

INTERGOVERNMENTAL AFFAIRS

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THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG): AN EFFECTIVE AND EVOLVING REGIONAL PLANNING ORGANIZATION

By Michael McLaughlin: Director of Regional Planning, San Diego Association of Government

INTRODUCTION:

The Basic Region: The San Diego region and its regional planning agency, the San Diego Association of Governments, (SANDAG) have “enjoyed” their status as an area/agency that often gets tagged as a demonstration project for regional approaches on a regular basis. A large part of these opportunities can be explained by the region’s manageability. It’s a single county region, the one south of southern California, with most of its population (a total of 2.9 million), and all 18 of its cities (that’s just 19 local jurisdictions), falling within the western third of the county. Being as far away from the state capital as you can be in the state and being almost as far away from the national capital as you can be in the continental United States, brings the region together as it approaches regional, state, and federal issues. This closeness is reinforced by our geographic separators: a large military installation, Marine base Camp Pendleton, along the northwest border; rugged mountainous and desert terrain along the northwest and entire eastern borders; the international boundary along our southern border; and the Pacific Ocean along our western border. Of course, the psychological context of wanting to avoid the absorption of San Diego into the Los Angeles metropolitan area also can not be understated.

A Broader Region: Despite these long standing set of influences, it’s obvious that the region’s “borders” need to become less important and significant if the region is to resolve its current issues. The jobs housing imbalance between southwestern Riverside County and the northern half of San Diego county has redefined our housing and commute sheds from single county to a multi-county perspective; the North American Free trade agreement (NAFTA) has redefined our economic

context from national to binational; our energy and water interrelations have become both multi-county and multi-national in perspective.

SANDAG’S ROLES AND RESPONSIBILITIES

Basic Planning and Programming Responsibilities: SANDAG has been the one regional agency in which local governments have become increasingly more comfortable with expanding and consolidating roles and responsibilities that often are performed by a number of agencies elsewhere, especially in transportation planning. SANDAG is the metropolitan planning organization (MPO) for federal transportation planning purposes, the regional transportation planning agency (RTPA) for state transportation planning purposes, the congestion management agency for state and federal congestion planning purposes, and the regional transportation commission (RTC) for local transportation sales tax purposes. However, it’s not just transportation that gets “stuck” under SANDAG’s umbrella: allocation of regional housing shares, solid waste task force review, shoreline replenishment, habitat conservation planning, energy planning, intergovernmental review, criminal justice clearinghouse, and border planning are all done by SANDAG. In all, SANDAG fulfills over 70 local, regional, state, and federal roles and responsibilities

Questions of Regional Governance: In this context of this heightened sense of the importance of regionalism, the debate about regional governance significantly intensified in the past three years. A large part of that debate was triggered by a legislative pro-

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“SANDAG Board directed staff to prepare a draft regional comprehensive plan.”

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proposal for the San Diego region proposed by former state senator, Steve Peace. The senator’s bill, as originally introduced was to: transform the regional planning agency from a voluntary, joint powers agency to a state mandated entity; consolidate a number of agencies (SANDAG, the Unified Port District, the two transit agencies and potentially the Local Agency Formation Commission-LAFCO); add some limited regional land use decision making powers; prepare a regional comprehensive plan (RCP); and establish a directly elected regional board (a la Portland Metro). As that process evolved, the scope of the agencies to be consolidated got narrowed and the concept of the directly elected governing board and the RCP got put off.

CONSOLIDATION OF PLANNING AND PROGRAMMING ACTIVITIES

Culminating three years of work, Senate Bill 1703 (Peace, D-El Cajon), as signed by the Governor, put under one roof all of the responsibilities and roles of SANDAG, and many of the transit functions of both the San Diego Metropolitan and North County Transit Development Boards (MTDB and NCTD). The bill became law on January 1, 2003. It mandates membership in the regional agency (very similar to SANDAG) from all of the area’s 18 cities and county government. It consolidates transit planning and programming, and eventually, project development and construction into the new agency, leaving responsibilities for day to-day operations with the existing transit operators. It also added representation from Imperial County, as ex-officio, and added weighted vote procedures to most of the new regional agency’s deliberations.

TRANSITION OF PLANNING AND PROGRAMMING RESPONSIBILITIES

Basic Transition: Transfer of The SANDAG Board of Directors, in its new planning agency board capacity, accepted the “Draft Transition Plan – Initial Transfer” for distribution. The report previously had been approved by the Ad Hoc Working Group on Transition (see below). The

NCTD Board voted to support the initial transition plan. The MTD Board had reviewed the plan and did not have any further comments. Prior to July 1, 2003, under the initial transfer, the consolidated agency assumed the planning and programming functions of the San Diego Metropolitan Transit Development Board (MTDB) and the North San Diego County Transit Development Board (NCTD). After July 1, the legislation directed the consolidation of project development and construction functions and responsibilities of the transit agencies into the consolidated agency no later than January 30, 2004.

Other Transition Activities: In addition, the law allows transfer of other functions, with the exception of operations, based on agreement by the new consolidated agency and the transit boards. The “Transition Plan – Initial Transfer,” covering the transfer of the planning and programming functions was due February 28, 2003, and the plan for transferring the project development and construction functions was due September 30, 2003. To ensure a smooth transfer of responsibilities, a transition team of staff members from SANDAG, MTDB, and NCTD began meeting in September 2002 to develop transition plans for the initial and subsequent transfers. An Ad Hoc Working Group on Transition, with three Board members from each of the agencies — MTDB, NCTD, and SANDAG — also has been established to provide policy direction for the transition. The Working Group recognized that each of the transit agencies are unique in their roles, responsibilities, and structures and, therefore, separate and unique implementation plans to implement the functions outlined in the transition plans will be developed for each agency. These plans have been and/or are now being implemented.

BROADER REGIONAL PLANNING SIGNIFICANCE

SANDAG Board-Directed Regional Comprehensive Plan (RCP): Although the preparation of the RCP was eliminated from the original version of SB 1703, the SANDAG Board decided that it was an important component of regional government and planning, and directed staff to prepare a draft regional comprehensive plan by December 31, 2003 with a target date for adoption by July 1, 2004. In October of

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“The RCP becomes a significant tool in the ongoing debate of regionalism in the San Diego region.”

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2003 new state legislation was signed by the governor that mandates the preparation of the BCP by SANDAG. It codifies the basic approach that SANDAG had already directed.

Purposes of the RCP: The Regional Comprehensive Plan will serve as the foundation for integrating local land uses, transportation systems, infrastructure needs, and public investment strategies for the San Diego region. The RCP will clarify the vision for the San Diego region, define regional priorities, establish policies to address key regional issues, and create a public investment strategy for regionally-significant infrastructure. The financing strategy will ensure that regional infrastructure needs are identified and financed on a timely and equitable basis. Additionally, the RCP provides an opportunity to establish a process to more effectively handle interregional and international land use and transportation issues.

This unprecedented effort will require commitment from local elected officials working together with our residents, community and business leaders, and other stakeholders. A number of opportunities are available to participate in this exciting process.

CONCLUSIONS

The RCP becomes a significant tool in the ongoing debate of regionalism in the San Diego region. The consolidation sets the stage for more significant local and regional interrelations including:

Representatives for Local Land Use Planning and Regional Transportation Planning and Programming Are Brought Together:

The new regional agency brings representatives from each of the local land use decision making and the regional transportation decision making processes together under one umbrella. Thus, the connection between transportation and land use planning and decisions can be strengthened. This feature was part of the SANDAG argument against a directly elected regional transportation agency as envisioned in earlier versions of the consolidation bill; they felt that a new regional agency dealing with just transportation would further disconnect the land use and transportation decision makers. Examples of the value of these interrelations are emerging: the SANDAG Board recently reprogrammed \$500 million earmarked for rural serving highways to highway and transit

improvements within the existing urban areas (as part of the Regional Transportation Plan) in response to its commitment to a regionally coordinated smart growth approach, the core of the RCP. SANDAG also has a pilot smart growth incentive program as part of its RTP.

Ties Between Local Land Use Planning and Policies and Regional Plans and Policies are Strengthened:

The new regional agency would also strengthen the relationship between local plans and policies and regional plans and policies. The Board members that will approve the RCP represent the same agencies that approve local plans and policies. Thus the RCP, to be successful, must be a **locally owned regional plan**. The RCP process is building from the bottom up, starting with local plans and policies, providing a regional framework for analysis, and establishing a set of incentives for strengthening local and regional plans and policies. This approach will avoid the problems that often beset approaches that build upon or emphasize local conformity and consistency with regional plans.

Binational and Other Interregional Components Will Be Important:

The RCP will have a significant Borders component that will build upon SANDAG's emerging binational planning program as well as new efforts with our surrounding counties. As the interregional commute between a housing rich southwestern Riverside County and a jobs rich northern half of San Diego County increases, an interregional partnership, launched through a grant from the State of CA's Housing and Community Development Department, will build the basis for a strong interregional approach.

Nature of Regional Planning Effort Should Help to Define Future Regional Governance Directions:

Finally the scope and vision of the RCP will go a long toward answering the question about the need for a directly elected regional board. Will local governments have the ability and commitment to do the regional and local policy alignments or will they revert to local parochialism? The RCP will be an important test for local governments and continuing the current make-up of the regional governing board.

INTERGOVERNMENTAL AFFAIRS DIVISION PROGRAM AND BUSINESS MEETING MINUTES, DENVER, COLORADO, 31 MARCH 2003

by Rocky Piro, Vice Chair/Secretary

Background and Past Year: The Intergovernmental Affairs Division held its annual program and business meeting on Monday, 31 March 2003, 5:30 to 8:30 p. m. in the Capitol Room, Adams Mark Hotel, Denver. Division Chair Lee Schoenecker provided a review of activities over the past year. He represented the Division at an APA policy committee meeting in Autumn 2002. Thomas Dow, Vice-Chair of the Division, continues to serve on APA's TEA -21 Reauthorization Task Force. Ryan Harris was introduced as the Division's new webmaster in absentia.

Mission Statement and Work Program: Both items were very carefully reviewed at the Division's program and business meeting. This review resulted in a one-page mission statement containing a basic mission and five goals to support the mission.

Review of the draft work program covered several considerations such as: conference program opportunities on the Saturday that precedes the formal start of the annual APA conference, and the possibility of a conference track centering around the "regional city" which will be the theme of the 2004 APA conference Local Host Committee panels. The latter might be done in conjunction with another APA Division such as that of Transportation Planning. One other item which received quite a bit of attention and became part of the work program was that of, determining if the Division should pursue establishing a student planning project award. Included might be an award certificate presented at an award ceremony, membership in the APA including the Intergovernmental Affairs Division, and submittal of materials to be included in a Division newsletter.

Budget and Finances: Vice-Chair Thomas Dow introduced two draft budget options for consideration. Members discussed the possibility of applying for grants to enhance the work of the Division, as well as actions for cultivating new membership. There was discussion of

scaling back annual business meeting reception costs, perhaps by arranging for an off-site location for the meeting over lunch or after dinner.

Membership Considerations: By way of background, at the Saturday, 29 March, 2003 meeting of the APA Division Council and also at the previous APA Fall Leadership meeting in Providence, Rhode Island, the Division Council discussed modifying the dues structure for Divisions, in large part to make it more consistent across Divisions, and thus attract new members..

There was considerable follow-up discussion of this issue at our Division's March 31 meeting in Denver. Basically, three options were discussed (1) raise the IGA Division Annual dues to \$25.000; (2) develop a three for two membership arrangement to encourage APA members to belong to more than one division; and (3), require mandatory division membership in one of the 18 Divisions, similar to mandatory Chapter membership. At the conclusion of extensive discussions, Irvin Dawid proposed and Bruce McDowell seconded a motion to increase Division dues to \$25. The motion carried. Also, Bob Kull moved and Bruce McDowell seconded a motion to adjust the budget estimates to reflect the October 1st through September 30th fiscal cycle for Division budgets. This motion also carried. Also, language in the budget notes referring to travel expenses was expanded to include "two division officers and/or speakers" and "one newsletter editor and/or webmaster."

Regarding increasing membership, it was proposed that the Division encourage its members to find opportunities to showcase the mission and work of the Division among local and regional APA chapter.

Division By-Right Panels at Washington National APA Conference, April 2004:

Some preliminary topics discussed for the Division's two by-right sessions at the conference include (1) intergovernmental planning efforts in Appalachia, (2) central city/suburban dynamics in the nation's capital, (3) intergovernmental components of homeland security,

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The Intergovernmental Affairs Division held its annual program and business meeting at the APA Conference in Denver.

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(4) and interjurisdictional coordination to address natural hazards. Chair Lee Schoenecker is also on the Local Host Committee planning for the 2004 APA Conference. As such, there was discussion that one of our two by-right panels might be used for the Local Host Committee's panels, especially in relationship to interjurisdictional considerations.

Attendance At Program and Business

Meeting: Included were:

Irvin Dawid
San Jose State University
Thomas Dow
Kansas State Department of Transportation
Yefeng Guo
University of Minnesota

Bill Johnson
Denver Regional Council of Governments
Bob Kull
Burlington County (New Jersey)
Bruce McDowell
InterGov
Rocky Piro
Puget Sound Regional Council
Lee Schoenecker
Division Chair
Dustin Smith
City of Bonner Springs (Kansas)

Note: Attendance at the Division's two by-right sessions in Denver was estimated to be 100 at the Monday session on "Metropolitan Planning Innovations in the Rocky Mountain West" and 60 at the Wednesday session on "Managing Urban Form to Improve Transportation Choice, Air Quality, and Health."

We hope our website and newsletter will serve as a leading exchange of information on intergovernmental planning issues.

DIVISION WEBSITE UPDATED

The new website of the Intergovernmental Affairs Division has been designed to provide an information source for those engaged in urban and regional planning where it cuts across more than one governmental jurisdiction. Ryan Harris, AICP, a Regional Planner with the Metropolitan Washington Council of Governments has volunteered to become the chapter webmaster. In addition, he is also the webmaster for the National Capital Area Chapter of the APA and the Local Host Committee of the 2004 APA National Conference.

The new IGA website contains past newsletters, presentations from the National Conferences, feature articles and links to related organizations. We have also provided updated information about chapter activities, such as

the minutes from the IGA program and business meeting held this past spring in Denver.

We welcome the submission of any feature articles, news stories or event listings relating to intergovernmental urban and regional planning and development. What is happening in your part of the country in terms of urban and regional planning and development, from the intergovernmental perspective? Eventually, we hope that our web site and newsletter will serve as a leading exchange of information for this particular type of planning.

The website may be accessed at <http://intergovernmental.homestead.com> or from the APA National website at <http://www.planning.org/divisions/>.

Celebrate Community — Washington Style... *American Planning Association's National Planning Conference* *April 24-28, 2004*

Washington, D.C — Our Nation's Capital and the seat of our democracy will host the APA National Planning Conference April 24-28, 2004. Join 5,000 colleagues and experience the rich history, renowned symbols of patriotism, inspiring monuments, museums, neighborhoods, and much more — as APA celebrates its 25th anniversary. Take part in a conference rich with more than 200 sessions, 70-plus mobile workshops, Saturday workshops, and special events, all of which will give you an opportunity to explore Washington and the entire metropolitan area. For more information, visit the APA website at www.planning.org.

AIRPORTS AND SURROUNDING COMMERCIAL DEVELOPMENTS: A NEW APA DIVISION COUNCIL PROJECT

Basic Purpose and Involvement: At the American Planning Association (APA) Fall Leadership Conference, held in Chicago, September 12 and 13, the Division Council approved a multi-year effort designed to examine the regional planning implications of airport development and their surrounding commercial districts. The purpose of this Division Council effort is to provide planning guidance to the urban planning profession and other pertinent interests and organizations. The Transportation Planning Division has the lead for this effort and the Intergovernmental Affairs Division is involved.

Background and Objectives: There is a need for urban and regional planning and other parties at interest to explore the reciprocal relations between airports and surrounding commercial areas, or "airfront districts" as referred to in the context of this Division Council project. The APA has relatively little guidance on airports and their relevance for state, regional, and local planning. This project will attempt to meet this need with the possible development of an APA Policy Guide, a potential Planners Advisory Service Report, and CD/web products. At the outset, some of the initial project objectives include: (1) undertaking a pilot test of assistance for airport planning that fully engages the local government along with the airport authority in providing planning services; (2) strengthening the skills of urban and regional planners in data gathering, analysis, and plan development for airports and their corresponding "airfront districts;" and (3), developing closer working relationships with the Federal Aviation Agency as well as with pertinent agencies now located in the new federal De-

partment of Homeland Security.

Involvement of the Intergovernmental Affairs Division: The success of this multi-year Division Council project is premised on the active involvement of pertinent APA Divisions. Again, the Transportation Planning Division has the lead, and to date, other Divisions who have indicated a definite interest include: Economic Development, Environmental Planning, Intergovernmental Affairs, and New Urbanism.

Since the September 13 Division Council formal meeting in Chicago, our Division has named a representative to this project. Specifically, Stephen Kiehl, Airport Systems Planner with the Puget Sound Regional Council, has been named as the Division's representative. Stephen has worked for nearly 20 years in aviation and airport planning, the last seven with the regional planning agency. In this latter capacity he has worked on a wide variety of issues concerning airport compatibility and land use, including provisions of the State of Washington and regional growth management programs. Also, given the potential importance of this APA effort to the greater Seattle area, the Puget Sound Regional Council has decided to give strong support to Stephen in his role in this APA endeavor.

Future issues of this newsletter will contain further articles on this project as it unfolds. For now, however, if you have further questions or suggestions, please feel free to contact Stephen at: (206) 464-6715 (phone), or (206) 587-4825 (fax), or e-mail, skiehl@psrc.org.

APA Division Council approved a multi-year effort designed to examine the regional planning implications of airport development and their surrounding commercial districts.

Have an Intergovernmental Success Story to Share in an Upcoming Newsletter?

Please Contact:
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The Intergovernmental Affairs Division adopted a mission statement, an annual work program, and a budget for the fiscal year 2004.

DIVISION MISSION STATEMENT, WORK PROGRAM, AND BUDGET

BACKGROUND: At its annual program and business meeting held at the National Planning Conference in Denver in late March, the Division adopted a mission statement, an annual work program, and a budget for the fiscal year 2004.

Similar Past Division Activities: To varying degrees, the Division has always had management activities going back to the founding of the Division. For example, the Division simply would not have been able to operate without a successfully operated budget over these many years. A review of past newsletters also indicates the Division has always had a mission, albeit informal. Some years, this mission was very explicit, other years it was implicit. But it always revolved around the interplay of federal, state, and local governments including regional agencies from the perspective of the urban and regional planning function of these governmental entities.

More Formal Approach in the Future: Starting in 2003, each of the 18 APA divisions will operate on a more formal basis with regard to these management and other types of considerations. Specifically, at the annual meeting of the APA Division Council at the Denver National Conference, the Council (the 18 Division Chairs plus the overall Division Chair, Vice-Chair, and Secretary-Treasurer) approved a set of performance criteria which each of the Divisions must meet on an annual basis.

Following are the mission statement, annual work program, and budget of the Intergovernmental Affairs Division as required by recently mandated Division Council Performance Criteria and as adopted at the Division's Program and Business meeting in Denver. The mission statement will evolve over the years, and of course, the work program and budget will be updated every year. We welcome your inputs concerning modifications in the future.

MISSION STATEMENT AND GOALS TO SUPPORT THE MISSION:

BASIC MISSION: The Intergovernmental Affairs Division exists to promote a sense of awareness and understanding of the interde-

pendent nature of local, state, and federal levels of government in the planning and development of our nation's communities. This interdependence includes communities, both rural and urban, metropolitan and non-metropolitan. It also includes planning and development at the multijurisdictional level, across local governmental boundaries in both metropolitan and nonmetropolitan areas. The further mission of the Intergovernmental Affairs Division is to provide a forum and mechanism for the exchange of information, knowledge, and solutions among professional planners, appointed planning officials, and other allied groups and individuals involved in urban and regional planning.

GOALS TO SUPPORT THE BASIC MISSION:

1. Promote the development of an "intergovernmental perspective" in planning through high quality National and other conference sessions, both by the Division and by other APA organizations.
2. Provide useful and timely communications to Division members on a regular basis through various means, including a newsletter, an up-to-to WEB-page, and other electronic and non-electronic means.
3. Evolve formal education and other training means relative to the "intergovernmental perspective" in the urban and regional planning profession.
4. Support the comprehensive nature of urban and regional planning --- physical, environmental, economic, and social---through technical, policy, and research activities focusing on the "intergovernmental perspective" in comprehensive planning.
5. Promote the value of the Division through professional and social interaction within the Division and also with other APA Divisions and Chapters.

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THE DIVISION'S FISCAL YEAR 2003-04 WORK PROGRAM

PROGRAM ACTIVITIES: Basic program activities will include:

1. Conduct two as-of-right panel sessions at the 2004 National Conference in Washington, DC, in late April of 2004 which supports, at least in part, the "Potomac Regional Community" theme that the Local Host Committee adopted for its as-of-right panels.
2. Explore with other pertinent APA divisions (e.g. Transportation Planning) the possibility of conducting panels at the 2004 National Conference concerning the "Potomac Regional Community."
3. Begin to identify intergovernmental courses and seminars in APA accredited planning schools, probably in conjunction with the Planning Accreditation Board. This will be done, in part, to support the Division Council's efforts to give firmer definition to planning education.
4. Determine if the Division should pursue a student achievement award.
5. Determine if the Division should conduct a Division questionnaire of membership interests such as has been done a couple of times in the last ten years.
6. Undertake efforts to hopefully raise Division membership from the current 130-135 members to 175 members.

COMMUNICATIONS AND OUT-

REACH: In the coming year, member communications will occur primarily through:

1. Producing two or three newsletters.
2. Making the WEB-site home page operational and updated on a monthly basis.

POLICY AND LEGISLATIVE DEVELOPMENT:

The Division will:

1. Continue to work with the Transportation Planning Division and other APA components on TEA -21 Reauthorization.
2. Explore the development a position pa-

per on intergovernmental relations priorities via the APA 2002 Policy on Smart Growth.

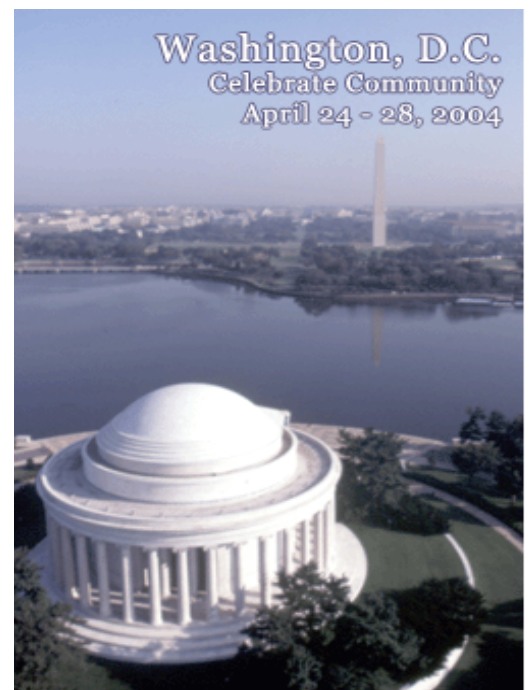
MANAGEMENT: The Division will:

1. Maintain a financially feasible budget and monitor costs.
2. Prepare an annual report for the APA and prepare next year's work program.
3. Actively participate in APA Division Council and other APA policy functions

DIVISION BUDGET: We are a very small Division, running somewhere between 125 and 135 members over each of the last two to three years. Consequently, we do not have a large revenue base or budget. Yet, two things should be noted. First, very much in line with APA Division Council and APA staff direction and our needs, dues for regular APA members have been increased from \$20 to 25. All of this \$5 increase goes back into program resources for Division members. Second, we will have to grow in the coming years to sustain an active work program as required by the new Division Council Performance Criteria. Our Division's officers are committed to this growth. Now that we again have regular newsletters and an operable Web-page, we will be making special efforts to increase our membership.

"We will have to grow in the coming years to sustain an active work program as required by the new Division Council Performance Criteria."

Washington, D.C.
Celebrate Community
April 24 - 28, 2004



PROPOSED 2004 BUDGET
October 1, 2003 to September 30, 2004

Revenues		Notes
Projected Starting Balances	3,574.76	Anticipated starting balance on 10/1/03
Total Annual Interest on Account	50.00	
<u>Total Rebates from APA National</u>	<u>2,500.00</u>	125 members @ \$20 each in rebates
Total Available Funds	6,125.78	
Expenses		Notes
2004 Nat Planning Conference	2,000.00	Travel for Division officers
2004 APA Fall Leadership Conf.	500.00	Travel for representative
2004 National Planning Conference	1,000.00	Program and Business Mtg. Reception
<u>Printed Communications</u>	<u>1,000.00</u>	Four written communications
Total	4,500.00	
Projected Closing Balance	1,625.78	

Further Note: For prudent financial planning we have tended to underestimate revenues somewhat and overestimate expenses. For example, if membership grows, our revenue rebates will be more than shown above. Or, with regard to expenses, we may very well spend less money for printed communications and events connected with the National Planning Conference.

INTERGOVERNMENTAL AFFAIRS PANELS AT THE 2004 WASHINGTON APA NATIONAL CONFERENCE

The Intergovernmental Affairs Division will host two by-right panels at the late April, 2004 Washington National APA Conference: "Lower Manhattan: Making Plans for the World Trade Center Rebuilding and Making Them Happen---Priorities, Projects, and Payments," and "Governance and the Roles of Plans and Planning in the Potomac Regional Community." The preliminary and particularly the final conference program will give the names of the moderators and panelists. Following is a basic sketch for each panel.

Lower Manhattan: Making Plans For the World Trade Center Rebuilding and Making Them Happen---Priorities, Projects, and Payments: This will be a three-hour panel in the Shoreham Hotel and it will be broken into segments. The first segment will provide the audience with an understanding of the intergovernmental complexities for the planning and reconstruction of the World Trade Center and surrounding neighborhoods. The second segment will review progress and events to date, particularly concerning priority setting and intergovernmental finances. And the final segment will anticipate future intergovernmental considerations that will play a role in the restoration and rebuilding of the World Trade Center

area and surrounding neighborhoods.

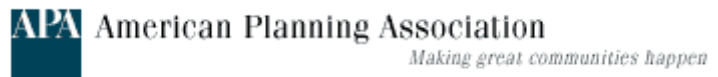
An intergovernmental undertaking of this magnitude obviously involves very significant local, state, and federal coordination. And in fact, the World Trade Center, itself, was built and operated by an interstate public agency, the Port Authority of New York and New Jersey. To date the federal government has pledged 20 billion dollars for recovery and rebuilding. This dollar amount and other federal and state contributions have raised questions as to how many of these dollars have to be spent elsewhere around the Greater New York interstate region (e.g. improved access to the region's airports) to enable restoration of the World Trade Center and surrounding neighborhoods to be truly successful.

Governance and the Role of Plans and Planning in the Potomac Regional Community: The Local Host Committee for the Washington APA National Conference will focus its by-right panels on the Washington-Baltimore greater region which it has labeled, the "Potomac Regional Community." It depicts a geographic area which runs from the Chesapeake Bay on the east to the panhandle of West Virginia on the west. On the north it

"The Intergovernmental Affairs Division will host two by-right panels at the late April, 2004 Washington National APA Conference."

Intergovernmental Affairs Division of
APA

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includes Baltimore suburbs almost all the way to the Pennsylvania state line and it runs 50 miles south of Washington, DC to Fredericksburg, Virginia. It totals between seven and eight million people, and for better or worse, it is gradually merging into a major urban conurbation.

The Local Host Committee has ten by-right panels. In addition, the Transportation Planning Division and the Intergovernmental Affairs Division have each allocated one of their by-right panels to the "Potomac Regional Community" program. Our Division will sponsor the above panel. The "Potomac Regional Community" simultaneously displays governmental complexity and governmental simplicity. It is complex as the Washington metropolitan area is tri-state in nature, and as a corollary, all three levels of government, to varying degrees, play a role in the planning for the greater Baltimore and Washington areas. On the other hand, the local governmental makeup is relatively simple as there are a small number of local gen-

eral purpose units of government relative to other large metropolitan areas and regions. Obviously, there are the focal point cities of Baltimore and Washington, DC, but not a large number of additional, small, incorporated cities. Instead, the predominant form of other local government is the large urban/suburban county with substantial planning, development, education, and other municipal-like functions. In fact, several of these counties are major subregions in themselves, and quite naturally, influence the nature of overall regional and metropolitan planning for the "Potomac Regional Community."

The panel will, first, address the possible needs for regional planning for the entire "Potomac Regional Community," and then, metropolitan planning for each of the Washington and Baltimore regions. Particular emphasis will be given to existing and needed principles of governance and authority for such planning, taking into account the simultaneously complex and simple nature of the governmental setting in the "Potomac Regional Community."