



PRESIDENT'S MESSAGE

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I hope everyone is enjoying the hot summer! It was great to see so many of you at the recent Chapter networking event, poolside at the very hip Capitol Skyline hotel. And there were a number of you planning aficionados on the National Mall lawn in June, checking out the film on Daniel Burnham.

A big thank you to Lilly Shoup, our student representative over the last year on the Board – and congratulations on your master's degree from the University of Maryland! Lily has done great work as a liaison between the Board and planning students, and she has helped us bring a keener focus on transportation issues, including speaker coordination and policy review. Welcome aboard to Jaime Frearer, our new student representative, also from the University of Maryland, on the Chapter Board.

May marked the deadline for earning CM credits to remain AICP-certified. We're pleased that so many of our chapter's AICP members chose to earn all of their credits. As with any new program, this one has certainly had its bumps and controversies as it was implemented. I continue to believe that this represents an important way for planners to demonstrate that they have are staying current in their profession, and to provide a clear way of demonstrating knowledge and expertise in the workplace, and in the community. This has been an impetus for the Board to step up our efforts to offer local programs and to partner with other groups to provide affordable, accessible and really interesting educational events. Let us know your ideas for how we can continue to provide great educational programming at the local level.

You've probably seen information on the specialized certificates that APA national will be offering. Transportation is the first specialty, with environment and urban design certificates in the wings. Check in with www.planning.org, for the latest status and information.

We've got two important activities coming up - board elections and the Chapter awards – and I'd encourage you to check out the newsletter articles to get more info.

Regards,

Julia

GET INVOLVED: BOARD ELECTIONS IN AUGUST

PROFESSIONAL DEVELOPMENT OFFICER'S CORNER

Congratulations to **Allison Bickers, Laine Cidlowski, Robert Goodill, Michael Hurley, Andrea Lytle, and Eliza Voigt**, who successfully passed the AICP exam this spring.

Our chapter has sponsored 33 CM credits this year already, and we're only halfway through the year. The co-sponsorship with various agencies has worked well at getting free credits out to our membership. For future events with CM credits, check the website at ncac-apa.org

We were very pleased with the interest from our members in running for positions on the Chapter Board, and thank in advance everyone on the upcoming election slate.

Candidate information and election ballots will be sent out through the mail and by survey monkey via the listserve for convenience in responding and to ensure that we will reach all members.

Keep an eye out for ballots by mid-August. We hope you will take the time to cast your vote.

Chapter Awards: Nominations now being accepted

Innovative. Risk-taking. Inspired. Celebrating the planning accomplishments and the dedicated service of individuals that make our region's communities great is what our Chapter awards are all about. Nominations are now being accepted for the 2010 Chapter awards.

Please visit www.ncac-apa.org/gala for the complete list of award categories and nomination forms.

What's coming up...

We're planning an awards gala, with a terrific speaker, for this fall. If you'd like to be part of the team working on the awards and the event, contact Shannon Yadsko at yadsko@pbworld.com.

CAPITAL NEWS

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CONGRATULATIONS CLASS OF 2010

The Chapter extends a big “Congratulations!” to all who successfully completed their trek towards a graduate degree in urban and regional planning this May! In particular, we would like to extend these remarks to the recent graduates of Catholic University and the University of Maryland, College Park. We continue to be impressed by the great work of the students and faculty in our region’s planning programs. We also want to recognize Professor Hazel Edwards and Dean Randall Ott of the School of Architecture and Planning at Catholic University for their hard work and vision over the last two years to re-establish a planning degree program.

On May 11th, NCAC held a happy hour in the graduates’ honor at Alero in DC, to celebrate their accomplishments. We look forward to working with them as planning professionals.

Class of 2010, **University of Maryland, College Park:**

Laura Ainsman, Kerensa Corderman, Danielle Felix, Danielle Goodwin, Michael Helta, Nkechi Hislop, Ksenija Janjic, Richard Lawrence, Ceara O’Carroll, Stacey Oscavich, Maixent Ralaingita, Jessica Reynolds, Rebecca Schaaf, Lamont Shipley, Lilly Shoup, Emily Tettlebaum, Michael Weinberger, Jennifer Wise, Philip Zurman

Class of 2010, **The Catholic University of America:**

Benjamin Cuddy

SUNNY DAY, GREAT VOLUNTEER EFFORT

On May 30th, Chapter members and friends gathered at Fort Mahan for a park cleanup. It was a sunny, beautiful day, and we had a great time cleaning up a trail area and learning more about the Fort Circle Parks and the surrounding communities. Our thanks in particular go out to the following Chapter members who participated: Nick Schmidt, Caroline Barton, Phil Braum, Stephen Kuhr, Sam Rattanaphasouk, Brian Laverty, Shannon Yadsko, Jason Yazawa, Robin O’Connell, Jane Melvin, Peter Coppelman, Crystal Saunders Hancock, Christine Saum, Joseph A. MacDonald, Ken Walton, Robyn Eason, Jen Leonard, Stephanie Campbell, Arlova Jackson, Nick Donohue, Michelle Mulcahy, Julia Koster, and Brett Roeth. A particular thanks to Alexa Viets, Julie Kutruff, and Kevin Barry of the National Park Service, who provided logistics and pitched right in with us!

Stay informed about **local** events, Certification Maintenance (**CM**) and **employment** opportunities in the region by visiting the Chapter website at <http://www.ncac-apa.org/index.php>

Did you know? Attending a **CM** event does not automatically register the credits for that session. You must go to <http://www.planning.org/cm/log/> to log your credits after attending a CM event.



MEET THE BOARD

As a recurring feature in the next few newsletters, we're introducing you to your local Board members.

President-elect: Renee Kamen, AICP



Renée (Miller) Kamen (pronounced like the islands) is a Senior Planner for the Development Review Division of the Montgomery County Planning Department, focusing on special exceptions and local map amendments. Renée is working on several projects for MoCo, including coordinating the conversion of all zoning boundaries from Mylar (paper sheets) to an enterprise GIS, under the zoning code rewrite. With this project she will be shaping how the storage of the zone boundaries are maintained, producing professional mapping standards and will ultimately be responsible for the zoning map updates. Renée is a certified planner who sits as a President-elect for the National Capitol Chapter of the American Planning Association.

Prior to joining the Montgomery County, Renée worked nine years on growth management, land use and transportation planning issues in Broward County, Florida, in both the public and private sectors. Recently, Renée won the "Early Career in Excellence Award" from Kutztown University for her contributions to her chosen profession. Renée received her bachelor's degree in geography from Kutztown University (Kutztown, PA), and her Master's of Urban and Regional Planning from Florida Atlantic University (Ft. Lauderdale, FL).

Student Representative: Jaime Fearer



Jaime Fearer is currently in the second year of the Master of Community Planning program at the University of Maryland, College Park. She will graduate in May 2011 with a degree emphasizing land use policy as well as community and economic development. Jaime is currently a graduate assistant with the Maryland-National Capital Park and Planning Commission, Prince George's County Planning Department, working on the Envision Prince George's initiative. Additionally, she is in the process of completing the capstone studio at UMD with a focus on food systems issues in Prince George's County.

Prior to formalizing her passion for community planning, Jaime had completed a professional certificate program with the DC Neighborhood College at the George Washington University. It was this experience that led to a significant career change; Jaime previously spent 11 years in the book industry, including six years with Barnes & Noble Booksellers and five years with the Brookings Institution Press. In her spare time, Jaime contributes to a handful of local blogs focusing on planning and community issues in the greater DC region.



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Professional Development Officer-elect: Robyn L. Eason, AICP, LEED AP, BD+C



Robyn Eason currently serves as the Professional Development Officer-elect for NCAC-APA. Her duties on the board range from managing

event submissions and programs for Certification Maintenance to delivering workshops, educational materials, and technical expertise regarding the AICP exam.

Her professional planning work includes analyzing neighborhoods, planning sectors, transportation corridors, and cities for demographic growth, current market conditions, and future land use potential, preparing economic development strategies to assist areas in repositioning as competitive placemaking destinations, and collaborating with multidisciplinary professionals on community engagement and visioning events.

Her current work heavily centers on the LEED for Neighborhood Development and LEED for New Construction certification processes, verifying the compliance of project applications with the LEED requirements, providing technical assistance on Rating System operations and improvements, and serving as resource on neighborhood-oriented sustainable practices.

She holds both a B.S. in Architecture and a B.C.E. in Civil Engineering from The Catholic University of America in Washington (DC) and a Master's in City and Regional Planning from Clemson University (SC).

SEVEN MINUTES & CHANGE TOWARD A BETTER REGION

Thursday, August 12, 2010

6:30-8:30 p.m.

National Capital Planning Commission

401 9th Street, NW | Suite 500

Washington, DC 20004

Metro: Archives-Navy Memorial-Penn Quarter

What's happening throughout the region? Planners and design aficionados are invited to a casual summertime gathering to talk about regionalism in the National Capital area. There will be seven to eight rapid-fire presentations on planning topics of personal or professional interest. Presenters will have seven minutes and 21 slides to talk. No paragraphs, bullet points, and planning jargon - guaranteed! Rooftop networking to follow. Confirmed planning topics and presenters will be listed once selected.

Part of the National Capital Planning Commission speaker series, presented in partnership with the Metropolitan Washington Council of Governments, the National Capital Area Chapter of the American Planning Association and the Potomac Chapter of the American Landscaping Association.

Due to space limitations, RSVP is required by August 11 for rooftop admittance. RSVP to speakerseries@ncpc.gov or (202) 482-7200.

AICP CM | 1.25

\$59 MILLION TIGER GRANT AWARDED TO THE NATIONAL CAPITAL REGION



By: Timothy Canan and Monica Bansal

On February 17, 2010, U.S. Transportation Secretary, Ray LaHood, announced the award of a \$59 million grant in stimulus transportation funding for a network of priority bus corridors and a transit center in the Washington, DC, region. The National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the Washington region, submitted the application in one of the largest regional transportation efforts since the launch of Metrorail. More than \$26 million of the funding will go to improving bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia. Improvements to these corridors include dedicated bus lanes, transit signal priority, limited stop service, enhanced pedestrian access, real-time passenger information, and enhanced bus stops to increase bus ridership and reliability in these busy corridors.

More than \$19.9 million will fund multimodal improvements for priority bus transit connecting portions of Northern Virginia with the District of Columbia. These improvements will provide high quality transit options for commuters and relieve pressure on the regional Metrorail system.

Finally, more than \$12.3 million will be used for a new multimodal transit center in Prince George's County,

Maryland, to improve safety and intermodal access to priority bus corridors. In addition to providing connections to several highly-used bus routes, the center will serve the planned Purple Line, a 16-mile intra-suburban light rail line connecting Bethesda in Montgomery County to New Carrollton in Prince George's County in Suburban Maryland.

The U.S. Department of Transportation received 1,400 applications totaling nearly \$60 billion. Only 51 awards were made, however, totaling the available funding amount of \$1.5 billion. The extreme level of competition demonstrated nationwide for these TIGER funds further underscore the significance of the Washington region's success in this effort.

A different way of doing things

Known as TIGER, the Transportation Investments Generating Economic Recovery discretionary grant program made \$1.5 billion available for award through a competitive application process. This approach differed markedly from the traditional formula-based transportation funding programs authorized under federal transportation funding laws. Under these traditional programs, funds are distributed largely by formula on a modal basis. State highway departments receive money from the Federal Highway Administration and transit agencies receive money from the Federal Transit Administration.



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Not only are highway and transit projects not compared, but the funding streams to each mode are not at all equal.

By contrast and because it was designed to stimulate a staggering economy through job creation, TIGER funding was structured quite differently, and this could point to future changes in the funding landscape. Unlike traditional funding programs, TIGER grant awards were made using a criteria-based approach for selecting projects with demonstrated benefits to the nation and/or metropolitan areas and without any consideration to a specific mode. This arrangement put the TPB in a competitive position to lead the development of a TIGER grant application through the assistance of its partner agencies, and submit a robust proposal on behalf of the region. Under TIGER, the TPB played a large role by hosting and facilitating the regional process to develop and propose the project through the application effort. The application process infused innovation into regional transportation planning in a way that complemented traditional regional processes in the Washington region.

TIGER funding has allowed the region to now look forward to faster and more reliable bus service along with safer, faster, and more convenient bus transfers at one of the busiest transfer points in the region. In a difficult

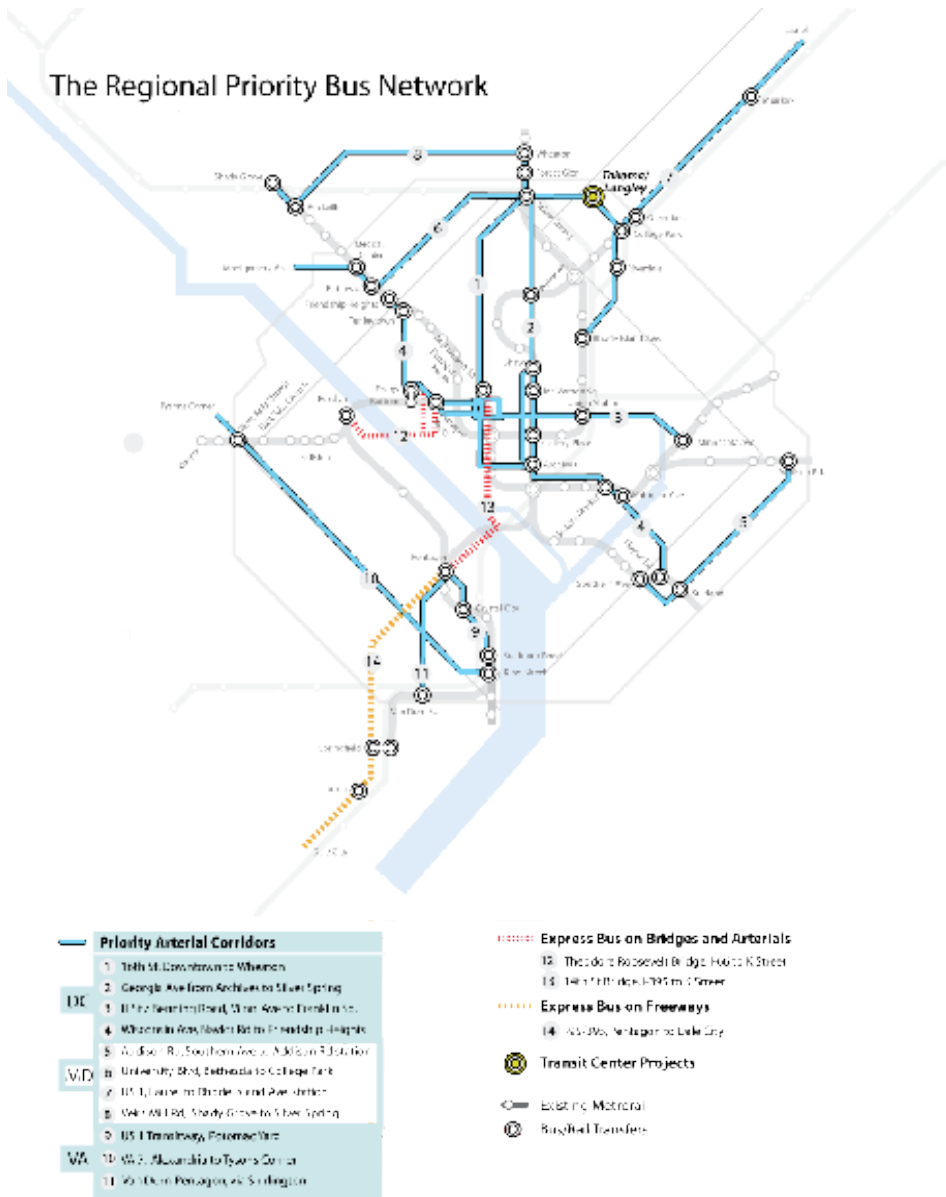
economy where many jurisdictions have been forced to cut vital transit services, the TIGER award allows the region to improve the efficiency and functionality of its existing transportation system without imposing higher operating costs on local and regional providers.

The benefits to the region from the project as a whole are varied and far-reaching and they are well-matched with the goals of the USDOT, which sought projects that achieved a state of good repair, improved livability, economic competitiveness, environmental sustainability, and safety. The proposal focused heavily on the concept of making the existing system work better, rather than implementing new transit services that could put unrealistic capital and operating burdens on cash-strapped public transit providers. As a result, the project will make efficient use of federal money to squeeze the most value out of the existing transit system by creating capacity without requiring new operating expenditures. In many cases, the same number of buses can be operated to achieve faster, more reliable service because the project will produce higher bus speeds. There is also potential for operating savings in cases where the buses adhere better to schedules and shave off daily operating time previously spent in congestion.

The bus priority corridors improvements will decrease travel time and improve quality of bus service on approximately 75 bus lines throughout the region. This will provide benefit to more than 260,000 current daily riders, and more than 400,000 riders by 2030. Some of these riders will be former private auto riders who switched to the bus because of newly-found convenience and reliability. Ultimately, this project will result in air quality and climate change benefits, reduced congestion and even reduced accident costs, which will all contribute to improved livability and sustainability of the region.

Specifically, the funded projects include bus runningway improvements (such as transit signal priority, queue jump lanes, and bus lanes) and service improvements (such as improved bus stops and real time bus information) on 16th Street, Georgia Avenue, H Street/Benning Road, and Wisconsin Avenue in the District of Columbia; Addison Road, University Boulevard, US Route 1, and Veirs Mill Road in Maryland; and US Route 1, Leesburg Pike, Van Dorn Street/Pentagon, and I-95/395 in Virginia. Two river crossings into the District of Columbia will also receive transit signal priority, allowing much improved bus connections between Virginia and the District.





priority for buses at key intersections, queue jump lanes that allow buses to bypass long lines at signalized intersections, and in a few cases providing a dedicated bus lane, allow buses to move faster and improve service levels and reliability as a result.

Finally, a major bus transit center will be constructed in a largely low income and transit dependent area in Suburban Maryland along the border of Montgomery and Prince George's Counties. This area is one of the highest bus transfer locations in the entire region; yet scattered bus stops separated by major thoroughfares make transferring time-consuming, inconvenient and unsafe. The transit center will provide one facility to make transferring more convenient, safer, and also more comfortable through a wide range of amenities, from pedestrian walkways, restrooms, and lighting to bus bays and automated bus service information.

How did the project evolve?

A strong foundation of regional cooperation and a relative degree of consensus on the long-term direction of the region contributed to the region's TIGER success. More than ten years ago, the TPB adopted its Vision, which set forth far-reaching transportation goals and strategies for the region. Naturally stemming from the Vision was a concerted and steady regional effort to study different transportation investment and land use growth scenarios to see what would "move the needle" toward meeting TPB Vision goals. Through this ongoing scenario effort,

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Many of these funded corridors are designated by the Washington Metropolitan Transit Authority (WMATA) as Priority Corridors, meaning they are among a few corridors throughout the region with the highest bus ridership. For some

of these corridors, WMATA has already initiated service improvements (such as the introduction of limited stop routes), but infrastructure improvements are still needed to fully realize the potential speed and reliability benefits. Providing signal

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local governments came together regularly to tackle tough questions on how the region wanted to grow and what types of transportation investments would be needed and desirable. This effort produced a scenario that reflected the land use and transportation aspirations of the region, including compact, transit-oriented land use growth, new and priced road capacity, and an extensive network of high quality bus transit.

Development of both the regional scenario and WMATA's Priority Corridor Network (PCN), which identified the need for higher quality transit service in more than twenty high-volume bus corridors, created the backdrop for a regional discussion on how to cost-effectively expand the Washington area's transit capacity. In a 2009 priority bus conference held by TPB and attended by elected officials, DOT representatives, and transit planners, it was evident that bus priority made sense as a way of moving people faster and more conveniently throughout the extremely congested Washington region, rather than simply moving vehicles. However, it was also evident that in getting the "transit guys" to talk to the "road guys," something new, but essential to delivering real improvements to bus transit service, had begun.

The TIGER program transformed positive talk into real action. Through the development of the scenario study and WMATA's PCN, the relevant players were already assembled around the same table. The group overseeing the TPB scenario study

quickly became the steward of the TIGER application development, and within a few months it identified corridors for a regional priority bus network, which would serve as a first step toward the grander network envisioned in the scenario.

What's Next?

TIGER further catalyzed continued development of WMATA's PCN and refinement of the region's transportation aspirations. Aside from the obvious financial reward, one of the greatest contributions of TIGER has been to the regional transportation planning process. During and following the TIGER application process, the Washington area has benefitted immensely from a concerted effort to plan on a truly regional level. Recently, there has been discussion of another funding program similar to TIGER, which the region is now poised and eager to undertake. The process in itself gave the metropolitan area unprecedented impetus to plan on a regional scale, with regional connectivity and regional benefits in mind.

Timothy Canan and Monica Bansal are transportation planners with the Metropolitan Washington Council of Governments National Capital Region Transportation Planning Board and were part of the project team that developed the TIGER grant application.

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