



Institute of Transportation Engineers

A Community of Transportation Professionals



2012 Fall E-Newsletter

**ITE Public Agency Council
Fall 2012**

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Message from the Chair

Dear PAC Members,

It was great seeing so many of our fellow PAConians at the Annual Meeting in Atlanta in August. It was a great turnout, and other than a couple of flash rain dumps, the weather was beautiful. The arrangements committee did a wonderful job working with ITE on the program, exhibits, technical tours, and social activities. Right from the start our keynote speaker, Dr. Daniel Kaufman, serving as President of Georgia Gwinnett College, proved this would be an exciting two days discussing the advancements in our industry and the "new normal" of innovation and integration in our industry.

Looking forward, as I tend to do, I especially liked the

session titled "Transportation-20 years from now." The three speakers (all recognized in private and public transportation, policy making, and academia), moderated by James Pol, gave very real and compelling presentations on the convergence of transportation, technology, and society, driven by such factors as energy production, population demographics, climate change, and extreme weather events. For me it became crystal clear that transportation is so vital for our economy and our quality of life, but at the same time it is not the end in itself. It is the means to retain our jobs, move commerce, recreate, go to school, or obtain vital goods and services such as food and utilities.

Our industry and specifically those of you involved in the delivery of transportation services in local, regional, and state governments must be the leaders and visionaries that will convert the delivery of projects and services into quality of life improvements that bring accountability and performance into measurable results such as safety, modal integration, reliability, and efficiency.

Our next technical conference scheduled for March in San Diego is already shaping up to be one of the best. From college interns to tenured professionals it will have something exciting and challenging to offer for all. I hope to see you in San Diego, and in the meantime ...

Be safe,

[Jim Helmer](#)

The Public Agency Council Welcomes our New Members!

The Executive Committee strongly encourages active participation among our members in projects. Below is a list of our new members who joined in May, June, and July.



Mr. Scott M. Knobloch, P.E., Virginia Department Of Transportation
Mr. Tarek A. Maarouf, P.E., Oklahoma Department of Transportation
Mr. Mark D. Premo, P.E., PTOE, Onondaga County DOT
Mr. Peter Stackpole, PTP, Pierce Transit
Mr. Gabriel G. Thum, Pima Association Of Governments
Mr. Adam M. Wenneman, Michigan Department of Transportation

Ms. Ariel Yang, Fairfax County Department of Transportation

PAC Executive Committee

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James R. Helmer

Sustainability Task Force,
Recommended Practices

Vice Chair

Terry A. Little

Recommended Practices

Raymond Davis

Sustainability Task Force

John Fisher

Ethics Task Force

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Policy & Legislative, Awards Chair

Jenny L. Grote

Steven M. Hogan

Joanna M. Kervin

Awards

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New Member Coordinator

Douglas E. Noble

Peter Koonce

Troy A. Rother

Traffic Engineering Council Liaison

Philip S. Rust

Communications, Roundabout Committee
Liaison

Jeffery B. Shaw

Technical Projects, Awards

Monica M. Suter

Awards

Cissy Sylo

Communications, Awards

Robert C. Wunderlich

ITE International Past President, National
League of Cities Liaison

Jeffrey Young

Volunteer Coordinator

**Bellingham's Challenges and Successes with Transportation
Impact Fees**



Challenges: Public misunderstanding and misinformation

Since 1994, under the authority of Washington State's Growth Management Act (GMA), the City of Bellingham, WA, USA has assessed transportation impact fees (TIF) for new development and redevelopment to recover a proportional share of the City's investment in transportation infrastructure that is required to accommodate growth, as adopted in the city's GMA-required Comprehensive Plan. Despite regular and on-going complaints from developers, business owners, and

some policymakers that the city is unfairly "taxing," "gouging," and "killing small business," Bellingham's TIF rate is relatively low compared to the TIF rates charged in other Washington cities. A 2010 study of TIF rates in 66 other Washington cities revealed that Bellingham's TIF rates were in the lowest 30 percent and far below the average TIF. www.cob.org/documents/pw/transportation/compare-2010-tif-western-wa.pdf

On a citywide basis, Bellingham recovers only about 20 percent of the total transportation funds invested each year, but in some parts of the city, the recovery rate is even less. Since 1995, Bellingham has invested millions of transportation dollars to make the Downtown and Arts District more pedestrian, bicycle, and transit-friendly, with wider sidewalks, curb extensions, marked and flashing crosswalks, and road diets or parking removal to install bike lanes. Millions more has been invested to improve access to Downtown and the Arts District for all transportation modes.

Additional city-funded investments that are not eligible for recovery via TIF have included bike racks, bike corrals, street furniture, way-finding signs, information kiosks, evening art gallery walks, concerts in alleys, and closed streets, and the construction of a permanent farmer's market. Citywide, redevelopment is credited 100 percent for previous uses and new development in these areas occurs relatively infrequently. The net result is that very little TIF revenue is generated in Downtown, the Arts District, or most of Bellingham's other designated "Urban Villages."

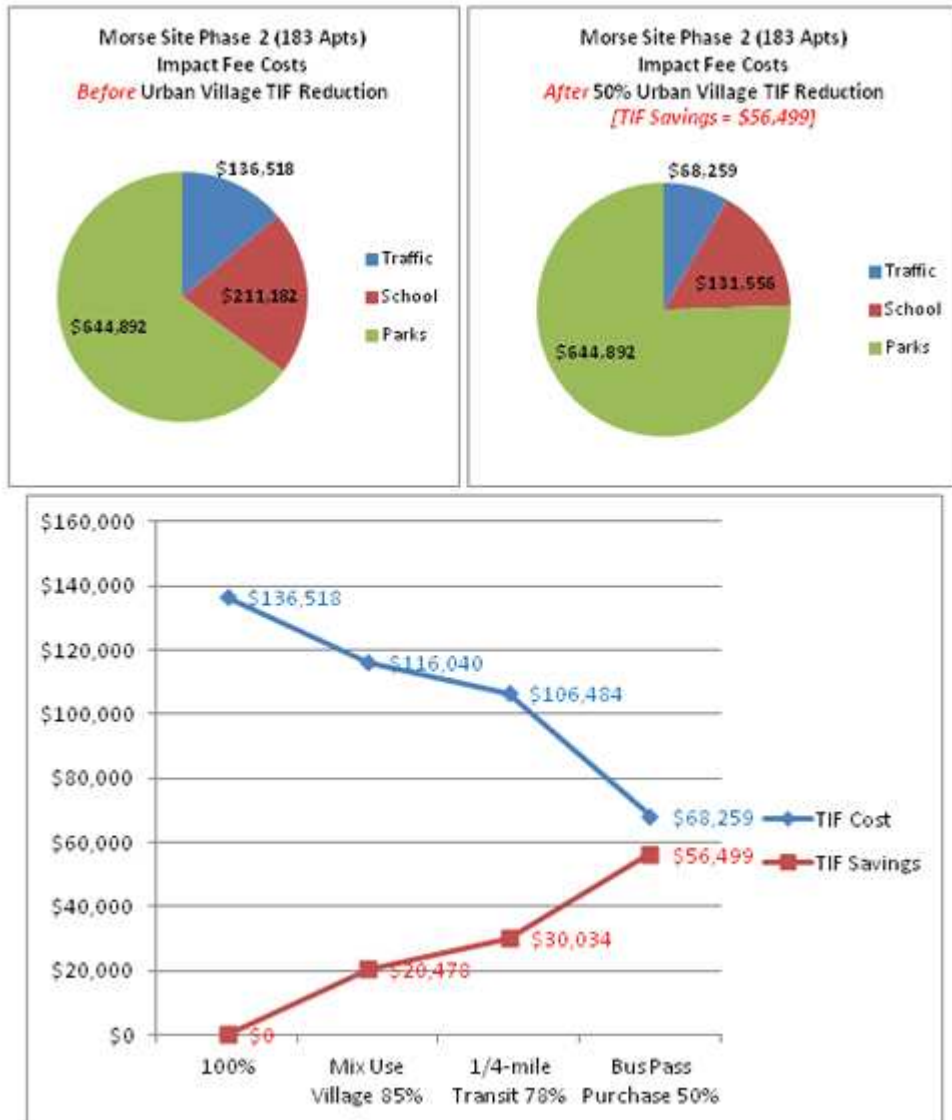
www.cob.org/documents/pw/transportation/uv-tif-profiles.pdf

Despite a variety of public efforts to disseminate the facts above, it has not dissuaded severely misinformed, but vocal citizen activists from openly criticizing the city's TIF as the "biggest barrier" to revitalizing Downtown and the Arts District. Bellingham's local critics seem not to adhere to the core economic principal that "there is no such thing as a free lunch" and that the proportional TIF assessment represents the "opportunity cost" of choosing to locate where the city has invested millions of local tax-payer dollars for transportation improvements to improve the quality of life for both citizens and businesses. In reality, the city both charges and recovers the least amount of TIF from the Downtown and Arts District.

Successes: Broad Organizational Support for Urban Village TIF Reduction

In 2010, in an effort to further promote comprehensive plan goals for mixed use urban infill and to create even more financial incentive, and reward, for new development in designated Urban Villages, Public Works transportation planners created Bellingham's Urban Village TIF Reduction Program. Importantly, the program is based on legally defensible practices using ITE trip generation methodology, research, and widely-accepted practices within the field of transportation planning and engineering.

www.cob.org/documents/pw/transportation/uv-tif-faq-2012.pdf



In addition to the citywide 100 percent credit for previous uses, Urban Village development is rewarded with an automatic 15 percent trip reduction for mixed-use location and an automatic 7 to 10 percent trip reduction depending on proximity to high-frequency (15 min.) public transit. Vehicle trips, and thus TIF, can be further reduced, up to 50 percent total, through purchase of bus passes, car share memberships, or other transportation demand management strategies. Since its implementation in 2011, Bellingham's Urban Village TIF Reduction Program has saved developers and business owners tens of thousands of dollars in TIF assessments, simply by helping to fulfill the community's adopted vision and policy emphasis on mixed use infill development and multimodal transportation. www.cob.org/documents/pw/transportation/impact-fee-comparison-pie-charts.pdf

On October 12, 2012, at Washington State's American Planning Association conference in Olympia, WA, Bellingham transportation planners will receive the 2012 APA-PAW Award for Transportation Planning in Washington State for the Urban Village TIF Reduction Program. While this award from the state planning organization is unlikely to silence the misinformed local activists who have their

own theory about TIFs, it is clear validation from our planning profession peers that Bellingham has integrated goals for mixed use infill development, multimodal transportation, and economic development to create the most progressive TIFs in Washington.

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And the Winner is ... Indiana DOT!



Congratulations to Indiana DOT for winning the 2012 PAC Achievement Award. We'd like to thank the city of Phoenix, AZ and the town of Castle Rock, CO for sharing their tremendous achievements with the award selection committee. We'd like to share their inspiring achievements here.

Indiana Department of Transportation

The Indiana Department of Transportation is recognized by the ITE Public Agency Council for transforming its business practices by implementing innovative, creative, and fiscally responsible solutions. In the face of fiscal constraints, INDOT management has challenged employees to take ownership of problems, approach them with a sense of urgency, and be open to new and creative solutions. As a result, staff identified areas where department activities could be revised, upgraded, simplified, or improved through the use of technology. INDOT has realized tens of millions of dollars of cost savings by following through on innovative funding solutions, efficient procedures, streamlines procurement, and reduced operating costs.

Indiana DOT included three examples in its award submission:

1. Propane alternative vehicle fuel program. Nearly 600 light duty vehicles have been converted to run on both propane and gasoline. INDOT constructed 115 propane fueling sites to serve the entire state with a 30-mile radius. This

work was funded with an ARRA grant. The program is estimated to save 584,000 gallons of fuel and \$1.1 million annually. In addition, emissions are reduced, and vehicle life is extended.

2. Kitchen Table Meetings. Construction of I-69, a 142 mile Interstate highway on new alignment, requires significant property acquisition. After reactively addressing property owners' concerns on previous segments, INDOT created a new protocol. This involved meeting with each property owner at their home or alternate location of their choice before the acquisition process began. Conversation included reviewing mapping, explaining geotechnical work, and learning about unique features and access requirements for each property. Nearly all property owners participated in the KTM process, and reported a high level of satisfaction and mutual respect. There were fewer complaints and improved access to land for preliminary design field work.
3. DamageWise. This program was developed as a result of research conducted by Purdue University on improving methods to recover the cost of infrastructure damage that occurred in motor vehicle crashes. INDOT adopted new practices including a system in which law enforcement tags damaged infrastructure with crash report ID# and associated information; maintenance crews document specific damage with GPS/time stamped photos; improved IT and billing/collections; and partnerships with local law enforcement agencies. As a result, reimbursement for repair costs has more than doubled, while collection efficiency has increased.

The Public Agency Council believes that agencies at the state/provincial, regional, and local levels can learn from Indiana DOT's management approach and specific programs.

More information is available from Jay Wasson at jwasson@indot.in.gov

City of Phoenix, AZ

The City of Phoenix Street Transportation Department understands that they must be innovative in their delivery of capital projects by developing methods to save time and cost, while being transparent in their procurement process. The Phoenix City Council, enabled by state law, has made available to city departments alternatives to the traditional design-bid-build contracting methods. These include design-build, construction manager at-risk, and job order contracting.

The city's award submission focuses on the value of job order contracting (JOC), which is used primarily for small and repetitive capital maintenance work. JOCs may also be known as task order contracts, standby contracts, or indefinite delivery/indefinite quantity (ID/IQ) contracts. The purpose is to have a single or multiple pre-qualified contractors available who may bid or be selected for construction projects as needed.

Projects are limited by law to a maximum of \$1 million. Contractors are selected by responding to either an RFQ (Request for Qualifications) or RFP (Request for Proposal) basis. Once awarded, JOC contracts are executed for a three-year term, with two one-year options for renewal. In Phoenix, the work may include paving, sidewalk, curb and gutter, drainage, and landscaping work. Contractors work with the city staff on issues like project planning and scheduling, bringing to light opportunities to improve the efficiency of project delivery. They are responsible for determining construction means and methods, and quality control.

The City of Phoenix Street Department has found job order contracting to be an attractive alternative to traditional design-bid-build for small capital maintenance work.

For more information, contact Jenny Grote at jenny.grote@phoenix.gov

Town of Castle Rock, CO

This submission demonstrates what a smaller jurisdiction can do to develop a strategic approach to traffic signal operations and maintenance. Castle Rock, with a population near 50,000, has taken a comprehensive approach to ensuring that the traveling public is provided a consistency in signal operations. This approach includes planning and design of signals, operations activities, maintenance activities, and public relations protocols. There are two key objectives:

1. During weekday peak hours, do our best to ensure the smooth flow of traffic on the main streets to and from I-25.
2. During off-peak hours, do our best to equitably serve land uses such that queues and cycle failures are minimized.

To accomplish these objectives, the Public Works Department developed a written Service Plan that includes chapters on 1) Objectives and Requirements, 2) Public Relations Protocols, 3) Maintenance Strategies, 4) Operations Strategies, and 5) Design Strategies. By having such a plan, DPW staff can literally "be on the same page" when it comes to traffic signal operation.

In order to evaluate the success of their approach, performance measures of average travel time and average number of stops on signalized corridors have been established. Data is collected, and results are compared to the town's goals.

The Traffic Signal Management and Operations Service Plan is available from [Dan Sailer](#), P.E. at the Town of Castle Rock DPW, dsailer@crgov.com

ITE Community Message from the Executive Committee

Our most requested feature is a listserv. The ITE Community delivers this in the form of a community discussion, and you can subscribe to have discussions sent directly to your inbox. We are setting a goal to have a high percentage of our members actively participating in the Community by year end. Every PAC member is automatically enrolled; however your participation will be limited until you complete your profile and subscribe to our discussion. Use the following link to log in (ITE username and password) and subscribe.

<http://community.ite.org/go.aspx?c=MySubscriptions>



This is the best way to take advantage of the benefits that ITE and your peers can bring to you. Hope to hear from you on the Community!

Sharpen Your Pencil. To contribute, please send your news brief to Phil Rust prust@achdidaho.org by the 10th of November (or March, June, or

September for future newsletters).

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