

Regional and Intergovernmental Planning

INSIDE THIS ISSUE:

<i>Meadowlands</i>	1
<i>Regional Stewardship</i>	4
<i>K-10 Corridor</i>	7
<i>2005 Business Report</i>	12
<i>New Division Name APA Regional Planning Policy Guide</i>	16

Division Officers

Lee Schoenecker, AICP
Division Chair
5543 30th Pl NW
Washington, DC 20015
202-686-8864
leeschoenecker@aol.com

Thomas Dow, AICP
Vice Chair State & Treasurer
KSDOT
217 SE 4th Street
Topeka, KS 66603-3712
785-296-2552
tdow@ksdot.org

Rocky Piro, AICP
**Vice Chair Local/Regional
Secretary**
Puget Sound Regional Council
1011 Western Avenue,
Suite 500
Seattle, Washington 98104
206-464-6360
rpiro@psrc.org

R. Scott Taylor
Newsletter Editor
MODOT
PO Box 270
Jefferson City, MO 65102
573-751-6774
Robert.Taylor@modot.mo.gov

Ryan Harris, AICP
Webmaster
Senior Transportation Planner
San Francisco County Transportation
Authority
ryanharris@yahoo.com

NEW JERSEY'S MEADOWLANDS: A REVIVAL OF REGIONAL PLANNING BENEFITING THE ENVIRONMENT AND THE ECONOMY

By Susan Bass Levin

Commissioner of the New Jersey Department of Community Affairs
Chair of the New Jersey Meadowlands Commission

I've taken to calling what is happening on the banks of the Hackensack River, less than five miles from New York City, the "Meadowlands Renaissance." I think it's appropriate considering the dramatic changes and advances that have been made in the last three years, almost like emerging from a sort of dark ages. The synergy we are fostering between environmental conservation and economic rebirth is a model that can and should be carried elsewhere.

HISTORY OF THE MEADOWLANDS

Background Facts: In 1897 the New Jersey State Geologist predicted the Meadowlands would "become more and more a site for offensive manufacturing industries, manure piles, and other nuisances." In 1962 the U.S. Fish and Wildlife Service declared; "pollution of the waters has eliminated fish life. There are no possibilities for extensive fish and wildlife developments." The waterways and marshes in the District had been historically fouled by unregulated landfills (some of which would catch fire), industrial pollution, and reckless development. I remember holding my nose as a child when our family car would traverse the area on the way to our nearby Saddle Brook home.

The New Jersey Meadowlands Commission (NJMC), now with a staff of 120, was created by the state legislature in

1969 to correct these problems in the District and closed down the rampant landfills. Solid waste operations were consolidated into one state-run facility that has become a model for sanitary waste disposal. The new agency presided over the zoning, planning, building code review of the portions of 14 municipalities that fall within the 32-square mile District. It was a pioneer in the field of regionalization at that time.

The Special Area Management Plan (SAMP) And Decades of Conflict:

During the 1970-2000 period, the Meadowlands District was embroiled in an endless land use conflicts. Environmentalists, developers, mayors, and government agencies took opposing and unmovable positions. It was called the SAMP wars, the Special Area Management Plan (SAMP) being the document at the heart of the disputes.

Despite problems with the well-intentioned SAMP and the fractured and confused dialog that surrounded it, notable achievements occurred. The highly respected Meadowlands Environment Center, a learning center, was created by the NJMC. Solid development projects took root. The agency took on marsh restoration, ecological monitoring, and research.

During this period another state agency, the New Jersey Sports and Exposition

(Continued on page 2)

“The new landmark plan calls for the preservation of 8,400 acres of wetlands, waterways, and open space ...”

(Continued from page 1)

Authority established an arena, a horse racing track, and a football stadium which is what most people think of when hear of the Meadowlands.

While the NJMC’s own gains were significant, overall progress in both ecological preservation and economic redevelopment was stifled by conflict over the SAMP and its attempt to set a vision for the future. That was the situation when I came on board in 2002 as Chair of the NJMC’s seven-member governing panel, and I felt it had to change.

REGIONAL PLANNING RENAISSANCE

I directed the NJMC to withdraw from the SAMP process, effectively killing it, and started a new Meadowlands Master Plan process. The initial Master Plan had not been updated in more than 30 years and I saw the formation of a new plan as the forum to bring all of the stakeholders together behind one objective. In accordance, I also mandated a change in the NJMC’s culture, which had gained a reputation for being isolated and dictatorial and moved it toward a more stakeholder-oriented mindset.

At the beginning of 2004, after more than 100 meetings with Meadowlands leaders and six public hearings we adopted a Master Plan that reflected the vision of all our partners, a historic melding of preservation and economic redevelopment.

Environmental Conservation Plans:

The new landmark plan calls for the preservation of 8,400 acres of wetlands, waterways, and open space – conserving a unique urban wilderness that hosts 35 animal and plant species listed as endangered or threatened in New Jersey. This is a dramatic departure from previous efforts under the SAMP that called for considerable wetlands fill and open space development.

The plan establishes a broad green zone

along the Hackensack River for ecological protection as well as for fishing, boating and walking. A 600-acre swath called the Empire Tract – the largest wetlands area left in the Meadowlands - was set aside for preservation after initially being targeted for a mall. An aggressive open space acquisition program was launched and a series of wetlands, mudflats, and other vital habitats have been secured.

The plan also calls for the completion of the Meadows Path, 26 miles of trails that stretch from the town of Little Ferry in Bergen County to Kearny in Hudson County, and a Secaucus Greenway that will stretch from Ridgefield to Jersey City.

Economic Growth Plans: The new plan also sets the stage for the redevelopment of 3,078 acres of blighted and polluted land, resulting in investment over the next 25 years with a potential market value of \$5.6 billion, the creation of 56,250 new permanent jobs, and more than \$73 million in positive fiscal impacts for the district’s municipalities.

New regulations require Project Impact Assessments for redevelopment projects. The fiscal, traffic, and environmental aspects of a project are analyzed, with developers funding solutions that successfully integrate what they build with existing community infrastructure. The Commission is committed to making sure municipalities see plans for future construction first, and that they have a place at the redevelopment table.

Soon after the completion of the new Master Plan, an editorial by The Record, a newspaper covering Bergen and Passaic Counties, listed our accomplishments as a model for preserving the Highlands region of New Jersey that provides drinking water for 5 million people. The editorial read in part:

“A regional planning council is a neces-

(Continued on page 3)

(Continued from page 2)

sity. It should be patterned after the New Jersey Meadowlands Commission, which provides a model for working closely with municipalities to channel development to appropriate locations and to protect natural resources. The key to the Meadowlands Commission's success is its willingness to listen to the concerns of its towns while addressing larger regional needs.”

Ongoing Efforts to Implement the New Plan: We have been busy laying down a framework of initiatives and research targets that will spur the renaissance the plan sets forth. We are developing a report card that will measure our progress both environmentally and economically so we can improve the Master Plan if we need to.

Accordingly, at the end of March of this year we presented the results of our fish inventory. We are also working on a District-wide bird population survey, a District-wide air study, and a continuous water quality monitoring initiative. In addition, we are working with the New Jersey Department of Environmental Protection on a conservation action plan that will accumulate all research on all aspects of wildlife habitat in the Meadowlands to create better places to host diverse species.

To pursue the renaissance on the economic side we created the Institute for Meadowlands Studies at Rutgers University with an annual budget of \$100,000 to study ways to measure and boost the District's economic contribution to the state. We hosted the first Meadowlands Economic Conference for December 2004 to create consensus behind further economic growth in the District including the possibility of an international trade zone.

We are pursuing the Meadowlands Golf Redevelopment Project, which will turn 785 acres of landfills and blighted land into a \$1.1 billion environmentally friendly and economically beneficial golf village in the heart of the Meadowlands District. We've found that eco-tourism is an innovative way to exploit the region's contrasts. We

committed \$915,000 over five years to the Meadowlands Regional Chamber of Commerce and New Jersey Audubon Society to create a Meadowlands Visitors' Bureau centered on eco-tourism.

On a regional level we have created a Flood Management Taskforce to bring together property holders, tenants and officials from all 14 towns and our two counties to resolve flooding across borders in our shared floodplain. We have pioneered a regional municipal equipment pool. We're placing all municipal maps on a distributed mapping service that all municipalities will be able to use with fire chief's, for instance, investigating all angles of a fire down to where the fire plugs are from remote wireless laptops at the scene provided by the NJMC. We have invested \$500,000 for a Meadowlands Employment Opportunity Center within the Meadowlands Regional Chamber of Commerce to bring those seeking a job into the mix. The list goes on including a long-term push to evangelize developers into pursuing green building techniques starting with \$300,000 to retrofit our own facilities according to the United States Green Building Council's LEED rating system.

CONCLUDING OBSERVATIONS

What this all tallies up to is a region that once was typified by fragmentation, strife, and a history of pollution and bad development decisions. Our renaissance has only really begun and will certainly meet many challenges along the way. But we are hopeful that the widespread support we have earned across the board will bring payoffs to our residents.

That support would not have been possible if it weren't for the way we created a new culture of openness and listening at the NJMC and expanded it outward, to the point where the Hackensack River watershed's premier environmental activist, Riverkeeper Bill Sheehan, is now a member of the chamber of commerce.

(Continued on page 4)

“The key to the Meadowlands Commission's success is its willingness to listen to the concerns of its towns while addressing larger regional needs.”

(Continued from page 3)

I have to give a lot of credit to a staff that could have been ingrained in the past and their past travails, but picked up and looked for new ways.

I suppose that's the main connection we have with the historic renaissance, un-sticking ourselves from the past and finding more enlightened ways to innovate. If

I seem excited, and enthusiastic in extolling what we have accomplished, it may be because I am a little surprised myself how far we've gotten. But I think in the end, sharing the successes we've had, will hopefully serve as a springboard for similar rushes of success and innovation in similar regional settings. If we can do it in the Meadowlands, then I think it can be done anywhere.

THE ALLIANCE FOR REGIONAL STEWARDSHIP

By Amy Carrier, APA

The Alliance for Regional Stewardship (ARS) is a national nonprofit organization that fosters collaborative, multi-sector regional stewardship as a means for advancing economic, social and environmental progress, while maintaining a sense of place, in America's metropolitan regions. ARS has embraced the challenge of one of its founders, the late John W. Gardner: "*no more regionalism for its own sake. We now need pragmatic regionalism with a purpose.*"

ARS was founded in May 2000 as a national network of leaders from metropolitan areas around the country. Elected officials, regional business leaders, and nonprofit organizations with regional missions realized they needed a place to learn about best practices and lessons learned from other parts of the country. ARS has attracted leaders from over 150 metropolitan and rural regions, both in the United States and around the world.

ARS is a *network of practitioners* sharing the best practices and lessons learned for the collaborative problem-solving necessary to meet the new challenges facing America's metropolitan regions. We're about turning good ideas into practice and developing regional stewards as a new brand of leaders.

PARTICULAR REGIONAL FOCUS OF THE ALLIANCE

Other nation-wide organizations are also focus on multijurisdictional regional con-

cerns. They include the National Association of Regional Councils, the Association of Metropolitan Planning Organizations, and the National Association of Development Organizations. In the main, these organizations' members consist of governmental planning and development bodies, be they metropolitan or nonmetropolitan, urban or rural. The membership of the Alliance, on the other hand, is focused on the development of a regional citizenry, be that from a combination of business, the non profit sector, the education sector, elected and appointed governmental officials, citizens-at-large, and others. Also, perhaps more so than these other organizations above, Alliance members quite often seek to form coalitions from among regional organizations within the same general geographic region. Following are further details on the Alliance's regional approach.

Regional Stewardship: Regional stewardship combines the idea of "regional citizenship" with "stewardship of place." Stewardship is the careful and responsible management of something placed in our trust. Regional stewardship is the commitment of regional leaders to place—the region in which they live and work. Regional stewardship is about residents, businesses, government, educational institutions and community organizations acting as a network of responsibility. Regional stewardship takes Gardner's statement of "pragmatic regionalism with a purpose" and uses it as the founda-

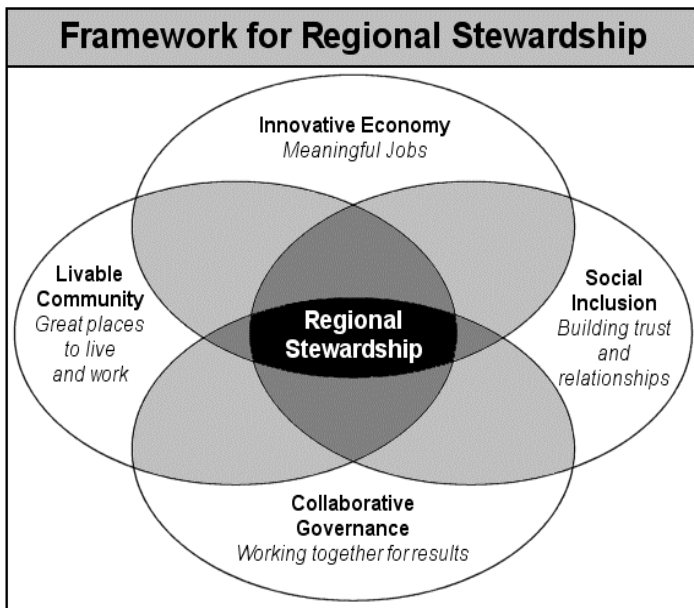
(Continued on page 5)

"...no more regionalism for its own sake. We now need pragmatic regionalism with a purpose."

(Continued from page 4)

tion for critical principles to guide public policy and civic engagement that leads to new, open, inclusive and shared decision-making and governance.

Regional Stewards: Today’s regional challenges require a new level of problem-solving capability and the ability to work across political, sectoral and institutional boundaries. Regional stewards—leaders committed to the long-term well-being of place—cross boundaries of jurisdiction, sector and discipline to address complex regional issues such as sprawl, equity, education, and economic development. They see the connection among economic, environmental and social concerns and they know how to “connect the dots” to create opportunities for their regions.



Regional stewards share basic values of creating broad prosperity; a healthy, attractive environment; and inclusive communities for ourselves

and subsequent generations. They take the responsibility of ensuring that we pass on a better place to our children.

Regional stewards apply the same entrepreneurial spirit and persistence to solving regional challenges that business entrepreneurs apply to building a business; they are *civic entrepreneurs*. They see the need for more connected regional approaches to addressing economic, environmental and social issues; they are *integrators*. They build support from leaders, citizens, interest groups and policy profes-

sionals toward a shared regional vision; they are *coalition builders*. Regional stewards hold themselves and each other accountable to achieve tangible results and sustained outcomes.

Regional stewards include local elected or appointed officials, university and college leaders, executives of local businesses, foundation executives, non-profit leaders and community activists. What they have in common is the realization that to accomplish their goals they need to work collaboratively with people in other jurisdictions and sectors.

The Principles of Regional Stewardship: There are four distinct conversations going on in communities today.

These conversations are rarely connected—yet they must be in order to effectively address critical issues. Regional stewardship brings these conversations together.

ARS uses the Framework for Regional Stewardship as a basis for its programs and activities. The Framework represents regional stewards working together across sectors and jurisdictions to achieve tangible results and sustained outcomes in their region. The four elements of the Framework are necessary for successful regional stewardship as depicted in the graphic framework on this page.

UNIQUE REGIONAL FORUMS EVERY SIX MONTHS

Every six months since its inception in 2000, the Alliance for Regional Steward has held a two to three-day working conference/seminar focused on the successes and problems of a given region. For example, in mid-November of 2004, the Alliance met in Salt Lake City to fully explore the award-winning Envision Utah. Attended by about 100 nationwide regional leaders and engaged citizens, our host was Mr. Robert

(Continued on page 6)

(Continued from page 5)

Grow, one of the founders and the driving force behind the Envision Utah. (Mr. Grow is also Past Chair and current Member of the Board of the Alliance for Regional Stewardship.) This late 2004 Alliance forum examined in great detail Envision Utah's influence on the planning and development of Utah's Wasatch Front (Ogden/Brigham City to Salt Lake City to south of Provo), now and in the future.

This coming November 8-11, 2005, the Alliance will meet in Louisville, Kentucky to fully explore the successes and problems to date growing out of the consolidation of the City of Louisville (256,000 residents) with surrounding Jefferson County (437,000 residents). On January 6, 2003, the new local government of Louisville/Jefferson County (better known as Louisville Metro) was formed. The host of this November, 2005 Alliance Forum will be Louisville Metro Deputy Mayor Joan Riehm who is also a Board Member of the Alliance for Regional Stewardship. The upcoming November Alliance forum will include a special workshop on how to go about local government consolidation. This forum will be held at the Camberly Brown Hotel in Louisville.

For further details go to the Alliance home page at: <http://regionalstewardship.org>; then click on Register for the Stewardship Forum.

ARS PROGRAMS & ACTIVITIES IN ADDITION TO REGIONAL FORUMS

- **Gardner Academies**: Named for the late John W. Gardner, who was actively involved in the creation of ARS, the John Gardner Academies for Regional Stewardship are designed to provide technical assistance to regions that support the development of larger numbers of regional stewards. By sharing practical experiences based on the core principles of John W. Gardner, Academy partners help expand the national Alliance net-

work of "thoughtful practitioners" and promote state of the art regional stewardship.

- **Regional Stewardship Awards**: The ARS Board of Directors established the Regional Stewardship Award as a way to recognize regions that have made measurable progress and realized tangible results in implementing the Principles of Regional Stewardship, while demonstrating effective and sustained cross-jurisdictional and multi-sector collaboration.
- **Region Link**: In early 2005, ARS unveiled ***RegionLink***, a new resource for practitioners that combines the many features of internet technology with personal networking to provide up-to-date practical tools, case studies, reports, and access to experts and peer practitioners who are working to build stronger regions. RegionLink is moderated by ARS for Regional Stewardship (ARS) team, and is designed to facilitate user contributions and quick leveraging of resources to get ideas to solve problems when you need them.
- **Monographs**: Since October 2000, ARS has released nine monographs that address topics of interest to our network, including Inclusive Stewardship, Regional Business-Led Civic Organizations, and Livable Communities.

For more information about the Alliance for Regional Stewardship, to join the ARS network, or to attend the Stewardship Forum in Louisville, November 8-11, please visit www.regionalstewardship.org, or contact Amy Carrier, Alliance Manager, at:

The Alliance for Regional Stewardship
1009 Grant Street, Suite 203
Denver, Colorado 80203
(303) 477-9443
amy@regionalstewardship.org

"This coming November 8-11, 2005, the Alliance will meet in Louisville, Kentucky..."

COOPERATIVE MULTI-MODAL TRANSPORTATION & LAND-USE STUDY FOR THE K-10 CORRIDOR

By Thomas C. Dow, AICP

BACKGROUND AND NATURE OF STUDY

Background: In late 2002, Kansas Department of Transportation (Kansas DOT) staff proposed to staff from the Mid-America Regional Council (MARC) and the Lawrence-Douglas County Metro Planning Office (LDCMPO) that it would be worthwhile to jointly study the corridor for state route K-10.



This 23-mile long freeway links the City of Lawrence in Douglas County with the Johnson County portion of the Kansas City metropolitan region. The Kansas DOT proposed doing the study to the two Metropolitan Planning Organizations (MPOs) for three basic reasons:

First, Douglas County and Johnson County are the two fastest growing counties in the state. K-10 is the principal

state highway linking these two metropolitan counties. While K-10 itself is predominantly rural in character now, it is rapidly urbanizing and expected to continue to do so. The Kansas DOT believed that a corridor specific study would help coordinate transportation and land use.

Second, the Kansas DOT in 1999 completed another study called, Kaw Connects, which examined all of the east-west highways between Kansas City and Topeka, including K-10. This study concluded that K-10 would need to be widened, but it was not clear by when, by how much, or what it would cost. The State DOT believed that a corridor specific study would help answer those questions.

Third, within the two counties, there are five cities along the corridor (i.e., Lawrence, Eudora, De Soto, Lenexa and Olathe). All of the cities except De Soto had requested or were preparing to request from the Kansas DOT new interchanges on K-10 to support their respective local development goals. The Kansas DOT believed that these “possible new interchanges” should be evaluated from a system perspective, rather than from a single-interchange perspective.

MARC and LDCMPO agreed that it would be appropriate to study this corridor, but they were also interested in having the study examine public transit and bicycle/pedestrian issues in the corridor. Because MPOs are required by federal law to develop fiscally-constrained long range transportation plans, the two MPOs were also interested in having project cost estimates that could be used in their respective long range transportation planning processes.

(Continued on page 8)

“Douglas and Johnson County are the two fastest growing counties in the state.”

Population Statistics			
	2000	1990	% Growth
<u>Douglas County</u>	100,005	81,798	22.3%
Lawrence	79,979	65,608	21.9%
Eudora	4,411	3,006	46.7%
<u>Johnson County</u>	465,058	355,054	31.0%
De Soto	4,665	2,291	103.6%
Lenexa	40,787	34,034	19.8%
Olathe	96,518	63,352	52.4%

(Continued from page 7)

The three study partners hired a consultant team, HDR, inc. and HNTB, inc. to assist with the study. The study began in June 2003 and the final report was published in June 2005.

Nature of Study: A budget was initially set at \$300,000. The Kansas DOT agreed to contribute \$150,000. MARC agreed to contribute \$110,000. LDCMPO agreed to contribute \$40,000. Ultimately, to ensure the success of the study, the Kansas DOT contributed another \$150,000. Thus, the total cost was \$450,000. Due to the size of state DOT budgets, the Kansas DOT could easily have paid the entire cost of

lic Transit and KU on Wheels).

Several advisory group meetings were held throughout the study process. During these meetings, it became apparent that the cities were very supportive of doing a study, but had concerns about how well the Kansas DOT and the two MPOs understood their local land use/development issues. To address these concerns, the consultant team, the Kansas DOT and the MPOs met with each city and both counties separately to tour the area with local officials and learn what development plans were in the development pipeline and to gain a better understanding of each local jurisdiction's land use plans. These meetings became invaluable because the traffic forecast that was completed for the study was to be based on these land use plans. There was no local opposition to the traffic forecasts that were produced. Since traffic is the basis for the operational analyses, this was critical.

CONCLUSIONS AND REFLECTIONS

Study Findings and Recommendations:

1. K-10 (currently 4-lanes) will need to be widened to 6-lanes west of state route K-7 and 8-lanes east of state route K-7.
2. A buffer is recommended between the edge of the K-10 right-of-way and any future development.
3. All thirteen existing interchanges will need to be improved, including two major freeway-to-freeway interchanges.
4. The five possible new interchanges appear to operate acceptably from a planning level view.
5. The development of a fixed-route bus service with the potential for route

The K-10 Association is a non-profit advocacy group that promotes the development of "America's Smart Corridor." Members include cities, counties, school districts, universities, chambers of commerce, businesses, and others. This group has completed two studies of the corridor which focus on economic development and aesthetics (as opposed to transportation).

the beginning that, to establish a joint ownership of the study process, all three major partners would need to share in the funding. Because the two regional planning agencies were paying for a portion of the study, their concerns were also to be addressed as part of the scope and throughout the study process. The three funding partners agreed that, while the Kansas DOT would be the "managing partner," this role was limited to the Kansas DOT issuing the Request for Proposal and entering into the contract with the consultant. All communications with the consultant were

to be with all funding partners present. This established trust early in the process because all three funding partners had access to the same information at the same time.

Because the corridor spans two counties and five cities, an "advisory group" was established that would include representation from each of the local jurisdictions. In addition, other groups that also would have membership on the advisory group were the K-10 Association and the four public transit providers providing transit services in the corridor (i.e., The Kansas City Area Transportation Authority, Johnson County Public Transit, Lawrence Pub-

(Continued on page 9)

(Continued from page 8)

deviation is recommended for the K-10 corridor.

- 6. Provisions for a continuous bicycle/pedestrian linkage should be encouraged throughout the K-10 Corridor. Also, bicycle/pedestrian crossing issues should be addressed during project development particularly in the urban areas near public schools.
- 7. Future design improvements on K-10 should incorporate Intelligent Transportation Systems (ITS) as appropriate.

State-Local Implementation Memorandum of Understanding:

The Kansas DOT and the local governments plan to execute Memoranda of Understanding (MOUs) to lay the groundwork and preserve the ability to carry out the study’s recommendations. Focusing on the preservation of key parcels of land will be a very high priority. This will include enhancing the site plan review process to require buildings to be set-back far enough from the Kansas DOT right-of-way so that acquisition does not become a problem later. It might also include the cities trying to have additional rights-of-way dedicated to the public as part of the platting process. Discussions on how to proceed with these MOUs has not yet occurred.

Intergovernmental Considerations:

Four of the above seven recommendations merit special note due to their intergovernmental nature.

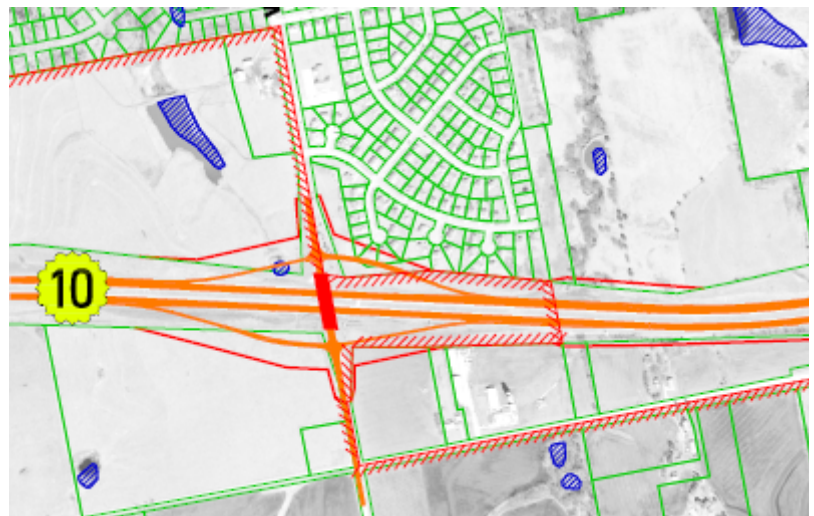
The second recommendation, **a 100 foot buffer on both sides of the Kansas DOT right-of-way,** will allow for landscaping treatments,

noise abatement, and possibly a bike/pedestrian trail. For this recommendation to make sense, all of the local governments need to be involved in implementation. At this time, it appears there is significant support from the local governments to do this. Conceptual layouts of the proposed geometric improvements to K-10 along with information about where additional right-of-way will be needed to accommodate both the highway widening and the improvement of existing interchanges and construction of new interchanges were included. This information is anticipated to be useful to the local governments as the corridor develops. The 100 foot buffer would be located outside of the red lines which depict where additional right-of-way is needed.

The fourth recommendation, **workable future interchanges,** is noteworthy because the study establishes what the Kansas DOT will require of the local governments in terms of improvements to the K-10 mainline and existing interchanges as conditions of approval. This information will assist the local governments as they move these projects from the planning stage into project development.

The fifth recommendation, **a fixed-route bus service,** affects four separate public transit agencies. The Kansas City Area Transportation Authority serves the seven-county, bi-state, metropolitan Kan-

“Four of the above seven recommendations merit special note due to their intergovernmental nature.”



“...a continuous bicycle/pedestrian trail along K-10, represents a tremendous shift in policy for the Kansas DOT.”

(Continued from page 9)

Kansas City area, including service in Johnson County. Johnson County Public Transit provides service throughout Johnson County. Lawrence Public Transit provides service within the City of Lawrence. KU on Wheels is the student run public transit service providing service at the University of Kansas and to/from student-occupied apartment complexes all over Lawrence. These transit agencies are currently discussing how such a service would be operated and will shortly undertake a route study. The Kansas DOT has agreed to provide capital assistance to the transit agencies to help get the service started. Ultimately, this might result in the construction of several park-and-ride lots along the corridor. It is interesting to note that of all the transportation projects proposed in the study, this is the only one for which funds have currently been identified.

The sixth recommendation, a continuous bicycle/pedestrian trail along K-10, represents a tremendous shift in policy for the Kansas DOT. MARC, Johnson County and the K-10 Association were both strong advocates for a bike/pedestrian trail to be located within the K-10 right-of-way. It is not the Kansas DOT's general practice to allow such trails on its rights-of-way due to safety and maintenance concerns. However, because of the cooperative nature of the study, the Kansas DOT has agreed that, when sufficient right-of-way exists, it will consider allowing a trail within the K-10 right-of-way.

Initially, it was thought the only bicycle/pedestrian issue in the corridor was for the provision of a trail generally parallel to K-10. During the study process, it became clear that there were crossing issues as well. The City of Eudora is located almost entirely north of K-10. For better or worse, the Eudora School District constructed a new high school and a new junior high school south of K-10. This has resulted in safety issues for children walk-

ing or biking to school through an interchange area (K-10 and Church Street). Likewise, the City of Olathe is located south of K-10 and the City of Lenexa is located primarily north of K-10 at the eastern end of the corridor. The Olathe School District has a new high school one mile south of K-10 on Lone Elm Road, but this school also serves students living in Lenexa north of K-10. Thus, as existing interchanges or overpasses are improved or as new interchanges are built, designers will need to pay attention to enhancing the safety of children walking or biking to and from school. (Editors Note: Congress recently reauthorized the nation's surface transportation laws formerly called TEA-21 now called SAFTEA-LU. Assuming this act is signed by President Bush, \$400,000 has been earmarked for the bike trail in Johnson County.)

Interestingly, only the transit and bicycle/pedestrian recommendations have funds identified.

REFLECTIONS ON STUDY

There are always things one would choose to do differently if one could go back and start over. The following are things I would have tried to have the study team to do differently. These are solely my views and don't necessarily reflect the views of anyone else. They include:

Broaden the Geographic Scope for the K-10 Corridor: Initially, I tried to define the boundaries of the K-10 corridor as the Kansas River on the north and halfway to US 56 on the south. This would have led, I believe, to alternative land use studies and an assessment of local road costs. My definition for "corridor" would be the highway right-of-way plus that area adjacent to and served by the highway. Instead, almost everyone viewed the term corridor to be synonymous with right-of-way. I might

(Continued on page 11)

(Continued from page 10)

have tried more assertively to get my definition of the term corridor adopted by the group.

Study Corridor Land Use Alternatives:

The study only considered land use issues in terms of two things. First, land use was the basis for the traffic forecast. It was assumed that the locally-adopted land use plans are fixed and a given. Second, the widening of the K-10 by adding more through lanes and the construction of new interchanges was generally acknowledged by the study team to have a potentially significant impact on how land should be developed. This was due to the additional right-of-way that will be needed.

While the actual right-of-way needs appear to be very limited, the provision of the 100-foot buffers would add greatly to the amount of land to be set aside for transportation services within the corridor. I believe that it would also have been advantageous to consider how future land uses might vary under different transportation scenarios. For example, if a new interchange is not constructed, the resultant land uses might be of a different type (i.e., residential instead of commercial) than if it were built. The intensity of development within the corridor may be somewhat less should K-10 not be widened due to the resultant congestion.

Likewise, the mix of development might be different due to the provision of alternative modes of transportation.

Expand the Study's Scope to Cover Local Road Needs:

The scope of the study would be expanded to include an analysis of the adequacy of the local road networks and how those local road networks connect to and complement K-10. I believe this would have helped the cities with their capital improvements planning and also with access management, particularly at the interchange areas. It would also help with understanding how an integrated state-local roadway system serves the transportation needs of people and goods within the corridor and thus how they together support community and economic development.

Interim versus Long-Term Solutions:

The study only included a project list for the ultimate build-out scenario for 2030. Due to the dynamic nature of the corridor, I believe that it would have been beneficial to include a project prioritization and phasing plan. Such a prioritization and phasing plan would need to include both interim projects to be done in the short term and the long term projects that will ultimately be done. This would be helpful because there are many pressing issues requiring immediate attention that can't wait for the expensive long-term solutions proposed in the study.

The final report for the study can currently be found on the Kansas DOT's website at <http://www.ksdot.org/projects.asp>.

"The study only included a project list for the ultimate build-out scenario for 2030."

2006 National Planning Conference

April 22-26, 2006

San Antonio, Texas

San Antonio captures the spirit of Texas. Now the eighth largest city in the United States, the city has retained its sense of history and tradition, while building exciting new development. The city has always been a crossroads and a meeting place. Sounds, flavors, and traditions of Native Americans, Old Mexico, Germans, the Wild West, African Americans, and the Deep South merge with contemporary planning. Delight in the discovery of San Antonio's charms and experience a city proud of its architectural heritage and its robust future. For more information, visit the APA website at www.planning.org.

THE DIVISION'S 2005 PROGRAM AND BUSINESS MEETING AND NEXT YEAR'S WORK PROGRAM AND BUDGET

By Rocky Piro, AICP

The Intergovernmental Affairs Division held its annual Program and Business meeting on Monday, 21 March 2005, in the Nob Hill Room A, San Francisco Marriott Hotel. There were two sessions, one from 6:00 to 7:00 p.m., with a second session from 8:30 to 10:00 PM. A combined reception with the Transportation Planning Division took place between 7:00 and 8:30 PM.

GUEST SPEAKERS

Mr. Frank Osgood, AICP: Mr. Osgood is an experienced urban planner now living in Seal Beach, California. He provided an overview of research he had done on regionalism in the Los Angeles area. He has recently published a book, *Region Aroused*, basically mirroring these experiences and he provided our meeting with a basic review of the book. While his book is fictional, it certainly reflects Mr. Osgood's real-life experiences, particularly in regionally planning. Specifically, Mr. Osgood's book covers the period, 1999-2002 in the greater Los Angeles region dealing with area-wide problems of transportation, affordable housing, regional visioning, tax sharing, and various other regional and subregional considerations. It takes us inside the state legislature, various citizen forums, neighborhoods, and subregions. "Region Aroused," is an intriguing fictional work of how things can, do, and might work from a region planning perspective. It was published in 2003 by Rose Dog Books whose telephone number is: 1-800-834-1803. Mr. Osgood can be reached by e-mail at fwosgood@att.net. His telephone is: (562) 598-3289.

Clyde Forrest, FAICP: Mr. Forrest made a brief appearance as Chair of the Division Council. He reported on various items including general Division performance across the Divisions, and other matters now before the Divisions. In particu-

lar, however, he stressed that the Divisions Council's Executive Committee was prepared to work with our Division to help to increase its membership.

Amy Carrier, APA: Ms. Carrier is with the Alliance for Regional Stewardship based in Denver. She provided an overview of the work of the four-year old Alliance which is dedicated to addressing complex issues affecting both the built environment and the natural environment on a multijurisdictional basis. There was solid interest in having the Division develop a stronger partnership with the Alliance. The Alliance is an excellent resource for information on regional topics and problem-solving; Ms. Carrier also suggested that planners involved in the Alliance would be good candidates for possible membership in our Division.

NAME CHANGE; REGIONAL POLICY, AND DIVISION PERFORMANCE

Name Change: The Division name change was approved unanimously by both the Divisions Council Saturday, March 19, and the APA Board of Directors, Sunday, March 20. One of the primary reasons for the name change is to more actively engage planners involved in regional planning efforts. The Division leadership will be working with members over the next 12 months to assess any revisions needed to the Division bylaws. One issue raised was whether the number of officers should be expanded to include at least one individual from each region of the United States.

APA Policy Guide on Regional Planning: At the March 20 APA Board of Directors, the Board not only agreed to a Division name change, but they also somewhat unexpectedly directed the Division to take the lead in developing an

(Continued on page 13)

"The Intergovernmental Affairs Division held its annual Program and Business meeting on Monday, 21 March 2005."

(Continued from page 12)

APA Policy Guide on Regional and Intergovernmental Planning. A very initial outline and schedule for drafting this policy paper has been put together. It was also recommended that a research or writing team of Division members and others should be put together. Further details on this item are found elsewhere in the article by the Chair titled, "A New Division Name And APA Board Calls for An APA Policy Guide on Regional and Intergovernmental Planning."

Performance Review: This year our Division had one deficiency--- our membership is too low. It was suggested that we work with the Division Council in strengthening our membership. In our Program and Business meeting, Rocky Piro and Tom Christoffel agreed to co-chair the development of a membership recruitment team to oversee efforts to attract new members to the Division. It was agreed that the team should have representatives from different regions of the country, or possibly even from each chapter that has an active member in the Division. Further comments on the need to increase membership are found in the last article in this newsletter by the Chair, "A New Division Name and, APA Board Calls for an APA Policy Guide on Regional and Intergovernmental Planning." If any one wants an electronic copy of the 2004-05 Division Performance Report, please contact Lee Schoenecker at (202) 686-8864 before 10:00 PM, Eastern Time, or e-mail him at: leeschoenecker@aol.com.

FY 2006 WORK PROGRAM AND BUDGET

Work Program: An annual performance review allows a Division to assess how well we met our last year's objectives. And that is an area in which did quite well in the 2004-05 report. On the basis of reviewing last year's work program performance, the San Francisco Program and Business meeting adopted the following

work program for FY 2006, starting October 1, 2005:

1. Take any necessary action to implement the name change agreed to by the APA Board Of Directors on March 20, 2005. This may include revisions to the Division by-laws.
2. Per the Division Council's recommendation in response to our 2004-05 Performance Review, work with the Division Council in increasing our membership.
3. Per the direction of the APA Board of Directors on March 20, 2005, undertake a two to three-year effort in leading the effort to develop an APA Policy Guide on "Regional and Intergovernmental Planning. Per APA procedures, this means that most of the 2006 program year will be spent on the development of background research and an Issue Paper, the latter to be reviewed by the APA Legislative and Policy Committee.
4. Conduct two by right panels at the 2006 National APA Conference in San Antonio.
5. Develop at least two newsletters, at least one of which shall be hard copy.
6. Maintain and enhance our web site.
7. Explore using our new list serve maintained by our newsletter editor in conjunction with the Regional Community Newsletter listserv and perhaps also our web site with an eye towards featuring items from the Regional Community Newsletter onto our division list serve and perhaps the web site.
8. Conduct Division election the fall and late months of 2005.
9. Carry forward solid financial and budgeting controls as has been done in the past.

(Continued on page 14)

"An annual performance review allows a Division to assess how well we met our last year's objectives."

(Continued from page 13)

10. Develop and submit a 2005/2006 Division Report to the Division Council, per Division Council procedures (probably in late February, 2006).

Budget: Vice-Chair Thomas Dow reported on the Division's budget, providing information on the past five budgets and projecting a worst-case scenario budget for the next fiscal year (2006). It was noted that the current Division leadership has taken actions to scale back on annual Program and Business meeting reception costs and has incurred personal expenses to maintain the work of the Division, including paying partially or fully out-of-pocket to attend Divisions Council meetings and other required meetings. It was also noted that there have been some significant increases in expenses as our newsletters have increased in frequency and substantive length. Part of these increases will be offset by creating electronic newsletters as was started in January of 2005. However, there is an APA Division policy that will require at least one hard copy newsletter per year. There was also considerable concern that the costs of providing food and beverage at the annual Program and Business meeting take large chunks of the Division budget. One alternative explored was to locate the annual Program and Business meeting in the Convention Center rather than at the headquarters hotel. Under this alternative, no food or beverages would be provided at the Program and Business meeting. Instead, after the Program and Business meeting, those present at the meeting and so wishing to do so, could then adjourn to have a meal at nearby restaurant, with the Division possibly picking up some of this bill.

Following is the summary budget for FY 2006, ending on September 30, 2006. As stated above, at the San Francisco meeting we purposely adopted a worst case budget, under which we would have a project closing balance on September 30,

2006 of \$1,454.03. In all likelihood, however, we will probably have quite a more than that amount of money left at the end of this period of time, as depicted in the worst case budget, if we continue to adhere to extremely tight cost controls (e.g. officers continue to pay all or most of their own way to APA-required Annual Conference meetings as well as APA-required Fall Leadership meetings). Using this worst case scenario, Tom Christoffel of Front Royal, Virginia moved and Ben Hitchings of Durham, North Carolina seconded the proposed budget for FY 2006 which follows:

Revenues

Projected Starting Balance	\$3,904.03
Total Annual Interest on Account	\$50.00
Total Rebates from APA National	\$2,500.00
Total Available funds	\$6,454.03

Expenses

2005 Fall Leadership Conference	\$500.00
2006 National Planning Conference	\$2,000.00
2006 National Planning Conference Reception	\$1,000.00
Printed Communications	\$1,500.00
Total	\$5,000.00
Projected Closing Balance	\$1,454.03

DIVISION OPERATIONS, ELECTIONS, POSSIBLE PANELS AT SAN ANTONIO, AND ATTENDANCE

Division Operations Kudos: Those present at the Program and Business meeting made special note of the excellent work performed by our Newsletter Editor---**R Scott Taylor**, and our Web Master---**Ryan Harris**. Once all articles are completed or near final stage, **Scott** has an amazing ability to turn things around with very rapid speed, in a very readable and interesting format. Further, now that we have an electronic newsletter, **Scott** has put together a list serve that not only transmits the newsletter, but can be used for variety of other purposes. **Ryan** has put together a web site that has a variety of features and is well-poised for the fu-

(Continued on page 15)

“Dow reported on the Division's budget, providing information on the past five budgets and projecting a worst-case scenario budget for the next fiscal year.”

(Continued from page 14)

ture. Of particular note, **Ryan** has created a web page heading, Regional Community News, which, on a weekly basis, contains each of the weekly Regional Community News editions for the last six to seven months. (Division Member Tom Christoffel puts together the Regional Community News.)

Elections: It was decided that elections will be held this coming fall to late calendar year 2005. A Nominating Committee consisting of Bob Kull, Thomas Dow, Rocky Piro, and Lee Schoenecker was established. Future newsletters will have more details. A related item is that, at the San Francisco APA Conference, the APA Board passed a resolution indicating that no member of the APA Board, the AICP Commission, nor any APA Division Chair can serve for more than two terms.

Potential Panels at the 2006 San Antonio APA Conference: Those present at the Program and Business meeting explored the following possibilities for the Division's two by-right panels at the 2006 San Antonio APA National Conference:

(a) Regional Planning Councils in

Texas: This session could be designed to focus either on metropolitan councils in the larger urban regions of the state, or provide an overview of regional planning efforts in three distinct settings – major metropolitan, midsize urban, and rural. Austin's regional alliance efforts could be incorporated into this session.

(b) Texas Transport Corridor: This session would look at the intergovernmental aspects of developing a multi-use corridor through the state – considering the land use and economic implications. Potentially could be co-sponsored with the Transportation Division.

(c) Developing Multi-Agency Projects:

This session would look at complex planning projects – with transportation, land use, economic development, and/or other

facets – and consider the problems and challenges they have faced. The projects themselves would not necessarily be only success stories. Up to three projects would be examined, including the State Route 10 project between Lawrence, Kansas and Kansas City. Other projects could also be from the mid-west – or from other parts of the country (perhaps one from Texas).

(d) Current Issues in Regional and Intergovernmental Planning: This session would provide an opportunity to showcase efforts to redefine the work and mission of the Division – perhaps showcasing some of the work related to the Policy Paper being developed. Another option would be to have this more of a work session and operate the session in a way that allows the audience to interact with the policy paper team on key regional issues.

Attendance: Those attending either the 6:00 to 7:00 PM or the 8:30 to 10:00 PM portions of the Program and Business meeting included:

Amy Carrier	Thomas Christoffel
Thomas Dow	Clyde Forrest
Ben Hitchings	Bob Kull
Bob Leiter	Frank Osgood
Rocky Piro	Shari Schartlein
Lee Schoenecker	

Note: Attendance at the Division's two by-right sessions in San Francisco was estimated to be 55 at the Sunday session on "Regional Planning Alliances in California" (moderated by Tom Christoffel) and 65 at the Wednesday session on "Improving Transportation and Urban Form for Health" (moderated by Rocky Piro).

Attention!!

UPCOMING FALL ELECTIONS

Anyone who is interested in running for office or has other questions should contact one of our officers.

"It was decided that elections will be held this coming fall to late calendar year 2005."

A NEW DIVISION NAME AND APA BOARD CALLS FOR AN APA POLICY GUIDE ON REGIONAL AND INTERGOVERNMENTAL PLANNING

By Lee Schoenecker, AICP

As Chair of the former Intergovernmental Affairs Division, I appeared before the APA Board of Directors at the San Francisco APA National Conference on Sunday, March 20 to request our name be changed to the "Regional and Intergovernmental Planning Division." After some discussion, the Board passed a resolution granting our request. Then, somewhat to my surprise, the Board requested we take the lead in developing an APA Policy Guide on Regional and Intergovernmental Planning. Following is some further discussion about our new name. Then, there follows an initial discussion on the development of tentative, possible subject matter of an APA Policy on Regional and Intergovernmental Planning.

WHAT IS IN A NAME: "URBAN AND REGIONAL PLANNING DIVISION"

Background Leading Up to APA Conference: Our late January, 2005 newsletter had a detailed article, "A proposed New Name for the Division: Regional and Intergovernmental Planning," which spelled out why we sought to change our name. Six people communicated with us. Three liked the idea and the other three suggested a different change in the name. The above-mentioned article plus a one-page point paper was put into the APA Board Members briefing book as well as that of the Division Council prior to the San Francisco APA Conference. At the Division Council meeting on Saturday, March 19, our name change was unanimously passed, and then as stated above, it was also approved by the APA Board of Directors on Sunday, March 20.

Future Emphasis of the Division: The Division will remain pretty much the same as laid out in our mission statement, subject to annual review and possible modification. We will deal with inter-

jurisdictional local considerations, sub state and multi-state regional planning, state-local, and state-wide policy planning considerations. While a considerable amount of attention will be allocated to developing an APA Policy Guide on Regional and Intergovernmental Planning, all aspects of our mission will be covered. As examples, the two substantive articles in this newsletter, one on the rejuvenation of the New Jersey Meadowlands Commission and its plan, and one on the K-10 Corridor in the Kansas City Metropolitan Area, both start at the State level and include regional and local governmental involvement.

PROCEDURAL DEVELOPMENT OF AN APA POLICY GUIDE ON REGIONAL AND INTERGOVERNMENTAL PLANNING

Basic Procedure on the Development of APA Policy Guides: The APA has been developing policy guides for about 15 years. The development of a policy guide is usually a two-year process and the APA's Legislative and Policy Committee provides overall guidance. At the end of the first year, which in this case would probably be at the APA National Conference in San Antonio in the spring of 2006, an issue paper is normally presented to the Legislative and Policy Committee for their review and subsequent direction. Then, it is in the second year where most of the work gets done in terms of a policy guide. This culminates in a Delegate Assembly making final review and passage of a draft policy guide, also at an annual National APA Conference. Thus, this particular draft policy guide would probably go to the Delegate Assembly at the 2007 APA National Conference in Philadelphia. (The Delegate Assembly consists of representatives from each Chapter with the number of

(Continued on page 17)

"At the Division Council meeting, our name change was unanimously passed, and then approved by the APA Board of Directors."

(Continued from page 16)

delegates per Chapter dependent upon the proportionate size of the Chapter)

Pertinent Existing and Under Development Policy Guides and Other APA Materials Related to Regional and Intergovernmental Planning:

In total there are 19 APA policy guides. (They can be found at planning.org; go to legislation and policy; go to policy guides; and then view and/or print out the policy guide you are interested in.). For purposes of developing a policy guide on regional and intergovernmental planning, the most pertinent is the Smart Growth Policy Guide which became official in 2002. Another policy guide which is pertinent is that on Surface Transportation adopted in 1997. Other existing guides which are also pertinent include those for Sustainability adopted in 2000, Energy adopted in 2004, and Housing adopted in 1999. Looking to the future, two other guides are under development and pertinent to regional and intergovernmental planning. They include a Policy Guide on Airport Planning and a Policy Guide on Air Quality. It is anticipated that they will be acted upon at the Delegate Assembly at the San Antonio Conference in 2006.

In addition to the above policy guides, under the APA's landmark Growing Smart effort of just a few years ago, Chapter 6 contains 110 pages of materials devoted to regional planning. And going back to 1986, the APA through the International City Management Association, published one of its Green Books---*The Practice of State and Regional Planning*. All of these and other policies and materials will be consulted in developing an APA Policy Guide on Regional and Intergovernmental Planning.

POSSIBLE GOALS AND OBJECTIVES IN DEVELOPING AN APA POLICY GUIDE ON REGIONAL AND INTERGOVERNMENTAL PLANNING

The following are very tentative. They are suggested here to elicit thought, comment, and other discussion. Over the next two years, to varying degrees, they might be modified, added to, or dropped from the eventual policy guide. These goals and objectives might include:

- (A) Fulfill the direction of the APA Board of Directors at their March 20, 2005 APA Board Meeting that there be developed an APA Policy Guide on Regional and Intergovernmental Planning.
- (B) Stimulate debate over the next two years within the APA regarding regional and intergovernmental planning in such a way as to bring this program matter to an important level of discussion within the organization.
- (C) Provide an APA Policy Guide that supports the work of APA and AICP planners, now and in the future, who are engaged in regional and intergovernmental planning, be it in the governmental, private, non-profit, or higher education sectors.
- (D) Develop an APA Policy Guide that squarely puts the APA in such a position to serve as a leader and full partner with other pertinent organizations and individuals in the evolution of regional planning and development concepts and programs in this country over the next 10-25 years.
- (E) Develop an APA Policy Guide which is flexible, meeting the varying regional and intergovernmental planning needs of different parts of the country.

ILLUSTRATIVE POSSIBLE SUBJECT MATTER FOR AN APA POLICY GUIDE ON REGIONAL AND INTERGOVERNMENTAL PLANNING

The last goal/objective above (E) sug-

(Continued on page 18)

“For purposes of developing a policy guide on regional and intergovernmental planning, the most pertinent is the Smart Growth Policy Guide.”

“...these classifications and their subject matter discussions are all tentative and not necessarily inclusive.”

(Continued from page 17)

gests the policy guide will need to accommodate varying regional and intergovernmental environments and contexts. For purposes of stimulating discussion, following are five subject matter classifications along with **illustrative discussion** to describe the **possible** subject matter of such classifications. The following discussions purposely do not contain “shall” or “may” type language. Instead, at this time they are developed to suggest the type of subject matter that the eventual policy guide might contain. Further, these classifications and their subject matter discussions are all tentative and not necessarily inclusive. On this latter point, for example, other classifications such as multi-state planning, inter-state planning, and federal governmental actions to support regional and intergovernmental planning could have been included in this article.

1. Metropolitan Governmental Regional Planning:

More often than not these are either the regional councils of governments or regional planning commissions organized on a region-wide basis.

Subject-matter functions of metropolitan governmental regional planning:

The most important consideration might be broad regional land use considerations. Dealing with broad land use considerations will mean many different things in different parts of the country. In many cases, perhaps the most frequent, it will include broad, regional land use analysis as well as the development of regional population and economic forecasts. However, in quite a few cases, it might mean the development of an advisory regional land use plan updated on a periodic basis. And in some cases, it will include the development of a regional growth management plan which might have strong state legislation to back it up. The organization conducting this work should probably also contain the MPO function and air quality analysis, or at least it

should have close working relations with the organization(s) that contains these latter functions. And it would also help if regional planning organization also included or had close ties to other regional bioenvironmental planning considerations such as water resources. Looking to the future the whole question of affordable housing will increasingly deal with regional considerations, be that simply of a regional analysis nature, or as in California, regional planning agencies working with state and local governments to help allocate affordable housing units among local general purpose units of government.

Geographic coverage of metropolitan, governmental regional planning agencies:

Such organizations might cover the entire Metropolitan Statistical Area (MSAs) as defined by the U.S. Census, be it single, or multi-county in nature. This raises a question as to whether these organizations should expand their geographic coverage with the addition of a county (s) to the MSA by the U.S. Census Bureau. One of the possible answers which is emerging is that an original governmental regional planning body maintains its original geography, but creates alliances with organizations in the new counties in its MSA.

More than one regional planning organization in a given Metropolitan Statistical Area:

There certainly are and probably will continue to be more than one governmental regional planning organization in given metropolitan areas. Where this situation exists, perhaps the most important consideration is the cooperative linkages between these organizations. And of course consolidation is also a possibility. Further, some have suggested that the States might provide leadership in these situations by designating a primary regional planning agency.

2. Non Metropolitan Governmental Regional Planning:

These types of re-

(Continued on page 19)

“Within the last five to ten years there has emerged a new type of regional analysis and planning built around partnerships, primarily at the metropolitan level...”

(Continued from page 18)

regional planning agencies will vary in their importance from state to state. For example, over the last 40 years, multi-county regional planning and development agencies have been relatively strong across the South including Texas, but statewide systems do exist in other parts of the country. The origin for many of these nonmetropolitan planning and development agencies can often be traced, at least in part, to federal programs such as that of the U.S. Economic Development Administration, the Appalachian Regional Commission, and others.

Subject-matter functions of non-metropolitan governmental regional planning:

Subject matter will vary substantially as many of these agencies cover one or more small urban areas. Further, a lot of these organizations cover more than one bioenvironmental or natural resource area. For many of these regional planning and development bodies, one of the first and still primary functions is that of economic development planning and coordination. Other functions often include law enforcement planning, rural conservation and development, transportation, and manpower planning. Quite often these agencies do not develop broad land use planning analysis for their entire geographic coverage as there is not a need for the same. On the other hand, they often assist with local land use assistance or inter-jurisdictional planning.

Geographic coverage of non-metropolitan governmental regional planning:

The geographic coverage of these organizations is often what the state governments say it will be, or it is what local governments say it will be subject to state law and consent. As non-metropolitan regional planning and development agencies by definition do not generally cover U.S. Census Bureau recognized metropolitan areas, certainly not the larger metropolitan areas, there may not be a need to develop a region-wide plan. Further, within the multi-county bounda-

ries of such an organization, there may be various specialized and significant governmental and non governmental regional or sub regional planning organizations.

3. Partnerships for Private/Non Profit/Citizen/Governmental Regional Alliance Planning:

Within the last five to ten years there has emerged a new type of regional analysis and planning built around partnerships, primarily at the metropolitan level, but also occurring in non metropolitan areas. This regional planning partnership tends to be generated from outside of the typical governmental sponsorship, though local and state governments are often involved. Elsewhere in this newsletter Amy Carrier has written, *The Alliance for Regional Stewardship*. This article describes the general thrust of the types of partnership organizations that belong to the Alliance for Regional Stewardship.

Subject-matter of partnership regional alliance planning:

It can be multi-purpose or limited purpose in nature. The more complex of these efforts tend to rely on regional visioning and alternative growth scenarios methodologies. Perhaps the most ambitious and successful of these efforts is Envision Utah, which won the APA award for the best overall plan at the 2002 Chicago APA National Conference. There are, however, other such efforts that have recently been completed or are underway.

Geographic coverage of partnership regional alliance planning:

These efforts may cover all or parts of a metropolitan area. And in non metropolitan areas, they can cover a broad geography including small metropolitan areas that might be contained within a broader geographic area.

4. County and Inter-Jurisdictional Planning:

Counties were among this nation's first regional planning bodies.

(Continued on page 20)

PO Box 270
Jefferson City, MO 65102
573-751-6774



(Continued from page 19)

In many parts of the country they still are. And in some states, such as Arizona, geographically large counties are natural regions unto themselves. And in these cases, county-wide planning can be truly region-wide planning. Further, within counties there is a lot of inter-jurisdiction planning that goes on, especially in counties in metropolitan areas. Also, inter-jurisdiction planning can be carried out either between the counties and its municipalities or strictly between neighboring municipalities.

Subject matter of county and inter-jurisdictional planning: It pretty much covers the gamut of what counties or neighboring municipalities plan for, though county planning in urban areas tends to focus on land use and transportation and similar physical functions.

Geographic coverage of county and inter-jurisdictional planning: It tends to cover the entire country, both metropolitan and non metropolitan, urban and rural. Vigorous county-wide and sub county planning probably is more prevalent in metropolitan areas of all sizes than in non metropolitan areas, but that is only a generalization. And inter-jurisdictional planning occurs throughout the entire country.

5 States as They Affect Regional, County, and Inter-Jurisdictional Planning: Probably the most important consideration is state enabling legislation as it directly impacts regional, county, and inter-jurisdictional planning. Perhaps the second most important item would be state financial programs or technical assistance, particularly as they aid metropolitan and non metropolitan regional planning. Other state impacts are those that the states take to make regional, county, and inter-jurisdictional planning programs work, such as certification

standards and implementation, growth management actions, or allowing regional and local inputs into the state budget process. Finally, in some of the smaller geographic states, the state government itself plays a relatively strong role in actually dealing with substantive planning outcomes at the regional, inter-jurisdictional, and local municipality levels.

MEANS OF INVOLVING MEMBERS OF THE DIVISION, APA MEMBERS IN GENERAL, AND OTHERS IN THE DEVELOPMENT OF AN APA REGIONAL PLANNING AND INTERGOVERNMENTAL POLICY GUIDE

The effort to develop an APA Policy Guide on Regional and Intergovernmental Planning has just begun. **Again, it should be repeated: The above suggested goals, objectives, and possibly subject matter for such a policy guide are very tentative and subject to change. They are presented here as a means of beginning to stimulate discussion.**

If member of the Division or other members of the APA would like to react to the above or be involved in the development of the policy guide, by all means, please feel to contact either Lee Schoenecker: leeschoenecker@aol.com, or (202) 686-8864 before 10:00 PM, Eastern Time; or Thomas Dow: tdow@ksdot.org, or (785) 296-2552; or Rocky Piro: rpiro@psrc.org or (206) 464-6300.

We also intend to develop a means of exchanging information via our web site as well as a list serve which we started to use within the last six months. Also, we will probably form one or two working groups within the Division and/or across the APA. If you have any comments or questions, please let us know.