Panel Presentation:
Transportation, Land Use and Regional Collaboration:
National Experiences

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The purpose of this first panel is to look at cases around the country -- New York, Portland, Oregon, Salt Lake City, Utah -- and see situations where there was a conversation or a visioning in the case of New York in the post 9-11 period, and rather than the conversation ending and the benefits from that conversation sort of withering away, these groups moved forward and institutionalized that change and created a kind of apparatus to make it routine.

What we are going to look for, too, are lessons for Southern California of moving past just a conversation or a visioning of a space and moving on to the firming up of that, the institutionalization of that, and creating the kind of organizational structure and continuous engagement with the community that's necessary.

We are going to start with Bob Yaro from the Regional Plan Association of New York, who is going to talk about that period in the post 9-11 moments when New York had, because of tragedy, the opportunity to begin rethinking Lower Manhattan.

We are going to next cover Salt Lake City with Robert Grow, who will talk about Envision Utah and how that region moved from just a conversation into a much more systematic, much more routine apparatus to go and effect change, and it's still effecting change.

Finally, David Bragdon from Metro Council in Portland, who, if I'm not mistaken, is the only elected official that serves at the regional level. It is very rare in this country when you have it to the level that Portland does, where there is actually some of the elected collectively out of all these fragmented municipalities serving the regional interest, which is the most robust sort of structure of regional governance in the United States. There are a few cases like Minneapolis, where there's sharing of revenue and so on, but that's the most robust.