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Institute of Transportation Engineers

A Community of Transportation Professionals



2010 Fall E-Newsletter

Fall 2010

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Chairman's Message

Jim Lee, Sr. Vice President, HDR, Inc.
Jim.lee@hdrinc.com

The fall issue of the Transportation Planning Council (TPC) Newsletter focuses on three topics covered in our Action Plan for 2010:

- Access Management, the theme of this issue
- The 2010 ITE Transportation Planning Council Best Program Award
- Transportation Planning Certification

TPC member surveys have consistently indicated a high level of interest in Access Management. It is an important transportation planning strategy which has taken on greater value as we face high roadway construction costs and significant improvement needs that regularly outpace available funding. Four interesting articles are provided for your reading.

- Donald R. Samdahl, P.E., PTP
- Eric N. Schreffler
- Dan Szekeres
- Peter Valk

Secondly, our newsletter provides descriptions of the programs considered for the 2010 ITE Transportation Planning Council Awards for Best Program and includes the winner and the three runners-up. The newsletter links are provided for additional detailed information .

Finally, our newsletter addresses Transportation Planning Certification . The TPC was asked to research the question on the differences between the ITE Professional Transportation Planner Certification and the Certified Transportation Planner credential conferred by the American Institute of Certified Planners (AICP). Steven Gayle, PTP and past President of ITE, provides a great comparison of these two certifications in this issue.

The TPC would especially like to acknowledge Brad Strader, AICP for his research and for lending his organizational expertise to this issue. Our winter newsletter will focus on Traffic Impact Study Procedures and will highlight key sections of ITE's newly updated manual *Transportation Impact Analyses for Site Development: An ITE Recommended Practice* . The TPC welcomes your articles on this topic. Please send articles to the TPC Newsletter Editor, Daniel Kueper at dkueper@mbakercorp.com.

Enjoy the fall issue and remember that your feedback is always welcome.

Access Management

Professional Development in Access Management

National Conference on Access Management

You can learn more about access management at the 9th National Conference on Access Management, October 10-13, 2010 on the bluffs of the Mississippi River in historic Natchez, MS, USA. Sessions are geared for engineers, planners, non-profits and public officials interested in a sustainable approach to improving roadway safety and efficiency. This year's conference will feature several TPC members as speakers, and include a wide range of informational topics built around the importance of access management to the economic vitality of business corridors and communities. More details about the conference, Natchez, and online registration information are available at www.accessmanagement.info - sign up today!

Access Management Webinar

The ITE TPC-sponsored Access Management Webinar will take place on Thursday, December 16th from 12:00 p.m. to 1:30 p.m. The presenters are two of the nation's leading experts on access management, and also leaders on the Transportation Research Board Access Management Committee: Kristine Williams from the Center for Urban Transportation Research in Florida and Phil Demosthenes from Colorado. The session will focus on access management for transportation planners.

Access Management in Transportation Planning - Everyone Has A Role in Application

Kristine Williams, AICP

Program Director, Planning & Corridor Management

Center for Urban Transportation Research

Chairperson, TRB Access Management Committee

Access management is often recognized as important to project design and access permitting, but it is also a fundamental part of transportation planning and policy making. Functional classification schemes used in roadway network planning are defined by the emphasis on access or mobility. Accomplishing this planned function requires access management. Access management is also a cost-effective way to advance a broad range of planning goals relating to safety, mobility, livability and system or corridor preservation. In addition, efforts to address access management on a system or corridor level help to strengthen land use and transportation coordination.

State transportation agencies can lay the groundwork for such coordination by establishing systemwide policies, regulations and design standards relative to highway access. They can also engage in the development of corridor management plans on key corridors in coordination with local governments and metropolitan planning organizations (MPOs). Technical assistance and outreach programs for local governments and MPOs on access management are other means used by states to advance access management practices on state highway corridors.

MPOs have a key role in advancing access management on a regional and system basis. MPOs that are active in access management tend to have a staff member, typically the MPO staff director, who has made it a priority. Given limited authority to directly implement access management, MPOs commonly view their role as "barrier breakers" or facilitators. They achieve this role through outreach programs, training workshops, model regulations for local governments and by elevating access management considerations in the prioritization process. MPOs are also applying access management concepts and principles to advance related policy objectives, such as:

- Integrating land use and transportation decision-making;
- Preserving the capacity and functionality of the existing transportation system,
- Enhancing safety;
- Increasing system capacity in a manner that is sensitive to potential community and environmental impacts; and
- Maximizing the return of scarce transportation resources.

Local governments have perhaps the broadest powers to accomplish access management along major roadway corridors. They benefit from state and MPO leadership in highway access management, but may also be leaders in their own right. Local governments can prevent access problems from occurring through activity center strategies in their comprehensive plan, master street plans or thoroughfare plans with street network standards, and by ensuring

the development of unified access and circulation plans for residential and commercial developments on major roads. For further information on access management in planning see: [NCHRP Report 548: A Guidebook for Including Access Management in Transportation Planning](#).

Access Management in Michigan

Brad Strader, AICP, PTP

President, LSL Planning

In Michigan, the implementation of access management practices started with the Grand Rapids MPO and its communities, as they developed standards for several corridors. Presentations on their access management program by the MPO staff and the Michigan DOT (MDOT) led to the adoption of access ordinances by a number of communities throughout the state. To provide some consistency, MDOT sponsored preparation of the Access Management Guidebook in 2000. The Guidebook was prepared by a consultant team with input from national experts and Michigan stakeholders; primary authors were Mark Wycoff of Michigan State University and Jerry Gluck of AECOM. The Guidebook includes a review of various techniques, the components of an access management program and model ordinances for different types of situations. A good overview was published in the May/June 2010 *Michigan Planner*, found at the link below:

www.ite.org/councils/trans_plan/Michiganarticle.pdf.

MDOT regularly presents access management training seminars for public officials, with TPC Vice-Chair Brad Strader serving as one of the instructors. MDOT also frequently publishes articles promoting access management.

Since the Guidebook was published, MDOT has overseen the preparation of over 25 multi-jurisdictional access management plans and overlay ordinances adopted by municipalities. Some corridors were in developing areas and others in mature commercial districts where complicated retrofitting is required; most corridors have a bit of both. Staff involved in some of those projects will be speaking at the National Access Management Conference in Natchez, Mississippi October 10-13.

Based on the lessons learned in Michigan over the last 10 years, the Texas Transportation Institute recently provided a peer review and prepared a report to guide some refinements to the program. Some of the key findings include:

- It is important to engage local elected officials, planning commissioners and staff to ensure coordinated access decisions.
- Public workshops and even on-site meetings should be held with key business owners.
- All DOT staff involved in access decisions should be champions for access management.
- Regulations for developed corridors need to have some degree of flexibility, especially if the DOT expects regulations to be adopted and applied at the municipal level.
- Access standards and regulations need to complement the character of the district; for example, standards in a pedestrian oriented area should vary from an auto-oriented area.
- Access management can be packaged with other corridor improvements. For example, access management can be paired with complete streets by demonstrating how fewer conflicts benefits pedestrians and bicyclists.
- Periodic training refreshers are needed as officials and staff change.

Virginia's Access Management Regulations Provide Flexibility in

Application

Paul Grasewicz, AICP

VDOT Access Management Program Administrator

Virginia has the third largest state highway system in the country. Over the past several years, the Virginia Department of Transportation (VDOT) developed access management regulations and standards for this system, addressing:

- Spacing of entrances, intersections and traffic signals;
- Locating entrances a safe distance from intersections and interchange ramps;
- Vehicular/pedestrian circulation between adjoining properties; and
- Shared entrances.

A multistep process was used to gain public input, including public hearings and an e-mail comment form. However, the work of a policy advisory committee turned out to be a crucial component in the process. Composed of VDOT management and representatives from local government, land development, environmental and transportation engineering organizations, the committee met to review the draft regulations and standards in the effort to arrive at a consensus that they could support.

The policy committee's key contribution was perhaps the decision to go beyond the normal practice of just having a regulatory procedure for handling variances or exceptions. Instead, they developed the unique concept of including exceptions to the regulations and spacing standards within the body of the document. This innovation, probably more than anything else, led to an acceptable level of comfort for access management to be adopted in Virginia.

The committee's procedure was to take each access management requirement and discuss possible impediments to compliance. How could a shared entrance be achieved if the adjacent land owner refused to cooperate? What if the property owner did not have enough highway frontage to meet the spacing standards? Physical constraints, such as topography, a wetland, or a hazardous adjoining land use, could prevent vehicular circulation between adjoining properties.

The result was the identification of legitimate reasons for why an access management requirement or spacing standard could not be met. These reasons were then drafted as exceptions and included after each requirement. Anticipating circumstances in which compliance could be difficult offered the added benefit of getting the representatives from disparate organizations to conceptualize the access management concepts, leading to a better understanding of their purpose and benefits.

The next step was determining what information would be necessary to document that the circumstances existed to warrant an exception. For shared entrances, it was simply "written evidence that a reasonable agreement cannot be reached with the adjoining property owner." Documentation of a physical constraint to prevent interparcel circulation, such as a topographic map, would be required. For more technical provisions like traffic signal spacing, it was agreed that "a traffic engineering investigation report . . . showing highway operation and safety will not be adversely impacted" would need to be prepared.

Finally, the committee discussed the importance of designing an exception request form that was not only easy to use, but could serve as a master list of all of the exceptions and supporting documentation. Each access management requirement was listed followed by the exceptions and information to attach.

To assist the applicant, examples of suitable documentation were provided, like plats of parcels, topographic maps and aerial photographs.

This innovative approach to drafting regulations, in which circumstances that might prevent compliance are anticipated and specified within the regulations as potential exceptions, has proven to be a very effective way of gaining public and private sector acceptance of access management in Virginia. Those impacted by the regulations recognize that flexibility in the application of access management techniques is provided.

For more information on Virginia's program go to the VDOT access management Web site at www.virginiadot.org/projects/accessmgt/default.asp.

Public Involvement in Access Management

*Sherrin Hood, AICP, Senior Transportation Planner
LSL Planning*

Most communities know to involve the public in planning projects, but they rarely take more extensive measures than those required by law to engage local citizens. When it comes to access management, the typical venues just don't work. This paper discusses recommended approaches to access management, depending on the type of corridor (urban, suburban, or rural) and the number of road agencies involved. Public involvement tips provided and lessons learned are based on over 20 years of experience developing various access management and transportation plans throughout Michigan and the Midwest.

www.lslplanning.com/services/documents/AMPublicinvolvementtips01SEP10.pdf

Transportation Planning Council Best Program Award

We are pleased to announce the winner and runners-up for the 2010 ITE Transportation Planning Council Best Program Award.

The winner is:
Montgomery County, Maryland - 2009-2011 Growth Policy

The runners-up are:
Regional Transportation District (Denver, CO) - FasTracks Program, Quality of Life Study
Bellingham (WA) Multimodal Transportation Concurrency Program
The Abu Dhabi Vision-World Class City-World Class Transport - Abu Dhabi Department of Transport

Following is a description of those programs.

Montgomery County, Maryland 2009-2011 Growth Policy

*Dan Hardy, P.E., PTP, Transportation Planning Chief
Montgomery County (MD) Planning Department*

Montgomery County is an urbanizing county of nearly one million people adjacent to Washington, DC, USA. Like most metropolitan jurisdictions, the County is continually seeking ways to encourage sustainable development and transportation, and balancing these with the often competing economic,

environmental and equity considerations. The County Code requires a regular consideration of growth management tools collectively described as the Growth Policy, with amendments adopted by the County Council to be implemented as part of the Adequate Public Facilities Ordinance. The Growth Policy focuses primarily on transportation and school adequacy concerns. The transportation test has two geographic components: a local transportation impact statement (submitted by applicants) and a policy area mobility test (performed annually by the Planning Department) that assesses cumulative effects not captured in the TIS process.

The County Planning Board's [2009-2011 Growth Policy: Reducing Our Footprint](#) summarizes current transportation system performance and recommends means to provide needed system funding while reducing transportation impact costs for developments that meet desired density, diversity and distance-to-transit objectives. Economic, equity and environmental concerns are addressed in the following manner:

- From an economic perspective, the need for transportation system funding is reflected in the establishment of an \$11,000 per vehicle trip value for developments with substandard policy area performance.
- From an equity perspective, the need for multimodal solutions is furthered through an expanded suite of nonauto mitigation options.
- From an environmental perspective, the mitigation costs can be reduced for sites at transit stations where an applicant proposes mixed-use (>50% residential), concentrated (>75% allowed density by zone), and energy efficient (surpasses LEED standards) development.

Regional Transportation District FasTracks Program, Quality of Life Study

*Genevieve Hutchison, Senior Transportation Planner/RTD Bicycle Program
Coordinator
Regional Transportation District*

The Quality of Life (QoL) Study is a unique and innovative program established to observe and track changes in the Denver metro region as the FasTracks Program is planned, constructed and opened for service. The FasTracks Program is the Regional Transportation District's (RTD's) plan for regional transit expansion and includes building 122 miles of new commuter rail and light rail, 18 miles of bus rapid transit and 21,000 new parking spaces at rail and bus stations. The FasTracks program also includes enhancing bus service for easy, convenient bus/rail connections across the eight-county district.

The QoL Study is a multiyear monitoring program, which will continue until at least two years after the entire FasTracks Program is opened for service. The Study is intended to objectively measure the effects of the FasTracks Program at three geographic scales: regionally; within existing and future rapid transit corridors; and at rapid transit station



areas. The QoL Study focuses on "quality of life" in the context of those areas most affected by transit improvements: mobility, environment, economic activity and development/land use.

The QoL Study also serves to fulfill the Before and After (BA) Study data requirements for corridors receiving New Starts funding from the Federal Transit Administration (FTA). The BA studies are designed to provide FTA, and the transit industry in general, with better information about project costs, impacts and planning/forecasting methods. While the QoL Program includes data for BA Studies, the program is a much more comprehensive data collection effort developed to track a wide set of effects associated with transit projects such as economic development and energy consumption, which are not required by FTA.

The QoL Study was initiated in 2005 just after the passage of a ballot initiative to fund the implementation of the FasTracks Program. The FasTracks Program provides an exceptional opportunity to examine how a regional transit expansion project affects a metropolitan area. The QoL Study was wholly developed and implemented by an interdisciplinary team of internal RTD staff and external consultants. Since this is the first study of its kind, this was a "from the ground up" effort; thus, there were no existing templates upon which to craft the Study. After much research and deliberation, the team settled on roughly 70 measures on which to collect data.

In February 2008, the first QoL document was published: *Quality of Life Study: Baseline Report 2006*. The document provided an inventory of existing conditions for the full set of 70 measures, against which future results will be compared. Full detailed reports will be published every three to five years. Annual "high level measures" reports are published between the full reports. The QoL Study team completed and published the in December 2009.

There are many benefits reaped by RTD in expending the resources to complete this tracking effort. The QoL Study annual reports have become a document of significance for RTD that are being distributed in a brochure-like format to local agencies as well as the public. For the Denver region, the annual results of the QoL Study provide an indication of how the "quality of life" within the region is changing as a result of the tax payer investment in transit. In addition, the QoL Program established a framework for developing an evaluation program to monitor the effects of a large scale public investment that is transferable to other transit agencies.

Bellingham Multimodal Transportation Concurrency Program

*Chris Comeau, AICP, Transportation Planner
City of Bellingham Public Works Engineering*

Bellingham is a city of 75,000 in northwest Washington state. In 2009, Public Works transportation planners and TranspoGroup, Inc. consultants developed and implemented the Bellingham Multimodal Transportation Concurrency Program (BMC 13.70), which measures the availability of facilities and services for the four major modes of mobility-pedestrian, bicycle, public transit and motorized vehicles-throughout Bellingham's transportation network. In 2010, the program was enhanced to include some of Bellingham's extensive multiuse trails, but only those considered to be bicycle-friendly and that served a clear transportation function. The primary goal of the program's creation was to fundamentally change Bellingham's level of service (LOS) standards from auto-centric to multimodal to further support urban villages and infill land use policies in the Land Use Element and multimodal transportation policies in the

Transportation Element of the Bellingham Comprehensive Plan.

Rather than strict adherence to traditional *Highway Capacity Manual* methodology to calculate volume-to-capacity ratios and assign level of service (LOS) classifications, which only describe automobile capacity and volumes, the project team developed a methodology that measures motorized and non-motorized transportation modes and converts the measurements to Person Trips Available by Concurrency Service Area (CSA). Much like a bank account, each of the 16 CSA's in Bellingham have an annual "balance" of Person Trips Available based on measurements of auto, transit, bicycle and pedestrian facilities and services within the CSA. New development can "withdraw" the number of Person Trips needed to serve the proposal, as long as there is a positive "balance" of Person Trips Available in the CSA "account." If there are not enough Person Trips in the CSA account, then Concurrency Mitigation in the form of sidewalks, bicycle lanes, or direct contribution to transit service can be required within the CSA or the development can be scaled back to level of Person Trips Available in the CSA. When Bellingham Public Works or private developers build new sidewalks, bicycle lanes and arterial streets, or when the transit agency increases transit service within a CSA, a corresponding "deposit" of Person Trips is made into the CSA.

The Transportation Report on Annual Concurrency (TRAC) is an annual monitoring and reporting system which establishes the "balance" of Person Trips Available in each CSA. The TRAC is published to inform the City Council, Planning Commission, Transportation Commission, general public and development industry which portions of the city are best suited for infill development based on adequate transportation infrastructure and services. As such, the TRAC is Bellingham's documentation that the city is in full compliance with the Washington State Growth Management Act (GMA) requirements for transportation concurrency.

A case study of the project is available online in the September 2009 (Vol. 7, No. 3) issue of *Practicing Planner*, the professional journal for American Institute of Certified Planners (AICP) members. Contact Chris Comeau, AICP, Transportation Planner 360-778-7946 or ccomeau@cob.org at Bellingham Public Works Engineering for more information.

The Abu Dhabi Vision-World Class City-World Class Transport

*Ahmad Al-Akhras, Ph.D., P.E., PTOE, Transport Planning Consultant
Abu Dhabi Department of Transport*

The City of Abu Dhabi had a population of approximately 900,000 in 2009, which is expected to increase to 3.1 million residents by the year 2030. Abu Dhabi is the capital of, and the second largest city in the United Arab Emirates. A "Vision for a World Class Transport System" is expressed in Plan Abu Dhabi 2030, and as a result, Abu Dhabi has an exciting opportunity to develop world class transport.

The Department of Transport (DoT) Abu Dhabi was established in 2006 and created the ambitious Surface Transport Master Plan (STMP), which is in the early stages of implementation. The STMP was



commissioned to deliver a World Class Transport System for Abu Dhabi and address the regional transport needs of the Emirate as a whole.

The plan incorporates the concept of

sustainable development. The plan includes six major passenger modes:

1. **Metro** - 130 km of two-way tracks with stations every 3 to 5 km.
2. **High Speed Regional Rail** - Will have the world's fastest trains, with speeds up to 400 km/hr.
3. **Light Rail/ Tram** - Estimated 340 km of two-way tracks supporting high density areas.
4. **Roadways** - Advanced technology and route guidance to be implemented.
5. **Bus** - Increased frequency and service of high quality buses.
6. **Ferry and Water Taxi** - Will supplement the land based transport network.

The integrated transport network in the STMP will result in shortening commute times and increasing connectivity in the city and the region. The STMP will assist in reducing traffic congestion, thus providing an attractive urban environment, a sustainable low carbon future, and the protection of natural and built resources.

The STMP will enhance personal mobility by offering:

- **Service to all destinations**

The system will serve 100% of the metropolitan area, with access to a transport facility within a 5-minute walk.

- **Transport for all**

The system will be accessible and attractive to a variety of people. Public transport will be the preferred means of travel for all groups.

- **Public transport as an attractive choice**

The system will be convenient and user friendly. Media campaigns and special events will entice new users.

- **Provisions for pedestrians**

Walking will be made safe, convenient and as comfortable as possible year-round. Cycling will be an attractive alternative to motorized transport.

- **Transit-Oriented Developments**

Land use and transportation planning will be coordinated to create quality places that offer a variety of transportation choices.

- **Safety improvements**

Through new regulations, rigorous enforcement and new technology, roads, pavements and public transport facilities will be made safe for all users.

Some elements of the STMP are currently being explored. Feasibility studies for the Metro, LRT and Regional Rail are underway. These studies will allow the DoT to have a clearer vision for the needs of Abu Dhabi in terms of public transport options. In addition, work has just begun on the pedestrian and bikeway master plans as well as the bus master plan. These, too, will be part of the blueprint for a better transportation system.

For more information:

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Recipients of the 2010 Transportation Planning Council Best Project Award will be featured in the winter newsletter.

Professional Development

What is the Professional Transportation Planner Certification and What is Its Value?

Steven Gayle, PTP, Vice Chair Transportation Professional Certification Board

The Professional Transportation Planner (PTP) certification is now four years old. Many transportation planners have questions about the program, and its value. This article is meant to address those Frequently Asked Questions (FAQ'S).

Who administers the PTP Certification?

PTP is administered by the Transportation Professional Certification Board, Inc. (TPCB).

What is the TPCB? Is it part of ITE?

The TPCB is an independent corporation with its own Board of Directors. ITE provided the resources to support the initial work of the TPCB through a loan that has been fully repaid. ITE continues to provide staff support and other services; the TPCB pays for those services, and is nearing financial self-sufficiency. All decision making is solely that of the TPCB Board of Directors.

How is the PTP examination developed and administered?

The TPCB contracts with Castle Worldwide, Inc., a very reputable firm in the area of test preparation, administration and psychometrics. Castle has contracts for such services with more than 80 associations. The initial effort of writing and screening questions is done by volunteer professionals. At that point, Castle takes over and prepares the examination. Because Castle has contracts with many test centers, the TPCB decided two years ago to change from a paper based exam to an Internet-based exam. By doing so, access was increased many fold, in terms of both locations and time. The exam is made available for three months each year: March, June, and October.

What is the value of accreditation to the certification programs of the TPCB?

The Transportation Professional Certification Board submits its programs to the National Organization for Competency Assurance (NOCA) and its accrediting body, the National Commission for Certifying Agencies (NCCA) for their review and action. NOCA is recognized by the American National Standards Institute (ANSI) as the Standards Developer for certification programs in the United States.

The Professional Transportation Operations Engineer (PTOE) program has been accredited by NOCA/NCCA. The PTP program has recently been submitted for review; a certification program must be in place for a minimum of three years before it can be considered for accreditation. Based on our experience with PTOE, there is every reason to believe that PTP will receive accreditation by the end of 2010.

Why is it important to have the program accredited by NOCA/NCCA?

NOCA/NCCA accreditation is the gold standard for certification programs. Accreditation creates such benefits as being eligible for funding by the U.S. Veterans Administration under their training program, other federal programs, and assures a certification program that meets the same high standards as a Professional Engineers (P.E.) license. When PTP is accredited, it will be the only certification for planners that has met this rigorous gold standard.

What is the value of PTP certification for practicing transportation planners?

Like any other certification, PTP brings recognition to both the planner and his/her employer. This credential distinguishes you from any other practitioner by stating with absolute certainty that you have the knowledge, skills and abilities to practice transportation planning at a professional level. For public agencies, having PTPs on staff tells both elected officials and the public that the agency values the employment of highly competent professional staff, and that the technical work it produces carries an assurance of competence. For consulting firms, employing PTPs increases your ability to compete for transportation planning projects because you can demonstrate your professionalism.

Finally, many of the individuals who now hold the PTP certification tell us that having earned it brings a sense of personal satisfaction, and creates a way to demonstrate to your peers that you are not just a transportation planner, but in fact a professional.

What is the Difference between the PTP and the AICP CTP (Certified Transportation Planner)?

Both programs provide a credential that certifies the holder as a professional transportation planner. Eligibility for the Professional Transportation Planner certification is based on education and work experience and successful completion of a certification examination. Eligibility for the AICP Certified Transportation Planner is more complex, in that it first requires earning the American Institute of Certified Planners (AICP) certification. AICP is a broad-based planning certification that does not focus on transportation planning.

This information is from the TPCB (www.tpcb.org) and AICP (www.planning.org/aicp) Web sites as of August 15, 2010:

	TPCB PTP	AICP	AICP CTP
Eligibility	<p><i>Not required to be member of ITE or any other association.</i> Accredited graduate degree in planning or transportation + 3 years work experience in transportation planning; OR Accredited Bachelor's degree in planning or transportation + 4 years</p>	<p><i>Required to be a member of the American Planning Association .</i> Accredited graduate degree in planning + 2 years experience in planning; OR accredited Bachelor's degree in planning + 3 years experience; OR unaccredited graduate degree in planning + 3 years experience; OR college degree + 4 years experience; OR no degree + 8 years</p>	<p>AICP certification, and 8 years total experience in transportation planning</p>

	experience; OR college degree + 5 years experience	experience	
Application fee (non-refundable)	\$150	\$485	\$100 \$590 testing fee
Other fees	\$150 retake exam \$200 reschedule exam	\$100 late cancellation or transfer	\$150 late cancellation or transfer
Certification fee	\$275 for 3 years	AICP dues are \$90-175/year (sliding scale based on salary)	No addition to AICP dues
Renewal requirements	Every 3 years; No ethics violations; 45 professional development hours related to practice of transportation planning	Every 2 years; 32 AICP CM credits to include 1.5 CM on ethics and 1.5 CM on current planning law	Every 2 years; 32 AICP CM credits to include 1.5 CM on ethics and 1.5 CM on current planning law; and 10 CM in transportation planning
Exam administration	Internet-based 3 monthly windows each year	Internet-based 2 monthly windows each year	Internet based 1-14day window

Online Sustainable Transportation Certificate Programs

The University of Washington is starting two online sustainable transportation certificate programs this fall:

Certificate in Sustainable Transportation: Planning and Livable Communities - This program will review important issues involved in sustainable transportation planning, such as:

- Policies and programs that encourage mixed use and higher density levels designed to promote transportation modes other than the single occupancy vehicle.
- The impact that transportation options have on the quality of service, the environment and sustainability.
- The movement of goods, various freight options and the strategies for making them more sustainable.
- The legal and legislative issues surrounding sustainable transportation policy.

For more information on this program, visit <http://www.pce.uw.edu/prog.aspx?id=5042> or call 888-469-6499.

Certificate in Sustainable Transportation: Environmental Issues and Impacts - This program will:

- Examine the relationship between transportation and the environment, including energy, climate change, air pollution and water quality.
- Develop tools, such as life-cycle assessment, to help understand the full range of environmental impacts associated with transportation decisions.
- Conduct environmental evaluations with a variety of analytical tools,

such as travel demand forecasting and air and water quality modeling. For more information, visit <http://www.pce.uw.edu/prog.aspx?id=5347> or call 888-469-6499.

Both programs start this fall, and are available as either graduate credit or noncredit options. Both programs were developed in partnership with the UW Department of Civil and Environmental Engineering.

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