Letter from the President

I was reminded recently that I need to renew my Professional Traffic Operations Engineer (PTOE) certificate very soon. It has been almost three years since I received this certification. Currently there are over 2,000 PTOEs, and countless others who have received other ITE certifications for Professional Transportation Planners, Traffic Operations Practitioners, and Signal Operations Specialists. More and more employers are recognizing the value of obtaining some of these certifications, which is why it is crucial to keep (Continued on page 2)

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This Month: Alaskan Way Viaduct and Seawall

Governor Gregoire, King County Executive Sims, and Seattle Mayor Nickels have announced their recommendation to replace the central waterfront portion of the Alaskan Way Viaduct and Seawall. The recommendation includes a two-mile-long bored tunnel beneath downtown, a new waterfront surface street, transit investments, and downtown waterfront and city street improvements. This solution will provide capacity for the future, improve access to and through downtown, and make Seattle’s waterfront a world-class destination. Come learn more about this exciting step for the city, region and state.

Our speaker, John White, was named director for the Alaskan Way Viaduct and Seawall Replacement Program in May 2008. He is responsible for the state project that will replace the two-mile-long, seismically vulnerable viaduct that runs along Seattle’s downtown waterfront.

John previously served as director of terminal engineering for the Washington State Ferries (WSF), where he guided the capital and maintenance programs for 20 statewide ferry terminal facilities. Prior to joining WSF, he was deputy director of the viaduct replacement project and manager for the SR 519 project.

John has been with WSDOT for more than 15 years. He lives in West Seattle.

DATE Tuesday, April 14, 2009
TIME 11:30 am
VENUE Old Redmond Schoolhouse, Room 104
16600 NE 80th Street, Redmond, WA 98052
COST $20.00 for lunch (free for students)
MENU Box Lunch

RSVP By Noon on Friday, April 10th, please e-mail: iteregistration@ci.kirkland.wa.us
Please include company name, address, phone number & names of attendees; note that you will receive an invoice from ITE if you RSVP but are unable to attend.
them up-to-date. Whether you’ve already renewed a certification or do not need to for a while, all of these ITE certifications require engagement in a certain number of Professional Development Hours (PDH) of activities. PDHs are defined differently depending on the certification and jurisdiction where you received your certification.

If you’re not aware, there is a very useful tool on the ITE website that helps to keep track of these PDFs. It’s called the “Professional Competency Record Keeping System,” and it is a great way to organize all the different PDHs that you accumulate. Just go to www.ite.org, click on the “Professional Development” tab at the top and log in. It’s very simple to use and helpful for when you need to provide this information when you have to renew a certification!

All of us as transportation professionals have a responsibility to keep up with the rapidly changing face of our industry. Professional development and continuing education will help us to be better at what we do. One way to satisfy the PDH requirements are by attending the various ITE programs, conferences, and training sessions. I sincerely hope that attending these functions serve not only an educational purpose but are personally satisfying as well.

There has been a lot of attention on the Quad Meeting this year coming up May 1 and 2 in Vancouver, B.C. Let’s take a look ahead at the Quad meeting schedule for upcoming years:

- 2010 – Skip (due to 2010 ITE International meeting in Vancouver, B.C.)
- 2011 – Washington
- 2012 – Victoria, B.C.
- 2013 – Oregon
- 2014 – Most likely skipped due to ITE International meeting in Seattle

There’s still time to register for the Quad meeting this year, if you haven’t done so already.

This is the first month that we are going paperless with our newsletter, so remember that you won’t be receiving any hard copies in the mail now!

I hope to see you at the upcoming program, which will focus on the bored tunnel recommendation for the Alaskan Way Viaduct.

Sincerely,

Nick Ching
President, ITE Washington Section

**The Section Newsletter Has Gone Green!!!**

As of this issue, we’ve gone green and will no longer be mailing hardcopies of this newsletter starting now in April in honor of Earth Day. From now on, this newsletter will be emailed to you, and will also be available on our website (as it is today) at:

http://www.westernite.org/Sections/washington/newsletters/newsletter.html
“The Campus Corner”
By Scott Lee and Meagan Powers

Upcoming Opportunities & Events:

It is already April and the student night is fast approaching. The competition will be held Wednesday, May 13th at Ivar’s on North Lake Union. This year’s project is a collision analysis for 35th Avenue SW corridor in West Seattle. For more information on the project check out the student section of the Washington ITE webpage, http://www.westernite.org/Sections/washington/student%20activities/students.html. Cash prizes will be awarded for the first, second, and third place groups.

As you may or may not know, the prizes for the student night the last two years have come from a generous donation from All Traffic Data. This year All Traffic Data has expressed that they will match up to $1,000 for the student night. So far we would like to express thanks to Transpo Group and DKS Associates for making donations toward this match. Matching funds will be put toward the cash prizes and sponsorship of students attending the event. Every dollar counts, let's make sure we take advantage of this great opportunity.

Washington Section student scholarship applications have been submitted and are being reviewed. We will announce winners in the next edition of Campus Corner.

Student Activities Committee Co-Chairs:
Scott Lee, Transpo Group – (425) 821-3665 or scott.lee@transpogroup.com
Meagan Powers, DKS Associates – (206) 382-9800 or mcp@dksassociates.com

ITE Social Event

Please join us to kickoff the ITE Social Committee:
April 23rd 4:30 - 7:00pm
at the Bellevue Taphouse Bar and Grill
550 106th Ave NE
Bellevue, WA 98004

Come give your input on future social events, and/or just enjoy the company!

Thanks,
Glenn Schwantes
gschwantes@hntb.com

Advertising (Business Cards & Larger)

To submit your ad, please send a jpg or tif file of the desired ad to Katherine Casseday at k.casseday@fehrandpeers.com

Place your ad in the following sizes:
- Business card ad for $100
- Full page ad for $1000
- 1/2 page ad for $500
- 1/4 page ad for $250

Also send a check for the ad size you desire (covers through December 2009) to:

Katherine Casseday
Fehr & Peers / Mirai
11410 NE 122nd Way, Suite 320
Kirkland, WA 98034-6927

Call 425.820.0100 for further questions.
ITE Golf Classic #21
Snohomish Golf Club - Snohomish, WA
Tuesday, June 9th, 2009, 10:00am Shotgun Start
Terry Gibson and Mark Poch – Tournament Chairs

Snohomish Golf Course (GC) will be the site of our 21st ITE Golf Classic. Snohomish is a beautiful course that boasts tree-lined fairways and large, smooth greens. The course has a great blend of long, tough holes mixed among ample birdie opportunities. At 6800 yards from the back tees, bring both your titanium and your ibuprofen! Snohomish GC is sure to be a great setting for our 21st Annual Classic.

Our tournament will have a shotgun start at 10:00 am on Tuesday, June 9th, 2009. **Please check in no later than 9:30am.** Cost for the event will be $55 per person, and will include range balls, power cart, competition prizes, and hamburger BBQ after the round. We will continue to use the popular “Scramble” tournament format.

So please mark your calendars for **Tuesday June 9th for a 10:00am shotgun** to be part of our famous day of golf, food, and fun. Please get your teams organized, fill in your registration forms, and call or email Mark Poch (425.452.6137, mpoch@bellevuwa.gov) to reserve your place in the tournament. We are planning on 20 teams, so get signed up right away to reserve your spot! **Team captains should fill out the attached registration form and all checks ($55 per person, or $220 for a team of four) need to be received by Thursday, May 28th.**

Remember, 2 players from each team must be ITE members and/or attend the ITE WA Annual meeting. Single golfers or couples are definitely welcome as we usually have a couple teams with less than 4 players. We look forward to seeing everyone on June 9th!

If you haven’t been to the course before, it is located east of the town of Snohomish, and can be a little tricky to find. The address is 7805 - 147th Avenue SE. We strongly suggest adding in some extra trip time and visiting MapQuest before trying to find the course. 😊
21st Annual ITE Golf Classic
Terry Gibson/Mark Poch – Tournament Chairs

Registration Form

Snohomish Golf Club – Snohomish, WA
Tuesday June 9th, 2009 – 10:00am Shotgun Start

Team Name/Firm/Agency __________________________________________________________

Phone ___________________________ Email _________________________________________

Names of players in group:

____________________________________
____________________________________
____________________________________
____________________________________

_____ Check enclosed for myself/others ($55 per person)

_____ Check enclosed for entire 4 person team ($220)

_____ Will mail check when purchase order is approved

(Payment deadline is May 28th, make check to ITE - Washington Section)

Teams – The Executive Board has requested that 2 or more team players must be ITE members and/or registered for the Annual Meeting – thank you!

Cost - $55 per person, $220 per team. Includes range balls, golf, power cart, prizes, and hamburger BBQ after the round.

Sponsors - We need you! Please contact Dave Alm at INCA (425.635.1000) about sponsoring this year’s Classic!

Format – Popular “Scramble” format, each player hits/putts best ball from tee to green.

Awards – ITE traveling trophy to team with low score. Special hole competitions (kp/long drive). Amazing story prize.

Please mail this registration form to:

Mark Poch
City of Bellevue – Transportation Dept.
450 – 110th Avenue NE
Bellevue, WA 98004
ANNOUNCEMENT

Northwest Traffic Data Workshop
Successful Strategies in the Collection, Analysis, and Use of Data

July 22, 2009

Seattle Sheraton Hotel
in conjunction with the TRB Joint Summer Meeting

Organized by
Transportation Research Board

Cosponsored by
Washington State Department of Transportation
Federal Highway Administration Office of Highway Policy Information
Puget Sound Regional Council
WTS Puget Sound

www.TRB.org/conferences/2009/TrafficNorthwest
Planning Team

John Rosen, Washington State Department of Transportation, Chair
Katherine Boyd, Washington State Department of Transportation
Don Crownover, Oregon Department of Transportation
Harshad Desai, Federal Highway Administration
Scott Fugit, Idaho Department of Transportation
Dave Hawley, Federal Highway Administration
Stephanie Rossi, Puget Sound Regional Council
Shawn Turner, Texas Transportation Institute
Thomas M. Palmerlee, Transportation Research Board

Who Should Attend

Data producers and data users interested in better traffic data in the northwest region should participate. The forum will identify new uses and requirements for traffic data.

Registration Fees

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Full-day Workshop Includes Lunch

Go to www.TRB.org/conferences/2009TrafficNorthwest to register and for information on the Workshop.

Hotel Information

Sheraton Seattle Hotel
1400 Sixth Avenue
Seattle, WA 98101

Online Reservations or 888-627-7056
$158 (prevailing per diem), plus room tax of 15.6% per night
This rate is available until Friday, June 19, 2009, or until the block of rooms is sold out.
Online registration will open in early spring.

More Information

Matthew Miller, mamiller@nas.edu, 202-334-2608;
Tom Palmerlee, tpalmerlee@nas.edu, 202-334-2907
Multi-Modal Impact Fees
Donald R. Samdahl, PE, PTP

This paper documents recent efforts in Seattle, Washington and Portland, Oregon to implement multimodal impact fee programs. ([To read the full text of the paper, with details of the processes and impact fees, please click on this link to the ITE Washington website.](#)) Both of these programs have similar methodologies, although the authorizing legislation is very different in each state. Washington State has allowed local jurisdictions to impose an impact fee to mitigate development impacts on the transportation system since 1990. However, the state’s Growth Management Act (GMA) restricts the imposition of impact fees for vehicle related road improvements only. In response, the City of Seattle has developed a multimodal development impact mitigation program under the State Environmental Policy Act (SEPA). As a pilot program, Seattle is breaking new ground for other jurisdictions in the state.

Portland, Oregon implemented a multi-modal system development charge (aka impact fee) program in 1997. The program has been very successful in generating needed funds for streets, transit, and non-motorized facilities in the city. The program was updated in 2007 using a similar approach. The paper describes the methods used to develop these unique development mitigation programs. Topics covered include (1) How to obtain trip generation rates for walking, bicycling, ridesharing and transit modes, (2) How to estimate existing deficiencies for different modes, (3) How to forecast pedestrian and bicycle trip growth, and (4) How to calculate the cost per trip for each mode of transportation.

Background
Multi-modal impact fee programs have evolved under two sets of rules within the States of Washington and Oregon. In the Growth Management Act (GMA) of 1990, the Washington State legislature authorized local jurisdictions to impose impact fees on new developments; fees that would be used to mitigate traffic impacts to roads caused by the development. Since then, many jurisdictions have adopted impact fee ordinances to supplement the costs of road improvements. However, the GMA authorization did not enable local jurisdictions to improve facilities for other transportation modes such as pedestrian, bicycle and transit improvements with impact fees. Rather, the statute specifies that impact fees can be charged for ‘streets and roads’ with no further definition.

The City of Seattle concluded that, while the City had been growing with redevelopment, it needed to make multi-modal facility improvements that accommodated all modes of travel. There was a sense that the road network within the city had been established and new opportunities to build new roads or widen the existing roads were extremely limited.

Seattle decided to take a unique approach to mitigate the transportation impacts of new development and fund transportation improvements for all modes with development impact mitigation payments. Instead of using the GMA authorization, the city chose to use the “voluntary agreement” provision in the State Environmental Policy Act (SEPA). The City could ask developers to fund planned multi-modal transportation facilities through development impact mitigation payments. Although Seattle could not legislate impact fee payments through an ordinance, it has developed an impact mitigation payment program to fund multi-modal facility needs under the SEPA “voluntary agreements” provision.

(Continued on page 10)
In 1989, the State of Oregon adopted the Oregon Systems Development Act (ORS 223.297 - 223.314) to “provide a uniform framework for the imposition of system development charges by local governments.” The statutes outline the types of charges that are considered to be Transportation System Development Charges (TSDCs) and impose a variety of requirements on governments that impose TSDCs. TSDC’s are the same as impact fees.

The Oregon statutes limit TSDCs to five types of capital improvements: transportation, water, sewer, drainage, and parks and recreation. The transportation definition provides greater latitude than Washington in allowing different modes of transportation to be included within the impact fee program.

**Seattle Experience**

To develop a multi-modal development mitigation payment program, Seattle had to address several difficult technical problems. **Figure 1** shows the nine critical steps needed to develop Seattle’s multi-modal development mitigation payment program.
Portland Experience

While Oregon’s statutes for system development charges (SDC’s) are broader than Washington’s, the issue of ‘rough proportionality is very important in the state. In 1994, the United States Supreme Court ruled in Dolan v. City of Tigard (Oregon) that exactions made by governments must be “roughly proportional” to the impacts caused by the development that is subject to the exaction. Synonyms for “roughly proportional” include (1) “rational nexus of benefit” between system development charges and development, and (2) “proportionate share” of public facilities to be paid by system development charges.

There are several ways that the city of Portland considered to fulfill the requirement that system development charges be roughly proportional to a development's impact on and need for public facilities, including:

1. **Demand (Impacts):** Demands placed on public facilities vary among different types of development. The City of Portland transportation SDC is based on the number of trips generated on the transportation system by each type of development.

2. **Benefit Criteria:** Benefit criteria include personal use and use by others in the family or business enterprise (direct benefit), and use by persons or organizations who provide goods or services to the fee-paying property (indirect benefit). The City of Portland’s transportation SDC is based on the number of trips generated on the transportation system by each type of development. By basing the SDC on the number of trips, the SDC is proportional to the impacts generated and benefits received by the development.

3. **Levels of Service:** The City of Portland determines its needs for transportation facilities by reviewing a variety of factors, including the volume of traffic and levels of congestion on major roads.

4. **Size of Development:** System development charges are typically charged on the basis of the size of the development (i.e., number of dwelling units, or number of square feet of development).

Portland’s SDC rate schedule lists the SDC amount per unit of development (i.e., dwelling unit or square foot). The size of each proposed development is multiplied by the SDC rate per unit to determine the total SDC for that development.

The City of Portland Transportation TSDCs were designed to support the principal modes of travel in a multi-modal system. For the purpose of organizing and analyzing data that supports the Transportation TSDCs, the City identified three categories to encompass different modes of travel:

- Motorized: travel by automobiles, trucks and motorcycles, but not buses or railcars.
- Transit: travel by rail and bus.
- Non-motorized: pedestrian and bicycle travel.

**Figure 2** shows the process by which the TSDC rates were determined.
Observations

Seattle and Portland are among the first jurisdictions to implement multi-modal development impact mitigation payment programs. Several technical problems were overcome to develop each program. The Washington State legislature did not authorize jurisdictions to impose impact fees on modes other than roadways in the Growth Management

(Continued from page 11)
Act. Seattle had to rely on the “volunteer agreement” provision of the State Environmental Policy Act. This provision is not as effective at raising funds uniformly as the GMA traditional impact fees. In fact, the City of Seattle has not been as successful in convincing developers to voluntarily use the mitigation payment program as an option to undergoing a more detailed SEPA review. Despite this problem, Seattle has been interested to expand this multi-modal development impact mitigation payment program other areas within the City.

The City of Portland TSDC program started the multi-modal trend in 1997. The program operated successfully for 10 years and was updated in 2007. The TSDC program closely matches the city’s long term transportation goals, which emphasize improvements in transit and nonmotorized facilities.

Some of the technical challenges encountered by both cities in developing the multimodal impact payment program remain. These include the need to convert ITE vehicle trip generation data into person trips and the difficulties in linking travel-model based mode split information with the land use-specific ITE data. Limited data for vehicle trip lengths also remains a challenge, but this data issue is not unique to multi-modal impact fee programs.

As options to build new roadways in urban areas rapidly diminish, it will be necessary to change the current vehicle-focused development impact mitigation to multi-modal mitigation approach. Further research into smart growth effects on development impacts and the relative impacts by mode will assist in future applications of multi-modal impact fee programs.

Donald R. Samdahl, PE, PTP
Principal
Fehr & Peers
E-mail: d.samdahl@fehrandpeers.com

Washington Traffic Simulation Roundtable - Technical Subcommittee of ITE Washington

The Washington Traffic Simulation Roundtable met for the second time on February 25th from 10 to noon at PSRC with an attendance of around 30 people. Topics and presentations included James Colyar/FHWA on FHWA’s Traffic Analysis Toolbox Volume 6 Measures of Effectiveness, Tony Wang/HDR on Oregon DOT Simulation Protocols, Maren Outwater/PSRC and Tung Le/CH2M HILL synopsis of simulation news from the Annual TRB meeting and ITS America, Jeanne Acutanza/CH2M HILL on results of the Simulation Survey. The Roundtable is intended as an open forum on the topic of traffic simulation. If you have ideas or questions, contact James Colyar/FHWA James.Colyar@dot.gov or Jeanne Acutanza at jeanne.acutanza@ch2m.com.

UPCOMING:
• The next Roundtable meeting is planned for May (date TBD) at the University of Washington potential topic is data warehousing
• The Roundtable will host a panel discussion on Supporting Decisions and Building Trust at the Washington Annual ITE Meeting June 8
• Tentatively Vassili Alexiadis/Cambridge Systematics will present to the Roundtable in July (Date TBD)

Thanks to PSRC for the accommodations and to the speakers.
The family style atmosphere of Maggiano’s Little Italy was evident as we packed ourselves into the cozy conference room for this month’s ITE Washington Section luncheon. With its warm decorations and delicious food we share with those at our table, the restaurant located in downtown Bellevue is quickly becoming one of my favorite venues. Though the late arriving food caused a minor distraction, it did provide time to catch up with professionals that we often don’t interact with on a daily basis.

As the food began to trickle onto our tables, Thomas Kwan, current president of ITE Greater Vancouver Section and also chair of 2009 ITE Quad conference provided an overview of high profile transportation infrastructure and ITS projects currently underway in and around the Metro Vancouver region.

Ranging from projects to reduce accidents on the major route to the 2010 Olympics to building new bridges over the Fraser River to extending light rail in the Metro area that’s home to 2.1 million residents, these projects enhance major transportation links. Some of the projects include:

- Canada-Line Rapid Transit
- Seat-to-Sky Highway,
- BC Gateway Program
- Golden Ear Bridge

These projects, funded without the need for additional taxes, are slated to be completed in the 2010 to 2013 time frame.

Mr. Kwan continued with additional information on the up coming Quad Conference in Vancouver, B.C. Hosted at the Hyatt Regency Hotel in downtown Vancouver, there will be 15 technical sessions in addition to the trade show. The keynote speaker will be Thomas Prendergast, CEO of Metro Vancouver’s regional transportation authority, TransLink. In addition, there will be four technical tours as well as a social tour.

Following Mr. Kwan, Meagan Powers of DKS Associates provided information on Student activities. Seven students will be heading to the Quad meeting. But before that, a presentation of the 35th Avenue SW safety project with the City of Seattle will be the topic at Wednesday night’s meeting at Ivar’s. Ms. Powers also announced that All Traffic Data will match donations of up to $1000 for student night. Additional information can be found on the ITE website.

Section president, Nick Ching, before officially ending the meeting, requested sponsors as we look towards the Annual meeting just around the corner.
Mark Your Calendars!

Plan ahead and mark your calendars now for upcoming Washington Section meetings and events:

- April 23rd, 4:30 pm—7:00 pm Social at Bellevue Tap House & Grill
- May 1-2 Quad Conference in Vancouver BC
- May 13th, evening meeting featuring Student Night Competition at Ivar’s on Lake Union in Seattle
- June 8th (Monday) Annual Meeting at Tulalip Casino, with golf classic on Tuesday, June 9th

Call for Sponsorships!

The Washington State Section is looking for sponsors for this year’s event. Please consider taking an active part in the largest gathering of the Washington State Section this year. We will have ongoing acknowledgement for all sponsors during the Annual Meeting. If your company is interested in sponsorship, please contact Jerry Liu at:

Jerry.Liu@parsons.com

Call for Abstracts!

The Washington State Section is looking for presenters for this year’s event. Please consider submitting an abstract of a study you would like to have considered for presentation or a technical training session at the June meeting. Abstracts should include the title of the paper, author/presenter(s), contact phone number and e-mail address. Please keep the abstract description to one (1) page in length. All abstract submittals should be forwarded to Jamal Mahmoud at:

Jamal.Mahmoud@kingcounty.gov

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**Dynamic Message Board**

**Washington State Section Annual Meeting**

**Call for Sponsorships!**

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Jamal.Mahmoud@kingcounty.gov

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**Newsletter Contact Info**

If you have any changes in your contact information, please let us know so you continue to receive monthly ITE e-mail announcements and newsletters. To update your information, click on the "Membership" link on the Washington State Section ITE website:

http://www.westernite.org/Sections/washington/index.htm