuter/school bus amounted to 1.1 percent of total work trips, while work trips made by car/sport utility vehicle/van/pickup truck amounted to 93.2 percent of total work trips. By comparison, walking accounted for 4.2 percent of work trips in the four county area.

All of the statistics detailed in the 2001 NHTS Add-on survey data add up to create a profile for the Des Moines metropolitan area's travel pattern. Painting a picture of travel on the transportation system has been a usable aspect in obtaining the 1,200 surveys through the 2001 NHTS Add-on program causing the Des Moines Area MPO to be more aware of the travel patterns existing in the Planning Area.

The Iowa Department of Transportation and the Des Moines Area MPO joined equally to purchase the 2001 NHTS Add-on data. This partnership means the ability to apply, share, and transfer the Des Moines metropolitan area NHTS Add-on data and statistics to the rest of the State of Iowa. The Des Moines Area MPO found the NHTS Add-on survey to be a useful tool in calibrating and validating the Travel Demand Model and in offering an accurate description of travel in the Des Moines, Iowa metropolitan area. To begin observing the travel habits in a more trendline view and realizing the value of this information, the Des Moines Area MPO hopes to participate in the NHTS Add-on program to be conducted around the year 2010.

For additional information, please contact:

Tom Kane, Executive Director

Des Moines Area Metropolitan Planning Organization
Merle Hay Centre – 6200 Aurora Avenue, Suite 300W
Urbandale, IA 50322-2866

Telephone (515) 334-0075 and Facsimile (515) 334-0098

E-mail TJKane@dmampo.org

What is an NHTS add-on and why should you care?

The NHTS (formerly known as the NPTS, Nationwide Personal Transportation Survey) has been conducted by U. S. DOT at 5-7 year intervals since 1969. Starting with the 1990 survey, and continuing with the 1995 and 2001 surveys, States and MPOs could provide funding for additional samples in their areas to serve as their household travel survey. The Des Moines MPO funded an Add-on of 1200 households for their area.

In addition to Des Moines, Add-ons were conducted for the MPOs of Lancaster, PA, Baltimore, MD and Oahu, HI. State-wide Add-ons were conducted in NY, WI, HI and TX. Kentucky did a partial-state Add-on in four rural counties.

Add-ons are using the data for calibrating models, describing travel in their area, better understanding congestion, peak-spreading, trip chaining, air quality and other current topics in transportation planning and programming.

The advantages of being one of the nine Add-ons for the 2001 NHTS included:

- Use of the U.S. DOT contractor, eliminating an RFP, proposal reviews and negotiations and contract management;
- Collection of trip origins and destinations that were geocoded by the contractor;
- Including additional questions unique to the area and skipping certain parts of the national questionnaire, like long trip section;
- Specifying sampling requirements for the area;
- Waiver of local funding matching requirements for 1990, 1995 and 2001 surveys because Add-on data was shared with FHWA -- policy likely to continue; Receipt of a known product and contractor;
- Receipt of national sample cases in your area with out additional cost: While this was not a bonanza for Des Moines, the State of Texas made out very well; it paid for 3,500 households and received a final sample of 5,543 households (4,065 from the Add-on portion and 1,478 from the national sample cases located in Texas);
- Area data could be directly compared to national or to like-area data;
- Receipt of a final, weighted, edited, documented and ready-to-run file; and
- The availability of your dataset (other than origin-destination data, and potentially identifying information) on the NHTS web site (<http://nhts.ornl.gov/2001>) that run using the on-line analysis engine.

Current plans are that the next national survey will be conducted in 2007.

For more information on being an add-on or other questions on NHTS, contact Susan Liss, FHWA, 202-366-5060 or susan.liss@fhwa.dot.gov.

Intelligent Transportation Systems



The Intelligent Transportation Systems Section of Regions is made possible through a cooperative agreement between NARC and the U.S. Department of Transportation (USDOT). NARC is a member of the Department's National Associations Working Group for Intelligent Transportation Systems (ITS), whose members share a common interest in ITS applications. Peggy Tadej, NARC's Director for Environment and Special Projects. Peggy has extensive experience with the federal and private sectors and has expertise in project management. She has been with NARC since 2001.

Operations: Elected Official's Perspective

by Randall Morris

Commissioner of Seminole County and President-Elect of NARC

I recently represented the National Association of Regional Councils (NARC) at the National Transportation Operations Coalition (NTOC) Meeting at the invitation of Jeffrey F. Paniati, Associate Administrator for Operations at FHWA. The meeting was held to address how to increase the awareness of state, local, and regional stakeholders on issues related to Transportation Management and Operations. The meeting was convened in Washington, D.C., to help the Federal Highway Administration (FHWA) begin to lay the groundwork for moving from a dialogue on transportation operations to support and engagement activities that would yield implementation of actions.

The NTOC is a formal partnership of associations established to work with FHWA regularly for the purpose of communicating the importance of transportation management and operations to state, local, and regional stakeholders. Properly informed and involved, the thousands of public officials at the local level could further the education and usage rates of the local end users of the system.

At the Washington meeting, we agreed that the National Associations Working Group (NAWG) will serve as the formal subcommittee on outreach and communications for the NTOC. Action Teams under the NTOC are currently working on issues related to performance measures, planning and operations, traffic signal systems, and funding issues. At the June 10th meeting, we discussed the role of the NTOC and its member associations in the broader framework of transportation operations. In addition, a number of initiatives were identified and discussions held on the resources needed to help practitioners. A new action team was established to help build the business case that would help policy leaders make more informed decisions.

How do we communicate?

Have you often asked yourself, "Who were those guys and what did they say?" The most frustrating part of an elected official's job is to listen to a presentation by a group of engineers, planners or other highly technical individuals, who use their own language, often filled with acronyms, technical terms and other professional forms of communication. These dynamics tend to create an environment that can prevent elected officials from taking a proverbial leap of faith to acceptance.

So, when it comes to a discussion on U. S. transportation mobility, the average citizen most likely cannot tell you the difference between ITS (Intelligent Transportation Systems) and VMS (Variable Message Signs). With the combining of ITS, Congestion Management and Incident Management into a new federal term: Transportation



...continued on Page 12

Management and Operations, the potential for miscommunication has grown by leaps and bounds. With transportation a key driver to economic prosperity and competitiveness, we need to come up with a way to take what professional experts say and translate and disseminate this vital information to the end user: the average citizen that elected officials and their local governments interact with everyday.

While there are some national strategies that could aid the effort, effective marketing at the local level and buy-in by local officials are essential for accepting new technologies and procedures. The reason is simple. Transportation Management and Operations is a cost effective solution to our growing system of over capacity. It is estimated that, if adopted universally and with user acceptance, the current transportation system capacity could be increased by 10 percent to 20 percent, thereby saving billions of dollars in new infrastructure and maintenance costs.

Historically new innovations are passed along from a top down perspective. New product and system innovation is presented from a governmental cost and implementation perspective without consideration of the driving publics' understanding. User behavior patterns and consumer reluctance to change must be included before innovations are brought to the market.

The answer is not simple nor is it a matter of just developing flow charts or other graphic representations to make the point. We can overcome this communication and user behavior vacuum by approaching technical transportation information in the same way we would approach developing a business plan. Product development, distribution of the product,

marketing and end user satisfaction are terms near and dear to business graduates but may not be at the forefront with engineers or planners, who are tasked with the day-to-day operations of massive Federal and state transportation systems. I believe it is appropriate to apply a business approach to the dissemination of technical information, because every product for public consumption, whether it is automobiles or transportation information, needs to have a discrete business plan.

As we begin to reshape our view on the flow and dissemination of technology, I believe Metro Orlando can serve as an example of "heading in the right direction". In the discussion that follows, we will explore how Central Florida leaders have addressed some key issues.



What Needed Change in Metro Orlando?

Metro Orlando in the East Central Florida Region is one of the fastest growing SMSA's in the United States. The region's transportation network is challenged by an annual population growth rate of four percent and significantly by the millions of tourist converging annually on the area's attractions and beaches. As infrastructure could not be put in place quickly enough, an intermediate term crisis was looming. In preparation for our

2025 Long Range Transportation Plan, we commissioned a study that concluded if nothing were done over the next five years, transportation delays would increase from 0.54 million daily vehicle hours of delay to 3.55 million daily vehicle hours of delay. Congestion was projected to increase 6.6 times by 2025 barring the implementation of projects beyond those programmed for construction within five years.

The statistics were sobering and they clearly showed the need for change. The Florida Department of

...continued on Page 13

Transportation (FDOT) reported that nearly 60 percent of overall congestion in the region was attributed to traffic incidents or accidents. By definition, a traffic incident is any non-recurring event that results in the reduction of roadway capacity or an increase in traffic demand. Incidents can be predictable, such as a sporting or entertainment event, or unpredictable, such as accidents, stalled vehicles, bad weather, cargo spills and structural failures, such as a collapsed bridge.

The accidents that resulted in traffic back-ups on the major interstate (Interstate 4), and other well traveled arteries in the region certainly fit the description of unanticipated event. The Florida Highway Patrol (FHP), compiled statistics that showed there were 21,495 traffic crashes in Orange, Osceola and Seminole Counties in 2001. Of these, 265 resulted in fatalities. In addition, FBI statistics cited 344 accidental deaths, nationwide, of law enforcement officers in the line of duty between 1996 and 2000. Of those, 197 died in automobile accidents, 23 in motorcycle accidents and 59 were struck by a vehicle.

Depending on the category of road, anywhere between 13 and 33 percent of traffic accidents in Metro Orlando are the result of earlier accidents. For example, 33 percent of all accidents result from a primary incident on Interstate 4, which rates amongst the highest in the nation. Orange County's Fire Rescue Department estimates that for every one minute responders are at an accident scene, that roadway experiences as much as five minutes in traffic delays.

Add to these figures the 31 hours per year an average commuter spends stuck in traffic and the \$575 each spends in wasted gas and time, the opportunity to improve transportation through better coordination of Traffic Incident Management became a "no-brainer" to us in Central Florida. We concluded that we had to take a serious and careful look at the 2025 Long Range Transportation Plan for Central Florida.

Metro Orlando's Proactive Approach!

Early on, Central Florida began operating its transportation system in a way that maximizes "available" roadway capacity and minimizes the impacts of "unexpected" events. The economic vitality and quality of life in the region are directly related to the performance of its transportation system. If congestion and travel delays increase, then economic vitality and quality of life decrease and vice versa. What Central Florida did was to target the most congested or traveled corridors in the region, such as Interstate 4, and many of the state roads that are the lifeblood of the region. We acted to put in place highway strategies to create additional capacity for the system.

With existing environmental and policy constraints, Central Florida was in a position that it could not build itself out of its congestion problems. One of the first things we did was to use ITS congestion management components to begin addressing our congestion issues. We used:

- adaptive/advanced signal systems control;
- incident management systems;
- emergency signal preemption (giving emergency vehicles the green);
- transit signal priority (City of Orlando downtown circulator system LYMMO due to the parking restrictions);
- study and future implementation of a flex bus rapid transit system (FBRTS);
- advanced traveler information (including 511hotline for Interstate 4); and
- variable message signs controlled by traffic management centers.

The Operations Approach

In addition to ITS management components, another essential ingredient to addressing congestion was to deal with operations. One important strategy was the implementation of the Traffic Incident Management (TIM). TIM is a systematic, planned and coordinated use of human, institutional, mechanical and technical resources to reduce the duration and impact of traffic incidents and improve the safety of motorists, crash victims and responders. Having everyone and the resources on-hand simultaneously to clear an accident scene more quickly

...continued on Page 14

and restore traffic flow was an initiative put in place in Central Florida. It was called Mobilizing Vehicular Impediments to Traffic, or MOVE IT.

The Central Florida region first convened a Traffic Incident Management Executive Forum that brought together local elected officials, law enforcement, fire and rescue departments within the Orlando Metropolitan area. Nearly 120 representatives from state, local, regional, private and non-profit organizations attended the forum. Next, to achieve the coordinated operations approach we sought, the end result had to be customer focused, which meant clearing accident scenes more quickly to ensure traveler safety. Finally, performance goals were set and achieved because all units of local government as well as the leadership of elected officials mutually

effectively because it required very little up-front capital.

Implementation of a specific roadway Congestion Management System (CMS) strategy resulted in local as well as regional system benefits. Regional cooperation and coordination were essential to achieve the vision for the next 25 years:

- to promote an integrated multi-modal, and balanced transportation system that is safe, efficient, and cost-effective;
- to protect Central Florida's quality of life and natural environment; and
- to support the economic vitality of the region.



agreed and committed to the process and to its careful monitoring to ensure success. Having elected officials as champions of the approach was instrumental in keeping the program on course.

The Importance of a Regional Approach

What Metro Orlando is doing in transportation management and operations strategy can be successfully replicated. In order to apply the lessons learned from Central Florida, government jurisdictional boundaries and operations need to be overcome and a regional perspective must be developed. Although technicians are critical to the day-to-day operation of systems, the real key to a successful program is regional buy-in from local elected officials. Central Florida's program was implemented quickly and cost

“Mitigating transportation congestion was important to Central Florida in its quest to maintain a high quality of life environment and a healthy economy for its residents, and by working regionally we believed that success is being achieved. Through public and private partnerships, we are accomplishing the required planning necessary to attain Central Florida's goals. Our objective was to satisfy constituent and user needs by communicating clearly at all levels and producing results.”

Randall Morris
Seminole County Commissioner
and NARC President-Elect

The Federal Scene

NARC maintains excellent working relationships with federal agencies at the national level. For this issue of Regions, NARC staff asked some of our federal partners to contribute articles on issues or topics of relevance or interest to regional councils and metropolitan planning organizations. NARC will continue to make these available in future issues of Regions. NARC staff welcome your comments or suggestions.



U. S. Environmental Protection Agency

Everything You Wanted to Know About Transportation Conformity and the New EPA Standards, But Were Afraid to Ask (Abridged)

by Jeff Holmstead, Assistant Administrator
EPA Office of Air and Radiation

By now you know the news: EPA has designated different parts of the country as attainment or nonattainment areas under the new 8-hour ozone standard, and the Agency will make similar designations for the fine particulate matter (PM_{2.5}) standard later this year. These new air quality standards are more stringent and will bring about improved air quality by requiring the implementation of a variety of Clean Air Act programs, including transportation conformity. Many transportation officials are concerned about the impact of the new ozone and particulate matter standards, because one year after areas are designated nonattainment for these pollutants, the requirements of the transportation conformity program will begin to apply in those areas. EPA is aware of these concerns, and we are working diligently with our colleagues at DOT to help local transportation planning agencies sort through them.

In our new conformity rule, published in the *Federal Register* July 1, 2004, we sought to provide as much flexibility as possible for new and existing nonattainment areas, while meeting the statutory requirements and protecting air quality. We also sought to allow areas currently implementing conformity to continue business as usual to the greatest extent possible. Since we first issued a conformity rule in 1993, we have streamlined and added flexibility to our rules several times. This is a direct result of what we have heard from people who have experience in implementing conformity in the field. We appreciate NARC's members taking the time to comment on the latest rule, and we look forward to a continued constructive dialogue between EPA and NARC. This article seeks to continue that dialogue by providing an overview on the new conformity rule and addresses key questions raised by NARC members.

Transportation conformity ensures that federally supported highway and transit project activities are consistent with ("conform to") the purpose of a state air quality plan (state implementation plan, or SIP). Conformity is a tool that helps state and local governments achieve their air quality goals by bringing air quality and transportation planners together. By requiring that the air quality implications of transportation activities be examined and accounted for before transportation activities are funded or approved, conformity also helps to protect public health. We recognize, however, that this simple concept can become complex in implementation because the conformity process overlays existing transportation and air quality planning processes, which differ from state to state, air quality area to area, and MPO to MPO. The new ozone and particulate matter standards will introduce new stakeholders to these issues as another set of communities learn the conformity process.

EPA has worked closely with DOT in the development of all aspects of the conformity rule. Additionally, EPA consulted with state and local transportation and air quality agencies and interest groups in its initial develop-

...continued on Page 16

ment of the conformity options for the new air quality standards. The conformity rule provides guidance for when conformity first applies in new nonattainment areas and describes the general requirements for doing conformity under the new standards, such as what conformity emissions test(s) would apply before and after a SIP is established for the new standards.

This rule also revises the transportation conformity regulations to incorporate current guidance issued by EPA and DOT to implement a U.S. Court of Appeals decision that was issued in 1999. The rule provides clear guidance and rules that will assist all nonattainment and maintenance areas, particularly the new ones, in implementing conformity consistent with the court's ruling. State and local governments have been successfully implementing this guidance for almost five years.

EPA included other rule changes to clarify and improve the conformity program in existing and new areas. Of particular interest are amendments that provide for streamlining when a conformity determination is needed as well as using latest planning assumptions in a more practical manner.

The following questions and answers are meant to provide a brief overview of the conformity rule. Except where noted, these topics are addressed further in the preamble text of the final rule, so readers may want to download the rule and guidance on our website for more details.

In addition, we are working with DOT to provide guidance and training to ensure that everyone knows how to implement the conformity program, and that all new 8-hour ozone areas can do so by the end of the grace period, which for most areas will be June 15, 2005. We are writing guidance that includes more details about how conformity is done in multi-jurisdictional areas, and specifically addresses 1-hour and 8-hour ozone boundary issues. Additionally, EPA is holding workshops focused on preparing for the new air quality standards and conformity. NARC made a June 28th workshop available by satellite downlink across the country. If you missed it, EPA and DOT have planned nine training sessions across the country this summer. Please see our website at <http://www.epa.gov/otaq/transp/traqconf.htm> to download the rule, guidance documents, training schedule, and training materials.

What aspects of conformity are not covered by the new rule?

The rule does not address transportation conformity requirements for PM_{2.5} precursors and PM hot-spot analyses. We will be publishing a supplemental notice of proposed rulemaking to request additional comment on options related to new PM_{2.5} and existing PM₁₀ hot-spot requirements for individual transportation projects. Again, your input will be critical, and we look forward to your comments. We intend to complete new conformity provisions for PM_{2.5} precursors and PM hot-spots before PM_{2.5} designations are effective in early 2005.

When does conformity apply for the new ozone and particulate matter standards?

Conformity applies one year after the effective date of EPA's initial nonattainment designation for a given pollutant and standard. This one-year conformity grace period is provided by the Clean Air Act. The effective date for most of the 8-hour ozone area designations was June 15, 2004, (except for a few special situations, such as areas with an early action compact). Therefore, by June 15, 2005, most 8-hour ozone areas need to have conforming transportation plans and transportation improvement programs in place. EPA intends to designate areas for the PM_{2.5} standard before the end of this calendar year. Assuming a 30 to 60 day effective date, conformity will apply for the PM_{2.5} standard in early 2006.

Since the 1-hour and 8-hour ozone standards are different standards, every area that was designated nonattainment for the 8-hour ozone standard has a one-year grace period before conformity applies for the 8-hour ozone standard, even if the area was previously designated nonattainment for the 1-hour ozone standard. Areas subject to conformity for the 1-hour ozone standard continue to be subject to it during the one-year conformity grace period.

...continued on Page 17

When does the 1-hour ozone standard stop applying?

Conformity for the 1-hour ozone standard will no longer apply once EPA revokes that standard and the corresponding designations. EPA will revoke the 1-hour standard one year after the effective date of 8-hour nonattainment designations. As noted above, this date will be June 15, 2005 in most cases.

Current 1-hour nonattainment and maintenance areas will continue to ensure that new transportation activities conform to the existing 1-hour standard, including any applicable existing adequate or approved 1-hour SIP budgets, until that standard is revoked. Conformity for the 1-hour ozone standard may be required for existing programs because of deadlines prior to the revocation of the 1-hour standard.

Will ozone areas ever be required to determine conformity for both ozone standards?

No, because EPA aligned the date of the 1-hour standard's revocation with the date that 8-hour conformity applies. We aligned the date of these actions specifically so that only one ozone standard would apply for conformity at a time.

What happens to areas' CMAQ money as a result of the new standards?

This question is not covered by our rulemaking or guidance, as it affects a program administered by DOT rather than EPA. According to current law (title 23 USC 104(b)(2)), states receive CMAQ funds based on the population living in ozone and carbon monoxide nonattainment and maintenance areas, weighted according to classification of those areas. All states receive at least ½ of one percent, even if they have no nonattainment or maintenance areas.

Currently, the statutory CMAQ apportionment formula does not include the new standards. If Congress does not change the statutory apportionment formula, the process for allocating CMAQ funds to the states will remain as it is today. However, in its SAFETEA bill, the Administration proposed changes to the CMAQ apportionment formula to include the new standards. The Senate bill adopted this suggestion, but the House did not. We will not know whether changes to the apportionment formula will be adopted until the bill emerges from the House-Senate conference.

If the Senate version of the apportionment formula is adopted, the 8-hour ozone areas would be included in the fiscal year (FY) 2005 apportionments, along with the 1-hour ozone and carbon monoxide nonattainment and maintenance areas. DOT believes states' shares of the total CMAQ authorized amounts would likely change since their weighted populations would change, but whether a state gains or loses in CMAQ apportionment in FY 2005 would depend on the actual calculations. In FY 2006, allocations would be affected by the designation of PM_{2.5} areas and the revocation of the 1-hour ozone standard. Once the 1-hour standard and corresponding designations are revoked, 1-hour nonattainment and maintenance areas will no longer be included in the apportionment formula. At the same time, the areas designated under the PM_{2.5} standard would be included in the formula, provided that the Congress adopts the Senate version. Therefore, in FY 2006, CMAQ would be apportioned to states based on populations and classification of 8-hour ozone areas, PM_{2.5}, and carbon monoxide areas.

It is worth noting that even if Congress does not act to include the 8-hour and PM_{2.5} areas in the CMAQ apportionment formula, these areas may use CMAQ funding for transportation emission reduction projects. A provision was added in the last reauthorization bill, TEA-21, making any areas designated as nonattainment after December 31, 1997, eligible to receive CMAQ funds.

What are the requirements for the regional emissions analysis, prior to new SIPs?

The regional emissions analysis is the heart of the conformity determination and is needed to show that planned transportation activities will not cause a new air quality violation, worsen the frequency or severity of an existing violation, or delay attainment or other milestone of an air quality standard, as required in the Clean Air Act. The

...continued on Page 18

budget test has proven to be the best test for the regional emissions analysis, where budgets are available. The rule continues to require that once areas have adequate or approved SIP budgets that address a particular pollutant, the budget test is used for the regional analysis.

As budgets will not initially be available for the new standards, areas will use the other conformity tests. All PM_{2.5} areas and 8-hour ozone areas without 1-hour ozone SIPs will do conformity similar to current PM₁₀ and 1-hour ozone areas, using the baseline year and/or build/no-build tests. The rule provides additional flexibility for implementing these tests in areas with less severe air quality. Areas that have 1-hour ozone SIPs will use their 1-hour SIP budgets for 8-hour conformity, unless it is determined that another test is more appropriate. PM_{2.5} areas will examine similar regional tests as PM₁₀ areas do, with added flexibility. Further detail about these tests is found in the preamble to the new rule, as well as upcoming guidance on our website.

What can NARC members do to ensure that conformity determinations are done on time?

EPA and DOT have been encouraging agencies to set up lines of communications even before designations were made. These consultation frameworks should serve to discuss and resolve issues. Through the years, we have found that areas that have good consultative relationships are successful in working together to avoid conformity issues, and resolving conformity challenges quickly when they do occur.

Although conformity is a challenging process, it serves an important role in helping to balance two of society's most important needs: workable transportation systems and clean air. EPA is committed to helping areas understand and implement conformity successfully.

EPA and DOT jointly fund a cooperative agreement with NARC and have sponsored a number of workshops on a broad range of topics related to the integration of air quality and transportation planning. We look forward to working with NARC members to implement this important program.

For additional information, please visit the EPA website at: <http://www.epa.gov>.



U. S. Department of the Interior

Interior Secretary Norton Releases Report: Shows Record Funding to Support National Parks

by Gale Norton, Secretary

In a ceremony held on July 8, 2004, Secretary of the Interior Gale Norton released a report showing record levels of funds are being invested to increase staff and improve facilities at America's national parks, including more than 4,000 improvement projects. The report shows that the Administration has tripled funding to preserve and study wildlife and other natural resources in national parks. These investments range from removing invasive plants that damage ecosystems to conserving threatened and endangered species like sea turtles and cutthroat trout. Law enforcement budgets, in particular for the U. S. Park Police, have been increased to enhance visitor and employee safety.

In addition to budget enhancements, new parks and park additions are included in the report. Among them are a civil war site in Virginia, a memorial to honor World War II veterans, and a site to honor the memory of the heroes of Flight 93. Thousands of acres of parks have been designated as wilderness and plans were released for a new Lewis and Clark Historical Park in the document.

...continued on Page 19

“Visitors are seeing improved trails, more accessible campgrounds, rehabilitated visitor centers, better roads, stabilized historic structures and reduced environmental threats through better sewer, water and drinking systems,” said Secretary Norton. “I am pleased that NARC’s Executive Director, Robert Sokolowski could join us at this special event. We thank him and NARC for their collaboration and support,” she said.

“We at NARC are glad to be aware of the Administration’s National Parks Legacy Project,” said Robert Sokolowski. “On behalf of the NARC family, we thank Secretary Norton for her commitment and dedication to the Department of the Interior and to this initiative,” he said.

If you are interested in learning more about the program or would like to download a copy of the report and press release, please visit the Department of Interior website at <http://www.doi.gov>.



Secretary of the Interior, Gale Norton, and NARC’s Executive Director, Robert Sokolowski, go over “America’s National Parks: Investing To Preserve Their Future,” a report issued by the Department on July 6, 2004.



U. S. Department of Transportation

“United We Ride” Launched by Executive Order by Jennifer Dorn, Administrator Federal Transit Administration

On February 24, 2004, President Bush signed the Executive Order on Human Service Transportation Coordination. The Executive Order (EO) calls for action to enhance access to transportation to improve mobility, job opportunities and access to services for people who are transit dependent. The principle behind the EO is that there are too many federally funded transportation services with complex restrictions and regulations. In fact, there are 62 federal programs that fund transportation services. The sheer number of options—and the variety of requirements and access points—can make getting around confusing. Multiple federal agencies need to work together to ensure transportation services are seamless, comprehensive and accessible.

The EO establishes an Interagency Transportation Coordinating Council on Access and Mobility that consists of the Secretaries from the U.S. Departments of Transportation, Health and Human Services, Agriculture, Education Housing and Urban Development, Labor, Veterans Affairs, the Attorney General, the Commissioner of the Social Security Administration and the Chairperson of the National Council on Disability. The Council is chaired by Secretary Mineta of the Department of Transportation. The Council is responsible for identifying and implementing strategies to improve coordination of human service transportation services over the next year. The Specific Requirements include:

- Identify federal laws and regulations that are redundant and act as a barrier to human service transportation coordination;
- Simplify customer access to transportation services;



Jennifer L. Dorn
Administrator

...continued on Page 20

- Enhance cost effectiveness of service delivery;
- Reduce duplication of transportation services; and
- Identify useful practices in coordinating human service transportation;

The Council has developed an “Action Plan for Implementing the Executive Order on Human Service Transportation,” which encompasses six goals:

1. Education and Outreach;
2. Consolidated Access;
3. Regulatory Barriers and Relief;
4. Coordinated Planning Process;
5. Cost Allocation; and
6. Useful Practice.



An interagency work group has been formed for each of the six goal areas. They will be continuously working on soliciting feedback and executing the Action Plan to meet the requirements outlined in the President’s Executive Order.

Earlier this year the Coordinating Council on Access and Mobility (CCAM) launched **United We Ride**, a five-part initiative to encourage government agencies and nonprofit organizations to collaborate on transportation planning and to share resources in order to provide the best service for all their customers. The **United We Ride** efforts support the EO in the following ways:

Framework for Action: The Framework is a tool to help States and communities determine where they are and what needs to happen. It provides a starting point for groups at all levels to begin the dialog needed to improve coordinated services. Needs are identified and an Action Plan for implementation can be developed.

State Leadership Awards: These awards recognized States for their leadership in building and implementing infrastructures, policies and programs that facilitate human service transportation coordination. The winners, announced by Secretary Mineta in February 2004, were Florida, Maryland, North Carolina, Ohio and Washington.

National Leadership Forum: **United We Ride** hosted a forum for 47 cross agency Governor-appointed senior leadership teams to address State initiatives, to develop action plans and identify technical assistance needs to improve human service transportation services.

State Coordination Grants: These State grants are designed to help address the gaps and needs related to human service transportation. The award criteria are flexible and simple.

Help Along the Way: This technical assistance program provides hands-on assistance to States and communities in the development and delivery of coordinated human service transportation programs.

For more information on
the United We Ride program
and the Coordinating Council on Access and Mobility,
link to the **United We Ride** section
of the Federal Transit Administration website
at www.fta.dot.gov.

NARC extends its appreciation to federal partners who contributed articles to bring you an informative issue of Regions. We look forward to a continued dialogue that brings our readers articles of interest.

Foundation Partner



NARC promotes partnerships with foundations. In September 2003, NARC collaborated with the Fannie Mae Foundation to convene a Metro Regional Forum in Los Angeles, CA. NARC welcomes and thanks Fannie Mae for making this article possible. The article was facilitated by Patsy Marshall, NARC's Deputy Director, who has been with NARC for more than 30 years. Patsy has extensive experience in project and financial services.

Fellowships for Elected and Appointed Officials and Other Fannie Mae Resources

by Suzanne P. Sinclair-Smith, Director
Leadership and Practice Development

The Fannie Mae Foundation as the largest Foundation in the United States devoted to housing that is affordable for Americans and the revitalization of distressed communities, creates affordable homeownership and housing opportunities through innovative partnerships and initiatives that build healthy, vibrant communities across the United States and a particular focus in its hometown of Washington, D.C. The Foundation invests in producing and preserving homes that working families can afford, while giving people the information they need to become—and to remain—homeowners. Particular areas of focus include supporting nonprofit housing producers; supporting nonprofit housing counselors; and supporting capital providers for nonprofits.

The Fannie Mae Foundation also works to create a public policy environment that is supportive of the idea that every American deserves access to a safe, decent, and affordable home. Through partnership with the governors, mayors, county and regional commissioners, and legislators, the Foundation provides information to strengthen the public role in housing development and preservation and to bring about a positive perception about the way people think about affordable homes.

The Fannie Mae Foundation is proud to partner with the John F. Kennedy School of Government at Harvard University to offer the Fannie Mae Foundation Fellowship Program (http://www.fanniemaefoundation.org/grants/kennedy_school.shtml). Since 1996, the Foundation has annually sponsored up to 35 fellowships to elected and appointed officials, as well as senior managers in the Program for Senior Executives in State and Local Government (*State and Local program*). In total, more than 200 local and state officials and senior nonprofit executives have received Fannie Mae Foundation Fellowships and participated in the three-week program.

NARC Members Invited to Apply!

The Fellowship Program is intended to enhance the management and decision-making skills of accomplished leaders experienced in managing housing and community development programs. The State and Local program curriculum focuses on: organizational strategy; political management; policy development; management control and operations; and management of human resources.

The program is taught by Kennedy School faculty. In addition to participation in the Program for Senior Executives, Fannie Mae Foundation Fellows attend special housing sessions coordinated by the Joint Center for Housing Studies of Harvard University, members of the Kennedy School faculty, and Fannie Mae Foundation staff. These sessions address housing issues, trends, policies, and successful models of public/private housing partnership.

Foundation Fellows at the Kennedy School are uniquely positioned to establish relationships with similar individuals across the country and return to their organizations with a keener awareness of housing problems and policy options, a broader perspective on their roles, and a renewed pride in the value of public service.

The deadline for submitting applications for the February 2005 session is December 31st.

...continued on Page 22

Other Foundation programs include the “James A. Johnson Fellowship Program” (<http://www.fanniemaefoundation.org/grants/johnson.shtml>) which allows individuals who have dedicated their lives to creating affordable-housing opportunities for everyone to pursue personal and professional goals that they might otherwise have to forego. The Fannie Mae Foundation also offers “Home-Buying Guides” (<http://www.homebuyingguide.org>) that outline the basics about owning a home, knowing your credit, borrowing, and choosing the best mortgages. Their “homeownership education programs” (<http://www.fanniemaefoundation.org/programs/homeownership.shtml>) help underserved populations gain access to affordable housing and become homeowners.

Each year the Foundation sponsors the “Maxwell Awards of Excellence” (http://www.fanniemaefoundation.org/grants/maxwell_awards.shtml#program), which invests in innovative affordable housing projects and organizations that impact their communities in positive ways. And the Foundation’s annual Washington, D.C., “Help the Homeless Program” (http://www.fanniemaefoundation.org/about/help_homeless.shtml) is the nation’s largest fund-raising event dedicated to preventing and ending homelessness.

Created by a distinguished team of founding partners and implemented by the Fannie Mae Foundation, KnowledgePlex® (www.knowledgeplex.org) is designed to support the efforts of practitioners, grantors, policy makers, scholars, investors, and others involved or interested in the fields of affordable housing and community development. For the first time, pertinent information is available in a virtual meeting place dedicated to the affordable housing and community development field. But KnowledgePlex is much more than just a Web site. It’s a place where users can join with others who care about community revitalization—to foster innovation, inform policy, revive neighborhoods, www.knowledgeplex.org is a comprehensive, interactive resource for sharing knowledge, building relationships, and shaping the future of American communities. The synergy that KnowledgePlex creates can radically transform the way we look at affordable housing and community building.

Revitalizing America’s communities requires a commitment to working together. Community leaders face an enormous responsibility as they work to build affordable housing, safer streets, quality schools, and stronger neighborhoods. The Fannie Mae Foundation is committed to provide the support, knowledge and information, that helps our partners and their communities address the scope of this challenge.

*A private nonprofit organization founded in 1979, the Fannie Mae Foundation is the largest foundation in the country devoted to affordable housing and the revitalization of communities. The Foundation has been at the forefront of the nation's most pressing affordable housing issues for more than 20 years and continues to have a tremendous impact on the revitalization of American cities and neighborhoods. In 2003, the **Washington Business Journal** named the Foundation the leading corporate philanthropist in the Washington metropolitan region. For additional information, please contact Fannie Mae at 4000, Wisconsin Avenue, NW, North Towers Suite 1, Washington, D. C. 20016, 1.800.7FANNIE or 1.800.732-6643 or visit their website at www.fanniemae.com.*

International Regional Highlight



NARC's 38th Annual Conference and Exhibition in Chicago, Illinois held in late June gave attendees the opportunity to hear from Dr. Bernd Steinacher, Executive Director of the Stuttgart Region Council, Inc. and the incoming president of METREX (Network of European Regions) in Germany.

The European Metropolitan Region of Stuttgart by Dr. Bernd Steinacher

An Excerpt Prepared by Peggy Tadej

The exchange of experience between America and Europe, between the United States and Germany, strengthens international relationships. Moreover, the comparison of best practices and solutions facilitates the development of very practical ideas for accomplishing day-to-day work. Regional cooperation takes many different forms: from industrial regions and service-industry regions through to densely populated metropolitan regions and rural areas.

...continued on Page 23

The basic ideas of regional cooperation, however, are comparable and transferable. The practical experience of the Stuttgart metropolitan region, its challenges, its strategic concept, its projects and its five essential elements of successful regional cooperation may be transferable to other regions around the world.

The experience of Stuttgart has raised the interest of densely populated industrial regions in China and also in Ethiopia, in Africa. In 2003, the Chinese province of Nangjing translated Stuttgart's regional plan into Chinese and the province relied on the advice of Stuttgart's Head of Planning for their regional development.

Challenges for the Stuttgart Region

The common denominator of recent developments in European conurbations* is the intensification of all areas of life. Rationalization, continuous growth, growing consumption of natural resources are symbols of this development.

Stuttgart's situation is worsened by increasing pressure on public budgets, which is becoming ever more apparent. Additional problems are created as a result of globalization:

- Companies are less and less bound to specific locations.
- Cost problems in the provision of public goods, such as energy and water supply or public transport.

Some of the trends in the Stuttgart Region include:

- Long-term demographic growth accompanied by disproportionate soil surface sealing;
- "Job Killing Growth" or growth through rationalization, which means reduction of jobs and increased productivity at the same time; and
- Increases in traffic movements and distances traveled.

Isolated Solutions do not Make A Regional Concept

A sustainable concept for the development of the Stuttgart region could not consist of the sum of isolated solutions adopted in 179 towns and municipalities. Without regional green belts and areas, Stuttgart would now have a continuous strip of settled areas between Geislingen in the Southeast of the region through to Göppingen, Esslingen, Stuttgart, Ludwigsburg and Bietigheim-Bissingen in the Northwest, covering a distance of more than 90 kilometers. Summing up 179 local demands for the construction of bypasses is no solution to the doubling of registered vehicles over the past 25 years, let alone to the forecasts of a further 12% increase in traffic volume by 2010. Only the regional transport plan can provide a regional concept.

For a metropolitan area that counts two and a half million inhabitants, uniform location marketing is the only way to cross the threshold of Europe-wide visibility. Middle-order centers will not succeed in making themselves seen. And, in spite of being the capital of the federal state of Baden-Württemberg, even the city of Stuttgart would have difficulties getting proper recognition on its own.

Europe-wide competition of locations no longer takes place between municipalities but regions. When looking for new locations, investors focus on entire metropolitan regions, not individual towns or municipalities. Regional concepts are booming in places like, Greater London; Randstad in Rotterdam and Amsterdam; HUR in Copenhagen; Grand Lyon or the Province of Turin.

The Role of European Metropolitan Regions Necessitates Internal Regional Integration

Global society and global economy are no longer a patchwork of nation states and national economies. Many players create networks in which metropolitan regions play the part of interfaces. They are nodal points where



*A conurbation is an extensive urban area resulting from the expansion of several cities or towns so that they coalesce, but usually retain their separate identities.

financial and manufacturing forces come together. The concentration of highly specialized service providers, networks of scientific institutes, political decision-makers and well-developed infrastructure are decisive factors.

Metropolitan regions fulfill a “gateway” function. They provide access to knowledge, new developments and have the power to put new findings into practice. Internal and external integration of European metropolitan regions are important steps on the way towards successful completion of the Lisbon process. Internal integration of our European metropolitan regions ensures cooperation between all forces in industry and public authorities striving for successful projects. The central towns of metropolitan areas are of great importance. In our European metropolitan regions, however, they are only part of a greater whole.



Metropolitan regions, the driving forces in Europe, have become a category of their own and are important political players in Europe. In their long and joint history, the cities and urban regions have been the drivers of social, economic, technical and cultural development since the Middle Ages. The same was true for the former city states of Italy, the strong regional centers in Spain, German imperial towns and Hanseatic towns in the North and East just as it is true for the urban and metropolitan regions in the whole of Europe.

External integration, cooperation between European regions is the other side of the coin. Internal unity is complemented by Europe-wide networking, European unity in the face of intercontinental competition.

For the Stuttgart Region, it meant doing things regionally, such as, managing the economy, transport, and planning and development activities. The approach involved:

- Taking on the competition through the creation of regional clusters;
- Achieving internal integration through successful networks;
- Focusing on mobility as a strategic challenge and opportunity for the region;
- Expanding and improving the regional railway network;
- Finding solutions to deal with the most densely populated conurbation in Germany that was distinguished by a growing land intake; insufficient industrial parks for economic development; commuter increases; inter-municipal competition for residents and tax payers; and, a need to protect its natural resources for future generations;
- Concentrating settlements in certain areas and linking green spaces; and
- Promoting the regional landscape park, which means planning and investing into the remaining open spaces.

External integration of the Stuttgart Region in Europe

External integration is necessary for European metropolitan regions as we look at the world map. Places that are global metropolises such as the cities of New York, Los Angeles, Tokyo, Rio de Janeiro, Beijing, Singapore or Washington have five to fifteen million residents, sometimes even more than 20 million. By contrast, in Europe, the only metropolitan regions that have a comparable size are Paris and London. Joint history has resulted in the designation of several mid-sized metropolitan regions in Europe that include the cities of Madrid, Barcelona, Rome, Milan, Turin, Lyon, Glasgow, Stuttgart, Munich or Frankfurt.

It is important for Stuttgart to join forces with not only Europe’s metropolitan regions but other world-known metropolitan regions. Inner integration of European metropolitan regions must be accompanied by external integration.

...continued on Page 25

In order to pursue external integration, the Stuttgart Region needs to fully engage its gateway function, i.e., real infrastructure and virtual network structures:

- The real gateway infrastructure includes transport links, airports, roads and high-speed train connections. Exhibition centers are a platform for trade exchange and, to an increasing extent, the exchange of knowledge on latest hi-tech developments.
- The virtual integration of a hi-tech region is assured via networks of metropolitan areas, e.g. METREX, but also through a permanent representation in Brussels, such as the European Office of the Stuttgart Region.

Some of the actions or major projects Stuttgart undertook of an international nature included:

- Regional location planning and participation in a new exhibition center project in Germany;
- Reconstruction of the central train station underground and connecting the region to the railway network of the 21st century that included several points throughout Europe;
- Competing by “mouse-click” with the implementation of a state of the art communications system;
- Participation in real estate shows in Germany through partnerships with companies and rural districts; and
- The marketing important infrastructure projects.



Europe: A Great Opportunity for the Stuttgart Region

Stuttgart exports 51% of all goods produced in the region, two thirds to member states of the European Union. About 19% of the 2.6 million inhabitants of the Stuttgart Region do not have German nationality. About 77,000 inhabitants of the region are nationals of another EU member state. At present, a European constitution is being drafted and such a document will strengthen the European idea.

Competition between continents keeps growing. At present, the United States exerts more and more influence around the world. China is piping up, while Russia's influence is decreasing. The other Asian states have growing economic importance.

The Stuttgart Region wants the best solutions for itself by European standards. The region has the same problems and opportunities as many other European metropolitan areas that are among the top hi-tech regions worldwide. When it comes to developing solutions to problems, it is obvious that Stuttgart:

- Can learn from others;
- Can develop joint solutions; and
- Can export these solutions to the whole of Europe.

Stuttgart's European commitment serves four objectives:

1. Market the Stuttgart Region as a liveable community with incentives for business and research;
2. Lobby European metropolitan areas vis-à-vis the EU institutions;
3. Exchange knowledge and experience and cooperate with other European metropolitan areas;
4. Participate in European research projects and aid program, especially in the biotechnology, mobility, and media projects.

These objectives complement the five elements of a strategy for metropolitan regions that include:

1. The situation of a conurbation must necessitate regional action for a variety of reasons, such as a dramatic change of the economic structure; a technological revolution; de-industrialization; global competition and globalization and the need to coordinate the development of towns and municipalities that helps to prevent excessive land take and permits the sensible selection of focal development areas.
2. Providing guidance and engaging personalities from politics or economics who are important to solving problems and have the capacity or resources to get things done.
3. A “vision”, a strategy, that is simple and fosters regional cooperation, in accordance with the motto: There is strength in unity; job creation; technology development and deployment, and preserving the environment.
4. Concrete actions through high-profile projects that set metropolitan areas in motion, such as participation in an exhibition center; the creation of technology networks; involvement in major events, e.g. the Olympic Games in Barcelona; an efficient local public transport network; and internal regional networking initiatives.
5. Action requires the operationalization of tools that include having in a permanent organization with extensive powers and elected people and the requisite financial means.

Regional development proved to a “lucky” endeavor for Stuttgart during the past ten years. In a crisis situation, leading personalities from industry made the case for strong regional cooperation. They devised lead projects, such as the new exhibition center, called for a strong organization and succeeded. Stuttgart has elaborated new projects, new ideas in this regional organization, and in a way that has created a never-ending cycle.

It is clear, however, that the regional idea must be enforced and implemented each and every day. In spite of all the success stories, resistance to change has not weakened. The need for regional cooperation grows as globalization progresses. Faced by this situation, it is good to know we have colleagues in the whole world who work on solving the same problems and we can rely on each other’s help and advice.

For additional information please contact: Dr. Bernd Steinacher
Verband Region Stuttgart ~ Kronenstratse 25 ~ 70174 Stuttgart
07 11/2 27 59-0 (Telephone) ~ 07 11/2 27 59-70 (Fax)

Economic Development



EDA

September 9, 2004 Set for Next Telecast With EDA:
“Economic Development Strategies
in a World-Wide Economy”

by Peggy Tadej

NARC is one of three associations in a coalition, the Economic Development Information Coalition (EDIC), formed by the U. S. Economic Development Administration to disseminate information to economic development practitioners using state of the art communications technology. NARC has coordinated at least eight telecasts over the course of two years. The last telecast was held on May 4, 2004 and its theme of “New Directions and Opportunities in Rural Economic Development” attracted thousands to attend and participate in the program.

...continued on Page 27

The next telecast is planned for **September 9, 2004** and will focus on competing globally not locally, especially how communities can maximize their competitive edge in attracting and retaining new business. Communities can help businesses maximize their value to shareholders through local incentives and the telecast will feature panelists who can provide some insights. It is important to rethink economic development strategies for regions undergoing structural transition influenced by the global economy.

Panelists will focus on the successful transition of manufacturing communities affected by the global market place to 21st century manufacturing communities; the importance of communities investing in their infrastructure in order to build or maintain their competitive advantages in competitive industries and how to integrate the global supply chain on the domestic arena and plan for the challenges of doing business in an international economy.

Look for more details and information on the EDA website: <http://www.eda.gov> (EDIC) and on the NARC website at: <http://www.narc.org>.



Secretary of Commerce Addresses EDA National Conference: Focuses on Job Creation

by Peggy Tadej

In prepared remarks for delivery at the EDA 2004 National Conference, "The Innovation Imperative: Translating Ideas into Regional Opportunity," Donald L. Evans, Secretary for the U. S. Department of Commerce, focused on jobs. He referred to jobs as important for the U. S. economy and the "seed stock of the American dream."

Evans spoke about creating economic growth through the creation of an environment for business to create the jobs. He alluded to the accomplishments of the Reagan and Bush Administrations, especially in the areas of reviving the economy, tax relief initiatives, homeownership, manufacturing employment, the current unemployment rate and low interest rates.

With praise for Dr. David Sampson, Assistant Secretary of Commerce for Economic Development,

Evans was confident that EDA was a leader in "charting out the emerging contours of cutting economic development." Three principles guide development decisions and ensure that federal funds achieve maximum improvements. First, regional development leverages strengths and expands possibilities. Second, regions need to focus on the unique aspects that set them apart and industry clusters create competitive advantages that attract private sector investment and create jobs. Third, the future depends on innovation well recognized as one of America's strengths.

Success in a global economy is tied directly to how well communities define shared interests and how well they capitalize on regional assets. Creating that all important market niche is at the core of competing effectively. The United States



Secretary of Commerce Donald L. Evans (photo on left) and Assistant Secretary for Economic Development Dr. David Sampson (photo on right) were speakers at the EDA National Conference held in Washington, D. C. from the 8th through the 10th of June at the Omni Shoreham Hotel.

...continued on Page 28

has a strong entrepreneurship record, as individuals take the risks to create, produce and advance new products and approaches to economic competitiveness. Secretary Evans concluded remarks with:

“As we strive to ensure that prosperity and opportunity reach every corner of our country, let us go about our work with the confident optimism that ended an empire and called upon millions of Americans to roll up their sleeves and write the last bold chapters of the American Century.”

If you are interested in the text of the entire speech, please visit: <http://www.commerce.gov/opa/speeches>.

The EDA website has more detailed information about the conference at: <http://www.eda.gov>.

The U. S. Department of Commerce's Economic Development Administration is responsible for the partnership that convenes national conferences on issues of relevance to economic development practitioners. Each national conference focuses on state of the art and innovative practices in economic development and brings together experts to exchange information and engage in dialogue.



Regional Showcase

*NARC is pleased to reinstate in its **Regions** publication examples of the innovative work of regional councils and metropolitan planning organizations. Their work clearly demonstrates how well regional approaches are solving problems and the intrinsic value of regional collaboration and diverse partnerships. The combination of these dynamics is helping the nation's communities create quality of life environments for their residents. Information for this section of **Regions** has been compiled from various newsletters, newspapers and other public sources.*

Happenings in the Nation's Regions!

by Beverly Nykwest



Georgia -- Multi-Modal Mapping

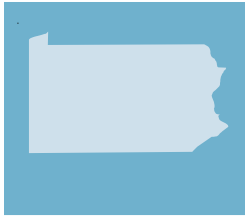
The Coastal Georgia Regional Development Center, Brunswick, (Vernon Martin, executive director) has been using a multi-modal approach to catalog and gather centerline road data for divided highways, newly built roads, sidewalks and multi-use paths within the region.

Staff is walking, biking or driving along the roads and paths to collect the data, using a Trimble Global Positioning System attached to a vehicle. The GPS system has been attached to a mountain bike for use in busy urban sidewalk areas and on pathways and trails.

The data will be collected and submitted to the Georgia Department of Transportation for final review and processing. The trails data will be useful for various planning purposes, including pedestrian walkways, bike trails and urban development. For additional information, contact Mushtaq Hussain at mhustain@coastalgeorgiadc.org.



...continued on Page 29



Pennsylvania -- The Ratables Chase

The Delaware Valley Regional Planning Commission, Philadelphia, (John Coscia, executive director), has completed a study, The Ratables Chase, which investigates the role and impact of the existing property tax system on local land use decision making and proposes alternatives to the current system.

The study was based on the premises that municipalities are overly reliant on property taxes; that the major percentage of local costs is for education; that land use decisions can be made based on fiscal consequences; and that over-reliance on property taxes leads to unhealthy competition between communities.

To either prove or disprove these premises, the DVRPC surveyed municipalities in both Pennsylvania and New Jersey to determine how existing property taxes affect land use decisions. The study confirmed that land use and zoning decisions are often based on their fiscal implications rather than sound planning principles.

The Ratables Chase proposes several alternate scenarios to reduce reliance on property taxes and to create a friendlier environment for cooperation among municipalities. For additional information, contact DVRPC at 215/592-1800.



Texas -- Have Speakers, Will Travel

The Capital Area Planning Council, Austin, Texas (Betty Voights, executive director) has set up a speakers bureau that is willing to travel around the region to discuss the agency and its various functions. You can also get a specialist in Air Quality Planning, Seniors and Caregivers Services, Homeland Security, regional planning issues and more.

For additional information, please contact David Partlow, director of member services, dpartlow@capco.state.tx.us.

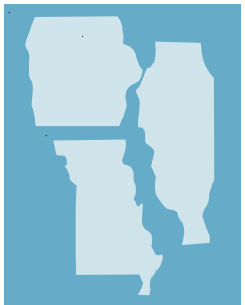


Vermont -- Addressing Growth Issues

The Chittenden County Metropolitan Planning Organization, Burlington, Vt., (Bill Knight, executive director) has launched a collaborative effort to address the population growth in northwestern Vermont.

The Vermont Transportation Department, the Federal Highway Administration and the U. S. Environmental Protection Agency are working with Chittenden County MPO and the five regional planning organizations that encompass Northwest Vermont are working with towns to develop accurate projections of local growth using state-of-the-art modeling tools; evaluate their ability to manage current and future growth; and receive training and other types of assistance that help them identify their future infrastructure needs.

For additional information, contact the CCMPO at info@ccmpo.org.



Illinois, Missouri, Iowa - Tri-state Group Looks at Housing Issues

Public officials, business leaders and social workers from three states met recently in Canton, MO, to look at ways to increase and improve the region's housing opportunities. Participating were the Two Rivers Regional Council of Public Officials, Quincy, IL, (Larry Markway, executive director); the Southeast Iowa Regional Planning Commission, Burlington, IA, (Brian Tapp, executive director), and the North East Community Action Corporation.

The goal of the Tri-State Housing Summit is to develop a strategic housing plan, encourage cooperation and showcase possibilities for growth. For additional information, contact, Two Rivers at lmarkway@accessus.net.



Building Regional Communities

National Association of Regional Councils 2004 Award Recipients

The National Association of Regional Councils and the U. S. Department of Transportation, in a joint ceremony during NARC's 38th Annual Conference and Exhibition held June 26-29, 2004, in Chicago, Illinois, presented their annual awards to eleven recipients representing regional development and metropolitan planning organizations. The awards were presented for outstanding performance and innovative, replicable regional approaches.

For additional information about each of the annual awards, please visit the NARC and DOT websites as indicated in the table that follows.

Type of Award	Recipient
Walter Scheiber	Vernon Martin, Executive Director Coastal Georgia Regional Development Center Brunswick, Georgia
John Bosley	Ralph Grieme, Jr., OKI Board Member Ohio-Kentucky-Indiana Regional Council of Governments Cincinnati, Ohio
Bradley	Robert C. Howard, Mayor City of Whitesville Whitesville, Kentucky
Ray	Massachusetts Association of Regional Planning Agencies West Springfield, Massachusetts
Rural Achievement	Green River Area Development District Owensboro, Kentucky
Mid-Size Achievement	Western Piedmont Council of Governments Hickory, North Carolina
Metro Achievement	Mid-America Regional Council Kansas City, Missouri

The NARC Awards Program is designed to recognize local, state, regional, or national leaders or individuals that are making valuable contributions to a better, more efficient government while promoting regional excellence. Visit <http://narc.org>.



U. S. Department of Transportation

The National Association of Regional Councils was pleased to welcome the U. S. Department of Transportation's Federal Highway Administration as they partnered with NARC to present their 2004 "Planning it Safe" awards. Awards are given to those States, Metropolitan planning organizations, Regional Councils, Local Governments and Transit Operators who demonstrate a commitment to innovative methods and delivery mechanisms and collaborative efforts and partnerships that increase the effectiveness of Safety Conscious Planning. NARC appreciates the opportunity to include these awards in the association's annual awards program. A list of recipient organizations and representatives accepting the award follows

New York Department of Transportation
Route 9 Pedestrian Safety Study
Sandra Jobson, Civil Engineer I
Region 8 Design Division
Poughkeepsie, New York

Southeast Michigan Council of Governments (SEMCOG)
2020 Regional Transportation Plan for SE Michigan
Commissioner Joan Flynn, Board Chair, SEMCOG
Paul Tait, Executive Director, SEMCOG
Detroit Michigan

Mid-America Regional Council (MARC)
First Steps: MARC's Safety Planning Initiatives
Councilman Chuck Eddy, Board Chair, MARC
Mel Henderson, Director of Transportation, MARC

Los Angeles Metropolitan Transportation Authority (LAMTA)
Metro Gold Line Light Rail Transitway-Marmion Corridor
James L. de la Loza, MTS Executive Officer, Countywide Planning
and Development, Los Angeles, California
Fred Glick, Vice President, Huitt-Sollars, Inc., Seattle, Washington
Art Cueto, Senior Planner, MTA, Los Angeles, California

The Planning it Safe Awards are an important part of the Transportation Planning Excellence Awards. Visit <http://www.fhwa.dot.gov/planning/tpea04/index.htm>.

Corporate Partners

NARC derives funding from its member regional organizations, partnerships with federal government entities and corporate members. The association's interest in establishing partnerships is based on three fundamental principles:

- Promoting American ingenuity;
- Sharing best practices for regional competitiveness; and
- Supporting a strong, global economy.

NARC has two programs for corporate partners that are designed to provide opportunities for the private sector to engage with organizations involved in regional activities. Visit the NARC website, www.narc.org, for a listing of NARC's current corporate partners.

NARC is an experienced leader in promoting regionalism. NARC's membership consists of regional councils and metropolitan planning organizations that are actively involved in the regional development process of America's communities. Of the 39,000 local, general purpose governments in the United States (counties, cities, townships, towns, villages, boroughs), a total of 35,276 are served by regional councils.

Join NARC Today!

For more information, please call 202.986.1032.

NARC Conferences Calendar

October 6-9, 2004	Executive Directors Conference Host: NARC Wyndam Burlington~ Burlington, VT 802.658.6500 \$189.00 p/d
February 4 - 8, 2005	2005 Washington Policy Conference Host: NARC Renaissance Washington ~ Washington, DC 202.898.9000 \$183.00 p/d
June 24-28, 2005	39th Annual Conference and Exhibition Host: Association of Monterey Bay Area Governments Doubletree Hotel ~ Monterey, CA 831.649.4511 \$149.00 p/d

If you would like information about NARC conferences or are interested in exhibiting or hosting a particular event, please contact Patsy Marshall, Marshall@narc.org or 202.986.1032, ext. 211.

Regions

Regions is published by the National Association of Regional Councils (NARC), a nonprofit membership organization and public interest group committed to promoting regional excellence and building regional communities. *Regions* is NARC's seasonal on-line newsletter.

NARC offers technical assistance, educational services and public policy support to local government officials in nearly 500 agencies nationwide. NARC members foster cooperation between the public, civic and private sectors to address common challenges such as air and water quality, transportation, economic and rural development and growth, housing, aging, job training, information technology, and the environment.

NARC staff and other professionals as noted in article bylines contributed to this issue of *Regions*. We welcome your comments, suggestions and story ideas. *Regions* welcomes guest perspectives on issues and emerging trends.

Address your communications to the editor or the NARC staff.

The National Association of Regional Councils

Board Officers

President	James L. Kennedy
President Elect	Randall Morris
Vice President	John P. Thompson
Second Vice President	Paul Tait
Immediate Past President	F. Wayne Hill

Executive Directors Committee

Chair	Paul Tait
--------------	-----------

Staff

Executive Director	Robert Sokolowski rsoko@narc.org
Deputy Director	Patsy Marshall marshall@narc.org
Policy Director	Beverly Nykwest nykwest@narc.org
Transportation Director	Fred Abousleman fred@narc.org
Environment and Special Projects Director	Peggy Tadej tadej@narc.org
Finance and Administration Associate	Sylvia Bryant sylvia@narc.org
Communications Manager/Editor	Ella M. Rusinko ella@narc.org
Research Associate	Tanya Higbee-Cerny Tanya@narc.org

1666 Connecticut Avenue, NW ~ Suite 300
Washington, DC 20009
Telephone 202.986.1032
Facsimile 202.986.1038
Visit NARC on the Internet at: www.narc.org

Contact Ella Rusinko at extension 215 for information about submitting articles or advertising in *Regions*.