

# Westernite

Official Publication of District 6 of the Institute of Transportation Engineers

May-June 2008 Vol. 62 No. 3

## President's Message

ITE campaigning for elections is underway and you may have had an opportunity to meet a few of the candidates from both the Western District and International. In this edition of the WesternITE, you will read the candidate statements for those running for District and International officer positions. I encourage all of you to take the time to read each of the candidate statements and please remember to vote. If you are a voting member of ITE, and have a valid email address on file with International Headquarters as of July 1st, you will receive an e-mail message from ElectionsOnLine with instructions on how to vote electronically. Online voting will be accessible beginning on July 16, 2008 and close on August 11, 2008 at midnight. I would like to wish the best of luck to our candidates for International Director and Secretary-Treasurer and thank them for their continued commitment and



Jennifer Rosales,  
President

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## District 6 Candidate Statements

### CANDIDATE FOR PRESIDENT

**Monica M. Suter, PE, PTOE (M)**

**City of Santa Ana, California**

I am honored to have served as your Vice President this year and to be nominated for President. I first joined ITE at Michigan State University more than twenty years ago and value the variety of experience gained in both the public and private sectors since then. I currently manage a traffic engineering team for the City. I have presented and published several District and International papers.



As a board, we've made important progress toward my "Vision and Goals." For example, significant growth in the District's Student Endowment Fund has occurred which will help support future student initiatives. Additionally, to give something back to our members, we reduced registration costs for Portland's July 2007 Annual Meeting and the Local Arrangements Committee provided an excellent, cost-effective meeting. This year's District meeting in August will be held in Anaheim, California with ITE International. We look forward to seeing you all there to expand your transportation network, worldwide, and along with your fellow Western District members!

If each of us sets the goal to speak to young students at least once a year, we will have more talent to hire from in the future! And, for those employers who support their experienced and younger employees' involvement in professional organizations such as ITE, transportation employees know who you are and recognize that your organization is on the cutting edge!

#### VISION & GOALS

- Improve ITE value/cost benefit
- Continue District fiscal responsibility
- Effective communication
- Enhance profession's image
- Promote Webinars and Council participation
- Encourage quality programs/ Workforce Development
- Recruit and develop students
- Mentor professionals

#### ELECTED LEADERSHIP & SERVICE

*ITE Southern California Section, 2000-03:* Secretary-Treasurer, Vice President, President. Received District 6/International Best Section Awards. Awarded Section's Young Transportation Engineer, 2001.

*Orange Co. Traffic Engineering Council, 1998-00:* President, Secretary-Newsletter Editor, Treasurer.

#### ITE COMMITTEES & COUNCILS

International  
ITE Public Agency Council: Vice Chair, 2006 - 2008 and Award Committee Evaluator, 2005-06

District 6:

- Young Professional Achievement Award Evaluator, 2005
- James H. Kell Student Competition Judge, 2004
- Student Chapter Reports/Papers Award Evaluator, 2004
- Lifetime and Individual Achievement Award Evaluator, 2003

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## District 6 Candidate Statements

# CANDIDATE FOR VICE PRESIDENT

## Michael Sanderson, PE, PTOE

### Engineering Inc., Billings, Montana

I have been privileged to serve as District 6 Secretary-Treasurer this past year. During the year, I have learned the details of the District's operations and finances, and I've worked with the other officers, international directors and all of the District's dedicated committee chairs to serve the members of ITE and to help achieve our common goals. Now I'm honored to be nominated as Vice President and would appreciate your vote.



In addition to my year as District 6 Secretary-Treasurer, I have served ITE in many roles in the past and each has added to the perspective I bring to my role as a District leader. From the Montana Chapter, to the Intermountain Section, to Local Arrangements Committee Chairman for the 2005 District 6 Annual Meeting and Professional Advisor for the Montana State University student chapter, I have gained valuable insights to the issues of the Institute.

My campaign last year focused on the goals listed below. These are still consistent with the direction of the District and work remains to be done in each of these areas:

**Serve our current members first.** As we tackle new goals we must always consider the value of services we are providing our current members.

**Raise \$500,000 for the student initiatives endowment.** This past year I served on the District's Endowment Fund Committee to help achieve this ambitious and important goal.

**Increase membership.** Many professional organizations, including ITE, are struggling to maintain membership. We must develop new and creative ways to attract members.

**Elevate the public image of transportation professionals.** Traffic engineers and transportation planners are not always recognized by the public for their significant contributions. Starting as early as elementary school, we must work to create a positive "brand" for our profession.

*(Continued from page 1)*

### PROFESSIONAL ACTIVITIES

National Committee on Uniform Traffic Control Devices - Signals Technical Committee Voting Member, 2007-current.

Co-Instructor for "MUTCD Update Course", UC Berkeley, Tech-Transfer Extension Courses, 2006-current.

I respectfully request your vote! Suggestions welcomed:

[msuter@santa-ana.org](mailto:msuter@santa-ana.org)

**Maintain ITE's family-friendly meetings and reduce registration fees.** Our family-friendly meetings distinguish ITE from other organizations. As a board we have worked hard to keep registration fees and hotel costs affordable.

### ITE Experience

District 6 2005 Annual Meeting Local Arrangements Committee (Kalispell) - Chairman  
Intermountain Section Officer, 2003-2007 (President, 2006-2007)  
Montana Chapter Officer, 1997-2000 (President, 1999-2000)  
Montana State University Student Chapter, Professional Advisor, 2001-present  
ITE Transportation Planning Council  
ITE Transportation Consultants Council, Executive Committee

### Education

MBA, University of Montana  
MSCE, Montana State University  
BSCE, Montana State University

### Registrations/Certifications/Recognitions

PE – Montana and Wyoming  
PTOE, since 2002  
District 6 Individual Achievement Award (2006)  
MSU Engineering Advisory Council

## District 6 Candidate Statements

### CANDIDATE FOR SECRETARY-TREASURER

**Edgar Perez, P.E. (F)**

**Parsons Transportation Group,  
San Diego, California**

As Secretary-Treasurer for the Western District, I pledge to dedicate the necessary time to continuing making ITE the professional organization of choice for existing and new members. I've been a member of ITE for 20 years and have served in many capacities at the local level including: Newsletter Chair, Student Scholarship Chair, Student Chapter Liaison, Secretary, Treasurer, Vice-President, President and currently serving as Past President of the San Diego Section and as Student Endowment Fund Liaison. I've enjoyed serving ITE and have actively participated with the local sections where my employment assignments have taken me including the following Sections: Salt Lake City, Utah; Riverside/San Bernardino, Southern California and San Diego Sections.



Membership in the San Diego Section increased by 56% in 2007 under my leadership including a revitalized Student Chapter at San Diego State University and Instituto Tecnológico de Tijuana. The San Diego Section was also able to commit to making significant contributions to the District's Student Endowment Fund.

I'm currently a Senior Project Manager/Traffic Engineering Area Manager with Parsons and serve the five southern California offices.

As a family man, I enjoy the full support of my wife and kids to take on the duties and responsibilities pertaining to this position.

The following are endorsements provided by fellow ITE members:

"Edgar has shown a strong commitment to ITE for both the San Diego Section and as advisor to the San Diego State University Student Chapter. He will bring great energy and insight to the District 6 Board." *Rock Miller, Former ITE International Director and District 6 President*

"I support Edgar Perez for District 6 Secretary-Treasurer; I think he will do a great job as a District leader." *Ed Kline, Retired*

"Edgar's long term involvement with ITE and commitment to our students has well prepared him to become District 6 Secretary-Treasurer." *Timothy P. Harpst, Former ITE International Director and District 6 President*

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### CANDIDATE FOR SECRETARY-TREASURER

**Larry Wymer, T.E., P.E. (FL),  
PTOE (M)**

**Gene E. Thorne & Associates, Inc.,  
Cameron Park, California**

I am deeply honored to be a candidate for Secretary-Treasurer for District 6. If elected, I recognize that I would be following in the footsteps, and standing on the shoulders, of some phenomenal officers both past and present. If you give me the opportunity, I assure you that I will work with enthusiasm and dedication to continue and expand upon the efforts and accomplishments of these past officers to maintain our District's reputation of unsurpassed excellence.

The following are the visions and goals I would pursue to promote and grow our profession, provide current and future ITE members with opportunities for professional growth, and cultivate the next generation of engineers, all within an atmosphere of friendship and fun.

#### Visions and Goals

- Increase Communication and Coordination with Officers at Local Sections/Chapters and Student Chapters through focused one-on-one attention.
- Promote our Profession with Young People and University Students which are entering a changing world and profession due to globalization and the retirement of the baby boom generation.
- Use Youth-Oriented Web Based Communications to Improve Participation by Younger Members.
- Support and Expand Student Chapters and Student Initiatives.
- Successfully Raise \$500,000 for Student Endowment Fund.
- Increase Membership, especially within the public sector via Affiliated Governmental Agency Memberships.
- District Meetings which are Technically Enriching, Family Friendly, Fun, and Affordable, especially for students and younger attendees.
- Promote and Expand Continuing Education Programs.



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## District 6 Candidate Statements

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"I'm supporting Edgar Perez for District 6 Secretary-Treasurer. I have known Edgar for many years and I know he will do a fine job for us as a leader for District 6." *Patti Boekamp, Former ITE International Director and District 6 President*

"Edgar's dedication to ITE is evident in his continued contributions and involvement." *Pat Noyes, ITE Coordinating Council Vice-Chair, Former ITE International Director and District 6 President*

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### ITE Experience

I joined ITE as a Student Member at the University of Texas at Arlington in 1988 while serving as ASCE Student Chapter President, and helped lay the groundwork for the founding of that school's ITE Student Chapter. I have been a transportation professional and District 6 member since 1989. I have served as the Northern California Section's Student/Career Guidance Chair (1997-2000), Technical Chair (1999-2000), Membership Chair (2004-present), Treasurer (2004-05), Secretary (2005-06), Vice President (2006-07), and President (2007-08). As President, I created Committees and Chairs for Social Activities and Continuing Education; established (and served in) the position of Section Archivist; and worked to help fund the District's Student Endowment Fund through donations, promotions, and serving on the Student Endowment Fund Grass Roots Committee.

I respectfully ask for your vote, as well as your suggestions and comments. Please feel free to contact me at (530)350-4543 or [larry@thornecivil.com](mailto:larry@thornecivil.com)

## President's Message

(Continued from page 1)

participation in the District. Again, I want to encourage all of you to get to know the candidates and please vote!

The ITE Annual meeting in Anaheim is quickly approaching, and the Western District is having a joint meeting with International this year. The 2008 District Annual Meeting (joint with International) is in Anaheim from August 17-20, 2008. You should have received the preliminary program from ITE International in the mail. A few highlights that I would like to share:

- The Western District registration is a package and includes the full registration plus the Western District sit-down lunch programs (Western District Annual Business Meeting and Western States Luncheon) and Traffic Bowl with appetizers and live entertainment.
- Students competing in the Kell Competition will receive complimentary passes to the Traffic Bowl event and ESPN Zone student night event. If you are a student attending the Annual meeting, then I want to encourage you to compete in the District's Kell Competition.
- "What's New in the West" technical sessions will be advertised and signed for a couple of sessions on Wednesday during the meeting.

The District Endowment Fund committee, chaired by Cathy Leong, has been busy fundraising and preparing for the

Annual Meeting. The Endowment Fund committee will be selling ITE logo shirts, ITE logo bears, and ITE tattoos at the Annual Meeting front booth to raise funds for the Endowment Fund. An Endowment Fund website with online donation abilities will be launched soon. Again, I want to thank the membership, individuals, Sections and Chapters, and corporate sponsors for your generous donations to the District Endowment Fund which is growing.

As I mentioned in my last couple of messages, its one of my top priorities to reach out to young professionals and potential new members. I have set up an ITE Group on Facebook to reach out to young professionals and students and encourage any interested member to join. Also, you will see an email soon describing a new Employer Recognition Award which has been developed by the District Career Guidance Committee Chair, to recognize employers for support of young professional involvement in ITE Activities (young professional defined as an ITE member, 35 years of age or younger).

I want to thank Craig Grandstrom for serving the District as the Career Guidance Chair. As Career Guidance Chair, Craig grew the mentorship program which doubled in size. He continued leading the young professional award selection process and developing new recognition programs. Craig's term for the Career Guidance chair will be ending soon, so please let me know if you are interested in the opportunity to participate in District leadership activities as

the Career Guidance chair.

As President, I have been traveling to several Section and Chapter meetings. Many thanks to the Arizona Section for hosting me in Phoenix in April. The Arizona Section has pledged to donate annually to the District's Student Endowment – thank you. During the meeting, I had the opportunity to give a brief presentation on District activities and present a technical presentation on road diets.

In April, I had the opportunity to attend the ITE Quad meeting in Victoria, Canada. The "Quad" consists of the Washington Section, Oregon Section, and two Canadian Sections (Vancouver and Vancouver Island). The theme of the conference was "Bridging the Gap" and was a joint meeting with the Canadian ITE Annual meeting. The meeting included a comprehensive technical program and tours and great networking opportunities between ITE members of the sections.

I am looking forward to seeing everyone in Anaheim in August!

## District 6 Candidate Statements

### CANDIDATE FOR INTERNATIONAL DIRECTOR

**Ken Ackeret, PE, Ph.D., PTOE  
(F)  
Kimley Horn and Associates,  
Las Vegas, Nevada**

When it's time to cast your vote remember Ken Ackeret, your past District 6 President, is a proven and committed leader of ITE. Ken's strong commitment to ITE has been shown through his recognition of volunteers, and his support of our educational programs and services. As District President, Ken declared the "Year of the Volunteer." Throughout his Presidential year, which ended in Hawaii, Ken traveled the District presenting Presidential Proclamations to honor ITE volunteers. Since 1999, he has served on the District 6 Board and has been an active leader behind the scenes and in the forefront of the District.



Ken will dedicate the time and energy necessary to represent our District 6 Membership's best interests on the International Board of Direction. He pledges to carry forward the collective voice of our members. Ken will work hard to ensure that existing and future ITE members grow professionally, with fun and friendship.

*Ken is committed to:*

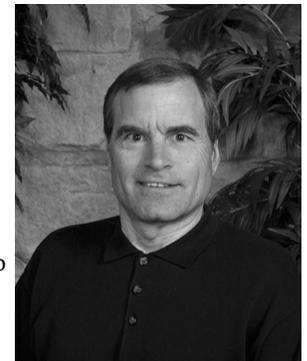
- Seek Membership input on key issues affecting transportation professionals and ITE
- Support and expand the student initiatives and membership educational programs
- Keep annual meetings affordable (especially for students), educational, and family-oriented
- Continue to actively support the PTOE, PTP, TOPS, and TSOS certification programs

*Thank you for your support!*

### CANDIDATE FOR INTERNATIONAL DIRECTOR

**Alex J. Ariniello  
LSC Transportation Consultants,  
Denver, Colorado**

It is an honor to be selected as a candidate for the position of International Director for District 6. As the largest of ITE's Districts, District 6 has historically provided outstanding technical programs and an award winning newsletter. I hope to maintain the District's excellence in these areas. I will also continue the District's student initiatives and hope to expand the involvement of students in the District's activities as well as at the International Board level.



My ITE Colorado-Wyoming Section Experience

- Continuing Education Committee, 1995-98
- Roundabout Conference Co-Chair, 1998
- Scholarship Committee Chair 1998-1999
- Secretary-Treasurer, 1999-00
- Vice-President, 2000-01
- President, 2001-02
- Local Activities Committee for 2009 District 6 Meeting
- Lifetime Achievement Award (2007)

My Professional Experience

- 12 years with LSC Transportation Consultants, a 35 employee traffic engineering firm
- Manager, Denver office, 2000 to present
- 17 years with Boulder County, CO as Transportation Engineer, County Engineer and Public Works Director
- BSE and MSCE degrees from Princeton University
- PTOE and PE in several states

My other Civic and Leadership Activities

- Lafayette City Councilman, 1989-1999 (City of 15,000)
- Denver Regional Council of Governments Board Member
- President, Colorado Association of Road Supervisors and Engineers
- National Association of County Engineers Board Member
- President, Colorado University Parents Association Board

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# International Candidate Statements

## CANDIDATE FOR INTERNATIONAL VICE PRESIDENT

**Paul Eng-Wong, PE, (F)**  
**Eng-Wong, Taub & Associates, PA,**  
**New York, New York**



*You, Me & ITE: Working Together*

I am honored and humbled to be a candidate for International Vice President. ITE represents the highest standards of professional development and technical advancement in the transportation engineering profession and continues to bring tremendous value to its membership, industry and the traveling public.

Professional enrichment through active and meaningful member participation is the centerpiece of my vision for ITE. The organization must serve as a conduit

between individual spirit and collective resolve if ITE is to continue playing a central role in elevating our profession. My vision includes these key areas:

**Professional Development** – The heart of ITE is its membership, and nurturing the careers of transportation professionals requires effective programs for leadership development. We need to have the membership's pulse at our fingertips; understanding your needs and interests should help guide everything that we do. I will strive to communicate with you and continue to invest in our future.

**Technical Advancement** – ITE must remain at the forefront of technical expertise to satisfy the needs and demands of transportation systems that are constantly growing in magnitude and complexity. We have an opportunity to bring the best and brightest minds to bear on a wide-array of technical challenges, and I will promote ITE as the premier resource for technical excellence and technological innovation in the transportation industry.

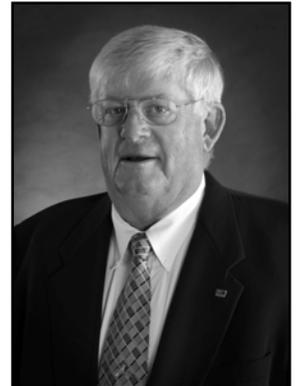
**International Partnership** – As a worldwide organization, ITE should persist in its commitment to increase collaboration with the international community. I will encourage an exchange of ideas, technology and research that can be developed globally and applied locally.

These areas of emphasis have something very important in common; they rely on the participation, enthusiasm and commitment of an active membership. Both member and employer involvement in shaping the future direction of ITE is integral to its growth and success.

I have always believed that ITE is both a resource and a responsibility, and I have seen first-hand the benefits of investing my time in all that the organization has to offer. Every time I give to ITE, I get back so much more in return. With you, me and ITE working together, we can ensure that ITE continues to be the organization of choice for the transportation profession.

## CANDIDATE FOR INTERNATIONAL VICE PRESIDENT

**Eugene M. Wilson,**  
**P.E., PTOE, (H)**  
**Wilson and Associates,**  
**Laramie, Wyoming**



*Strengthening the ITE Team*

ITE is an outstanding professional society—it would be an honor to serve as your International Vice President.

### OBJECTIVES AND PRIORITIES

- Strengthen ITE by helping to solve critical professional and societal core issues.
- Strengthen ITE by working together as a community of transportation professionals.
- Strengthen ITE's global network of members.
- Strengthen ITE member communications and educational training

### SELECTED SERVICE TO ITE AND THE PROFESSION

- International Board of Direction, Technical Council Representative, 1991–1994
- ITE's representative to the Transportation Professional Certification Board Inc. (TPCB), 1998–2007
- Technical Council, 1982–1994, Chair, 1991–1994
- Transportation Safety Council, Executive Committee, 1997–2007, Emeritus Member, 2007
- Assistant Editor, *Traffic Control Devices Handbook*, ITE, 2001

### AWARDS AND RECOGNITION

- ITE 2006 Theodore M. Matson Memorial Award
- 2006 Wyoming Eminent Engineer
- ITE 2004 Edmund R. Ricker Traffic Safety Award
- 59th Honorary Member of ITE, 1999
- ITE 1997 Burton W. Marsh Award
- ITE Colorado/Wyoming Section's Lifetime Achievement Award, 1996
- National Association of Local Technical Assistance Programs representative to the WIN
- ARTBA 1994 S. S. Steinberg Outstanding Educator Award

### PROFESSIONAL EXPERIENCE

- Active in ITE for nearly 40 years, I have a broad base of experience.

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## Oregon's Distance-based Road User Fee System: Meeting Road Revenue for the 21<sup>st</sup> Century

Peering with a worried eye into a future comprised of lighter, more fuel efficient motor vehicles, the 2001 Oregon Legislative Assembly created the Road User Fee Task Force with the mandate to find an alternative to the state's gas tax dominated road revenue system. The next year the task force selected the *per-mile charge* (a.k.a. mileage fee or VMT fee) as the central feature of a new road funding system.<sup>1</sup>

Many tax and fee systems offer subsidies for one set of taxpayers over another. The Road User Fee Task Force held a different view. The task force determined the new system should be founded on a "user pays" basis so that, in effect, the amount each user pays directly relates to the burden each user places on the road system. The amount each user paid, therefore, would be a fee-for-service instead of a general tax not connected to use.

Based on policies adopted by the task force, ODOT structured the Oregon mileage fee system to adhere to good tax policies and meet all the necessary requirements for a new revenue system. Key to the new system would be the creation of a direct nexus to road use that is essential to establish a stable funding source.<sup>2</sup>

### Oregon's Mileage Fee System

At the heart of Oregon's mileage fee system is the ability to create zones to apply associated fee rates. The simplest per-mile charge structure would have two zones: an in-state zone and an out-of-state zone. The state legislature would establish a fee rate for the in-state zone. The fee rate for the out-of-state zone would be zero. The system would also have the ability to create other zones for other purposes such as local option charges or peak period charges under various congestion pricing strategies. Without the electronic creation of zones, a per-mile charge system would be imprecise and inflexible because adding other charges, such as for local option or congestion pricing could not be easily adapted.

The most cost effective and flexible way to create zones is through electronic identification of geographic boundaries by latitude and longitude markers within a mileage counting computing device embedded within each vehicle. Under the Oregon system, an on-board unit (OBU) uses a receiver of signals from the US global positioning system (GPS) to create pre-defined zones to enable the OBU to locate itself while the vehicle is operating. The

OBU uses the odometer to count the vehicle miles traveled each zone.

Collection of data under the Oregon system occurs while a vehicle is refueling. An electronic reader at the fueling station wirelessly reads the mileage fee data from the OBU. The fueling station electronically transfers this data to an ODOT central computer to enable the department to apply the fee rates to the number of miles in each zone. Once the fueling station receives the per-mile charges from ODOT, the fueling station charges the mileage fee along with price for the fuel purchased and the state gas tax is deducted. Through an electronic payment methodology, the fueling station remits to the state only the differential between the total mileage fees paid by the motorist and the associated amount of pre-paid gas tax the fueling station reimbursed the fuel distributor. Motorists equipped with the mileage fee collection technology would pay only for mileage driven in Oregon. Motorists driving vehicles without the necessary technology would continue to pay the state fuel tax. No motorist would pay both.

The most positive feature of the Oregon mileage fee system is the simplicity it provides for the motorist. The motorist pays the mileage fee in the same manner the motorist paid the fuel tax.<sup>3</sup>

### Phasing In

The mileage fee collection system would most likely be phased-in over many years with many motorists continuing to pay the gas tax while others pay the mileage charge. Retrofitting of older vehicles is simply too expensive and difficult to warrant applying the electronically collected mileage fee to the entire motoring public at once. The new system would likely apply only to fully equipped vehicles, probably with the equipment manufactured into the vehicle or added prior to first sale.

Phasing in the new system would require accommodation of payers of both the mileage fee and the gas tax at least for the full transition period. The gas tax system may be retained even beyond full transition to ensure road revenue payments by out-of-state motorists when fueling in Oregon.

At some point it may make sense from a policy perspective to retrofit the tail end of the older vehicles in the fleet. For example, retrofitting prior to the full natural turn over of the vehicle fleet would allow full

implementation of congestion pricing solely under the mileage fee electronic platform, with all the flexibility that entails.<sup>4</sup>

### Cost

Creating a low cost system was one of ODOT's central goals in developing the Oregon system. ODOT developed the collection at the fuel pump method to avoid massive capital and operational costs associated with centralized mileage fee collection.<sup>5</sup>

The Oregon mileage fee system could be implemented and operated statewide affordably. The estimated \$33 million in capital costs for statewide implementation of the Oregon system could be bonded over a 20-year period and result in less than a two percent increase in the mileage fee rate.<sup>6</sup> Operations costs, essentially an auditing function, would be low—around \$2 to 3 million per year—about the same as for the gas tax. Commercialized mass-produced on-vehicle devices—costing well under \$100—can be embedded into the purchase price of new passenger vehicles.

### Privacy Protection

The Oregon mileage fee system provides the highest protection of privacy available while still providing a way to identify tax cheats and allow a method for the fee paying motorist to challenge a billing. While the Oregon mileage fee system involves the use of a GPS receiver to delineate zones, ODOT designed this use *not* to send an identifying signal out from the on-vehicle device to mark real time travel. Thus, no one would have the ability to track a vehicle's movements while it was underway or parked. ODOT also designed the on-vehicle device not to retain any travel history. No one, therefore, with a search warrant or court order could obtain that travel history because no travel history exists.

The only compromise to privacy under the Oregon mileage fee system involves secured short distance transfer of certain mileage fee related data at the time of fueling. In this manner, ODOT obtains only the identification of the vehicle, the gasoline amount purchased and mileage totals in each zone during refueling. There are ways to design a mileage fee collection system at the pump without providing any of this data but severe compromises to ODOT's ability to enforce fee payment would have to be made.

## Oregon's Distance-based Road User Fee System: Meeting Road Revenue for the 21<sup>st</sup> Century

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Still, a legislative body could make this choice.<sup>7</sup>

### All-electric Vehicles

While the Oregon system solves per-mile charge collection issues for motorists operating liquid fuel vehicles—about 99.99 percent of the current passenger vehicle fleet—payment at the pump cannot occur for vehicles not refueling at a fuel pump such as all-electric vehicles. While even plug-in hybrid electric and fuel cell vehicles have to fuel up every so often, the short-range all-electric vehicle may over a few years become a common alternative for commuting in urban areas. The all-electric vehicle—though low in numbers today<sup>8</sup>—may dramatically increase in numbers over the next decade.

Although the Oregon mileage fee collection-at-the-fuel-pump system does not accommodate all-electric vehicles, the OBUs used for the Oregon system could easily be employed for all-electric vehicles. Data transfer would occur at re-registration of the vehicle and added to the registration fee collected by DMV. This system would be

quite simple to implement but somewhat unsatisfactory in that mileage fee payment would not be current and regular. Thus, once the number of all-electric vehicles hits critical mass—perhaps about one percent of total vehicles—a more efficient and regular payment system would have to be developed.

### Summary

ODOT designed and tested the Oregon mileage fee system as a cost efficient and administratively simple way to provide a distance based user fee payment system for motorists. ODOT also designed the new system to be simple for the motorists because payment occurs at the same place and in the same manner as the fuel tax. Attributable to remarkable flexibility, the mileage fee rate can be structured not only to accommodate congestion pricing and local option but also to address other externalities a policy making body desires to address. ODOT's one-year test of the concept in the Road User Fee Pilot Program yielded the result—*concept proven*.<sup>9</sup>

1 James M. Whitty, Road User Fee Task Force Report to the 72<sup>nd</sup> Oregon Legislative Assembly,

March 2003

2 James M. Whitty, Oregon's Mileage Fee concept and Road User Fee Pilot Program: Final Report, November 2007, p 4

3 Ibid., pp 8-9

4 Ibid., pp 9-10

5 Whitty (2003), p 31, W-Z

6 Whitty (2007), p 11

7 Ibid., p 10

8 For 2007, DMV reports registration of 96 all-electric vehicles in Oregon, up from 87 the year before.

9 Whitty (2007), p v

### About the Author:

James M. Whitty is the Manager of the Office of Innovative Partnerships and Alternative Funding of the Oregon Department of Transportation.

## District 6 Candidate Statements

(Alex J. Ariniello, Continued from page 5)

I will bring the same energy and enthusiasm that I have shown in these other positions to the District 6 Executive Board and the International Board. I have practiced in the field of transportation for over thirty years in the public, academic and private sectors. I am committed to advancing the profession through my work in the field, through my involvement in ITE and through mentoring of younger members. I look forward to the opportunity to continue my service to ITE as one of District 6's International Directors.

## International Candidate Statements

(Eugene M. Wilson, Continued from page 6)

- As a University of Wyoming Professor Emeritus, I have been privileged to prepare young engineers for a career in transportation.
- I have worked for DOTs providing research, traffic engineering and transportation planning expertise.
- Past activities with ASCE, ARTBA, NACE, APWA, TRB, NLTAPA, NCHRP and the MUTCD National Advisory Committee.

## Joint International and District 6 Meeting in Anaheim

On behalf of the Local Arrangements Committee, I would like to invite All of you to our Joint ITE International and District 6 (Western District) Annual Meeting, August 17- 20 at Anaheim, California. Along with the Magic of Disneyland, Sunny Beaches, Championship Golf Courses, Endless Shopping, and Hollywood just a few miles way, you will find our technical program to be very informative and relevant.

By now you should have received the preliminary program and the registration package within your last ITE journal issue. The Anaheim Meeting is a Joint meeting and will be a little different format from our usual District 6 Annual meetings. To start off, we are expecting over 2000 transportation professionals from all 50 states and many foreign countries to attend this Annual Meeting and Exhibit. Technical sessions are divided into six tracks, offering 53 technical sessions. The tracks are Traffic Engineering and Design, Safety, Planning, Management and Operations, Discussion Sessions and Professional Development Seminars.



District 6 will be conducting a meeting "within the meeting" that is similar to what we have done in the last several joint meetings. This District meeting has normally required a substantial additional registration fee to cover banquet and organizational expenses to the District. Unlike recent past ITE International Annual Meetings, the International Board of Direction has voted to provide for payment of banquet lunches for Monday and Tuesday at planned District 6 events with your full International Annual Meeting registration fees. This action has provided the District with an opportunity to provide for our traditional events at lower costs and at times that are not in conflict with International meeting

activities.

If you would like to participate with the District 6 events there will be a \$50 additional registration fee which will enable you to participate in the various District 6 activities including two banquet luncheons, an expanded Traffic Bowl that will include food and live entertainment. Details of the District 6 line-up are as follows:

On Sunday, August 17, 1:00 p.m.-6:00 p.m., students from District 6 will be participating in James H. Kell Student Competition. Students participating in this event will receive a ticket to attend Traffic Bowl for free and will also be invited to a student reception that Night sponsored by Fehr & Peers. I would like to thank Pat Gibson and Fehr & Peers for sponsoring all of the District 6 students for the Traffic Bowl and the private student reception. The Kell competition is open to any student attending a college or university in the Western District of ITE who is currently an ITE student member or student chapter member. The team with the best score will win \$1,000. The judging and skill portion of the competition will begin at 4:30 p.m.. Also on Sunday, the District Board will hold their semiannual Board Meeting beginning at 8:30 AM to discuss activities, planning, and

directions for the District in the next few years. This meeting is open to any member who may be interested in observing or contributing to the business of the District.

Monday, August 18, 12:30 p.m.-2:00 p.m., will feature our Western District Annual Business Meeting and Luncheon. This luncheon meeting provides an opportunity to hear from International and Western District officers and reports on the various committee's activities and plans. The secretary/treasurer reports on the finances of the district and proposes the next fiscal year budget for approval by the membership. The Tellers Committee will also report the Western District election results.



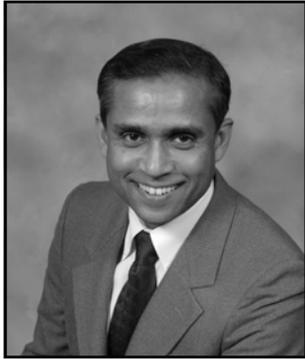
Our Traffic Bowl will be held on Monday, August 18, 6:30 p.m.-10:30 p.m. This year our Master of Ceremonies is Julia Townsend. You will be entertained by your peers at the Traffic Bowl, a Jeopardy!-like format that pits nine (mostly) Western District Section teams against one another in a test of their knowledge of transportation engineering, planning and trivial pursuit. The five-person teams may be augmented with up to two international members. The top three teams will receive scholarships for their student chapters. The perpetual traveling Western District Traffic Bowl trophy will be awarded to the winners. We will also have plenty of food and live entertainment.

Finally our Western States Luncheon will be held on Tuesday, August 19, 12:30 p.m.-2:00 p.m. The Western States Luncheon acknowledges the contributions of the many District, section and chapter officers, committees, Western ITE leadership and others who have served the District membership. The District president recognizes the contributions of Western District award winners. New Western District officers will be installed at the conclusion of this luncheon.

This all basically means that for a supplemental \$50 fee, District 6 (Western District) Members will be able to share two luncheons and an expanded Traffic Bowl event that will include Dinner and Monday evening entertainment.

We still have some key sponsorship opportunities available to help make this event more special. Please contact Janna McKhann at nextech@cox.net if you would like to participate in sponsorship opportunities.

## Thanks to Our Anaheim LAC



Zaki Mustafa,  
LAC Chairman



Rock Miller,  
Vice Chairman



John Lower,  
Technical Coordinator



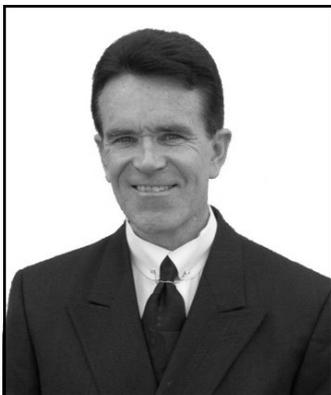
Janna McKann,  
Sponsorship Coordinator



John Thai,  
Traffic Bowl



Ruth Smith,  
Volunteers Coordinator



John Fisher,  
ITE Journal Contributor

### Editor's Note Regarding The Adobe Tower

Please note that this is article number six, which was printed out of order. Articles seven and eight have already been printed in Westernite.



## Firsts in '44

In January 1944, anticipating a successful end to World War II, President Franklin Roosevelt sent Congress the *Interregional Highways* report that had been completed three years earlier. Developing the recommended 39,000-mile national road network would stimulate the economy, create jobs, and facilitate coast-to-coast and border-to-border transportation.

Congress considered the proposal for nearly a year, finally incorporating many of the report's recommendations in the Federal-Aid Highway Act of 1944. The Act, which Roosevelt signed on December 20, was remarkable in several ways.

Since implementing the Federal Highway Act of 1921, the feds had been funding half the cost of building a system of non-urban roads that could be used for interstate travel. Each state designated up to 3 percent of its primary roads and up to 4 percent of its secondary roads to receive these funds. The 1944 Act revised and expanded this concept. Now, the 7 percent of state-selected roads were combined into the new designation of Federal-Aid Primary routes. Of the \$500 million authorized over a three-year period, Congress earmarked \$225 million for these Primary routes.

The 1944 Act created a second designation, the Federal-Aid Secondary system, consisting of farm-to-market roads and feeder roads such as rural mail routes and school bus routes. These routes would receive 30 percent of the federal assistance (\$150 million). Selection and prioritization of these Secondary roads was the responsibility of counties, drawing them for the first time into the federal-state highway partnership. States responded in various ways. Some merely consulted with their counties to select routes, with the state highway departments doing the planning and construction of the routes. Others delegated the planning, design, and construction of selected roads to the counties, with the state highway department performing a supervisory role.

The 1944 Act also authorized federal aid specifically for urban highways. It set aside \$125 million (25 percent of the three-year federal authorization) for extending Primary routes through cities with populations of at least 5,000. The three designations (Primary, Secondary, and Urban extensions) became known as the ABC programs. Besides creating three categories for federally subsidized highways, the 1944 Act also authorized,

for the first time, designation of a National System of Interstate Highways." No federal money was earmarked for this system; these highways were to be part of the Primary system. Up to 40,000 miles of Interstate highways were to be selected by the Public Roads Administration (PRA, an interim name for the Bureau of Public Roads) in cooperation with the state highway departments. The system was intended to provide direct routes among state capitols, major cities, important industrial centers, and significant connections to Canadian and Mexican roads. Specifically, the routes were to be selected according to the following weighted criteria: importance for national defense (30 percent), integration with the overall system (30 percent), population served (20 percent), and meeting the economic needs of industry and agriculture (20 percent).

Devising formulas was not unusual for Congress. They had resorted to a similar tactic in 1921 to reach a compromise among constituencies competing for federal aid for highways. After months of debate in 1944, Congress retained the existing apportionment formula for the new Primary roads. Each state would receive a portion of the total federal authorization based on three equally weighted factors: state population, land area, and postal route mileage. Apportionment for the Secondary system restricted the first factor to the state's *rural* population. For the Urban extensions, urban population was the only apportionment factor.

The 1944 Act incorporated and refined some national highway programs implemented during the 1930s as emergency measures directed more at creating jobs than developing a broad transportation policy. Federal funding for secondary feeder routes and for urban roads are two examples. Another is allowing the use of federal funds for up to one-third of the cost of acquiring right-of-way for federal-aid roads.

One important result of the 1944 report and the Federal-Aid Highway Act was the development of a landmark technique for urban transportation planning. In order to select the best routes for Urban Primary highways, planners had to understand city traffic patterns and needs on a broader scope than merely counting volumes on existing streets. To gather the necessary information, the PRA developed the home-interview origin-

destination survey. Household members were asked, for a given day, to describe not only the origins and destinations of every trip taken, but also each trip's purpose and the mode of transportation used. The survey procedure and analysis methods were detailed in the *Manual of Procedures for Home Interview Traffic Studies*, which the PRA published in 1944.

Once the 1944 legislation was finalized, the federal government promptly went to work with the states and major cities to enact its provisions. Progress on the Interstate system was slow because there was no financial incentive for states to focus resources on those routes. During the subsequent five years, nationwide vehicle registrations increased by 45 percent. Yet, even though the feds were willing to provide half the funds for ABC roads, the states struggled to contribute their matching portion. In fact, unspent federal funds accumulated to the point that Congress suspended the appropriations for 1949. By the time Congress decided in 1952 to designate funds specifically for the Interstate system, legislators saw no point in authorizing more than the token amount of \$25 million.

### The Adobe Tower



#### About the Authors:

Jerry Hall, a professor of Civil Engineering at the University of New Mexico, has served District 6 as president and international director.

Loretta Hall, a member of the Construction Writers Association, is a freelance writer concentrating on engineering and construction.

They can be contacted at [jerome@unm.edu](mailto:jerome@unm.edu) and [lorettahall@constructionwriters.org](mailto:lorettahall@constructionwriters.org), respectively.

This is the sixth in a series of articles tracing the development of the Interstate Highway System.

## On-Line Elections Coming

District 6 is again offering its members the convenience of on-line voting. Your on-line ballot will be accessible beginning Wednesday, July 16, 2008, and on-line voting will close Sunday, August 17, 2008 at midnight PDT.

If you are a voting member of ITE, you will receive an e-mail message from ElectionsOnLine with instructions on how to vote electronically. Login at [www.electionsonline.us/election](http://www.electionsonline.us/election) with your username and the password provided in the e-mail message from "election" with the subject of "Vote Now!" sent to you on Wednesday, July 16, 2008.

Members wishing to vote by paper ballot can request them via phone (406-656-5255), fax (406-656-0967), e-mail ([msanderson@enginc.com](mailto:msanderson@enginc.com)) or by regular mail to:

Michael P. Sanderson, PE, PTOE  
ITE District 6 Secretary-Treasurer  
c/o Engineering, Inc.  
1300 N. Transtech Way  
Billings, MT 59102

Paper ballot requests must be received no later than Monday, July 28, 2008, and completed ballots returned to the Secretary-Treasurer no later than Monday, August 11, 2008. Completed ballots may also be returned in person at the Annual Business Meeting on Monday, August 18th, 2008. If you need help voting electronically or have questions on the electronic ballot, please contact the District Administrator, Jenny Grote, at 602-262-7217 or [jenny.grote@phoenix.gov](mailto:jenny.grote@phoenix.gov).

## Western District Events

### James H. Kell Student Competition

Sunday, August 17, 1:00 p.m.-6:00 p.m.

The James H. Kell Award was established in 1994 to honor ITE District Fellow and Honorary Member James H. Kell. The competition is open to any student attending a college or university in the Western District of ITE who is currently an ITE student member or student chapter member.

Students who wish to participate must meet in the northeast section of the Marquis Ballroom at the Anaheim Marriott at 1:00 p.m. on Sunday, August 17, where they will be randomly divided into teams and given competition guidelines and instructions. Each team will receive the same parameters describing the traffic engineering competition. The team with the best score will win \$1,000. The judging and skill portion of the competition will begin at 4:30 p.m. Spectators are welcome.

Students participating in this event will receive a ticket to attend Traffic Bowl for free and will also be invited to a student reception that night sponsored by Fehr & Peers. Thanks to Pat Gibson and Fehr & Peers for sponsoring all of the District 6 students for the Traffic Bowl and the private student reception.

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# Positions Available

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DKS Associates is a premier transportation planning and traffic engineering firm. DKS Associates has been dedicated to providing high quality, innovative and economical transportation solutions for all modes of ground transportation for over 29 years.

**Summary:**

The Senior Associate Transportation Engineer will manage and lead various traffic design projects including those involving lighting, striping, traffic control, ITS, and signal timing. ITS elements will include fiber, signal interconnect, transit signal priority, CCTV, VMS and video detection. S/he will prepare and be responsible for the preparation of plans,

specifications and estimate (PS&E) packages for traffic signals and illuminations systems, ITS systems, signal interconnect, signing, and traffic control. S/he will develop and implement signal timing plans, and analyze traffic operations.

**Responsibilities:**

Develop designs for a variety of traffic-related improvements including traffic signals, lighting, striping, ITS elements, traffic control, and signal interconnect. Prepare PS&E packages for these improvements. Design-related duties will include preparation of design documents using AutoCAD software. Depending upon qualifications and years of experience, additional duties may include preparing proposals, marketing for new projects, and making client presentations.

**Qualifications:**

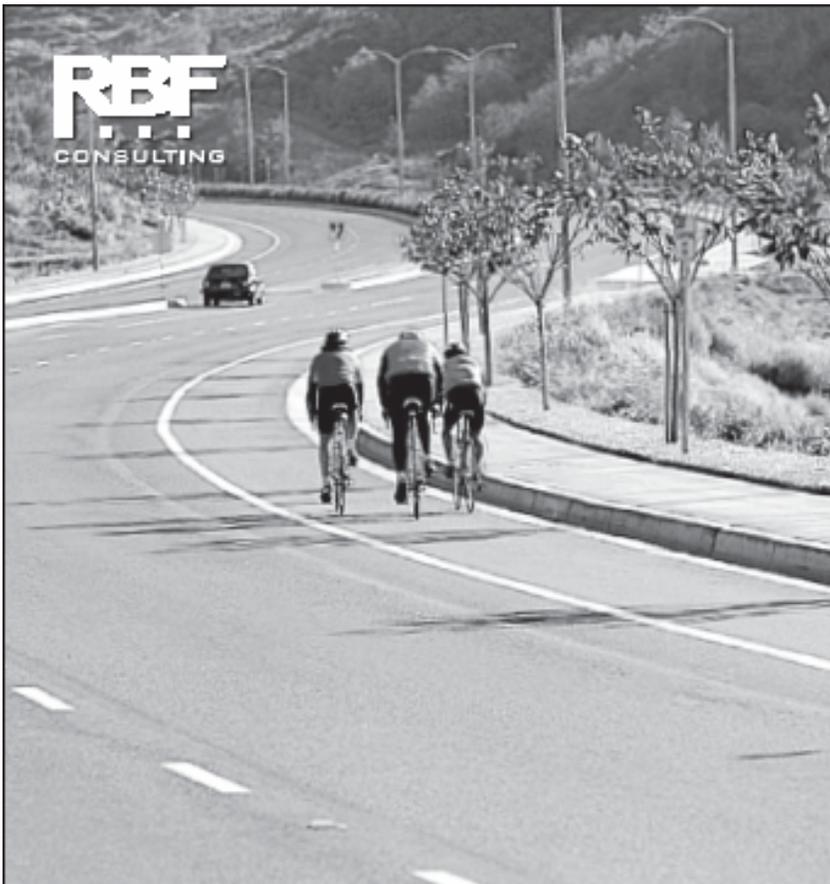
- Bachelors Degree in Civil Engineering
- 5-10 years experience in traffic design including signals, lighting, ITS, signing and striping

- Knowledge in AutoCAD
- Experience with client meetings, public meetings, proposals and project management
- Working knowledge of industry practices and regulations

Send resume to:  
[careers@dksassociates.com](mailto:careers@dksassociates.com)

### Positions Available Ads:

To place your ad, e-mail your ad to [nate\\_larson@urscorp.com](mailto:nate_larson@urscorp.com). The deadline is the 28th of the previous odd-numbered month. The cost is \$1.50 per word, with a minimum cost per ad of \$100.00. Ads are also posted on our web site at [www.westernite.org](http://www.westernite.org). More information is available on our Web site.



### Transportation Engineering/Public Works Project Managers – Irvine & Ontario, California

RBF is seeking two Project Managers to lead a team of engineers and design staff. This position will guide a team in the development of technical transportation design work associated with Caltrans freeway, highway and local roadway improvement projects. Position requires a BSCE, PE, and 7+ years of progressively responsible experience. A strong background in AutoCAD and/or Microstation is essential.

### Bridge Design Project Engineer - Irvine, California

RBF has an additional need for an experienced Project Engineer to work on newly awarded state highway design projects. Requirements include 5+ years experience, a career focus in bridge design and be experienced in bridge project development - initial studies (APS) to final PS&E for Caltrans reviewed projects. Position requires California PE and proficiency in preparation of design calculations, quantities, estimates and specifications.

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Parsons Brinckerhoff  
400 SW 6<sup>th</sup> Avenue, Suite 802  
Portland, OR 97204-1628  
(503) 478-2347  
(503) 274-1412  
rosales@pbworld.com

**Vice President**

Monica M. Suter, P.E., PTOE  
City of Santa Ana  
20 Civic Center Plaza, M-43  
Santa Ana, CA 92702  
(714) 647-5645  
(714) 647-5616 fax  
msuter@santa-ana.org

**Secretary-Treasurer**

Michael Sanderson, P.E., PTOE  
Engineering Inc.  
1300 North Transtech Way  
Billings, MT 59102  
(406) 656-5255  
(406) 656-0967 fax  
msanderson@enginc.com

**Past President**

Dalene J. Whitlock, P.E., PTOE  
Whitlock & Weinberger Transp.  
490 Mendocino Avenue, Suite 201  
Santa Rosa, CA 95401  
(707) 542-9500  
(707) 542-9590 fax  
dwhitlock@w-trans.com

**Managing Editors**

Douglas E. Smith, P.E., PTOE  
URS Corporation  
2020 E. First St., Ste. 400  
Santa Ana, CA 92705  
(714) 433-7666  
(714) 973-4087 fax  
Douglas\_smith@urscorp.com  
Michelle Bitner Smith, PTP  
westernite@cox.net

**District International Director**

Julia Townsend, P.E., PTOE  
KDAAnderson & Associates, Inc.  
3853 Taylor Road, Suite G  
Loomis, CA 95650  
(916) 660-1555  
(916) 660-1535  
juliatownsend@infostations.com

**District International Director**

Ransford S. McCourt, P.E., PTOE  
DKS Associates  
1400 SW Fifth Avenue, Suite 500  
Portland, OR 97201  
(503) 243-3500  
(503) 243-1934  
rsm@dksassociates.com

**District International Director**

Zaki Mustafa  
City of Los Angeles  
100 S. Main St., 10th Floor  
Los Angeles, CA 90012  
(213) 972-8436  
(213) 928-9611  
zaki.mustafa@lacity.org

**District Administrator**

Jenny Grote, P.E., PTOE  
City of Phoenix Street Transp. Dept.  
200 W. Washington St, 6<sup>th</sup> Floor  
Phoenix, AZ 85003-1611  
(602) 262-7597  
(602) 495-0336 fax  
jenny.grote@phoenix.gov

**International President**

Alfred A. Guebert, P.Eng., PTOE  
THS Associates  
M: 601—5920 1A Street SW  
Calgary, AB T2H oG3  
(403)258-1171  
(403) 258-1174 (fax)  
aguebert@tsh.ca

**International Vice President**

Kenneth H. Voigt, P.E.  
Ayres Associates  
17865 Elm Terrace Cir.  
Brookfield, WI 83045  
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khvoigt@sbcglobal.net



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**Advertising Manager**

Nate Larson, P.E., PTOE  
URS Corporation  
999 18th Street, Suite 900  
Denver, CO 80202  
(303) 299-7835  
(303) 293-8585 fax  
Nate\_larson@urscorp.com

**Webmaster**

Jon Pascal, P.E., PTOE  
The Transpo Group  
11730 118th Avenue NE  
Suite 600  
Kirkland, WA 98034-7120  
(425) 821-3665 x 230  
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JonP@thetranspogroup.com

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