STATE TRANSPORTATION IMPACT FEES IN VERMONT - WHAT TRANSPORTATION ENGINEERS SHOULD KNOW
Submitted By: Joseph F. Segale, P.E., PTP
Ron Shems, Esquire

A CASE STUDY IN ADVOCACY
Submitted By: Jason M. DeGray, P.E., PTOE
Dear NEITE Members:

It is hard to believe that 2014 is almost over, bringing to a close yet another successful year for the Section and its Chapters. We will be wrapping up the year at the Annual Meeting in Warwick, Rhode Island on Monday, December 1st. Please be sure to mark it on your calendars!

Section Updates
The Section is currently holding elections for the 2015 Executive Board. Check out the candidates on our website (www.neite.org) and be sure to cast your ballot! All of the candidates are dedicated to ITE and would be great additions to the Executive Board. I wish them all the best of luck in the election.

The New England Section and ITE International continue to determine the role that ITE should play in transportation policy and advocacy. The Executive Board recently voted to educate members on pending legislative matters rather than advocate. ITE International is developing guidelines on the matter, and the Section selected to wait for those to be finalized to determine next steps. In the meantime, what do you think? Read Jason DeGray’s opinion piece on Page 8 and join the conversation on our Facebook and/or LinkedIn page.

Thanks to all who joined us at the MAITE Annual Meeting in September in Waltham. The Executive Board was joined by the Northeastern District Executive Board. We appreciate their long travels and had two very productive board meetings. Congratulations to Mike A. Knodler, Jr., Ph.D. for a successful year as District Chairman. Also, at the September meeting, the Desjardins Memorial Scholarships were presented to Joel Shaffer, an undergraduate student at Northeastern University, and Cole Fitzpatrick, E.I.T., a graduate student at the University of Massachusetts Amherst. Congratulations to both! Thanks to the MAITE Chapter and Immediate Past President Dan Nelson, P.E. and President Ken Cram, P.E., PTOE for another successful meeting.

Lastly, I have to thank Samuel W. Gregorio, P.E. from TEC for his outstanding work as The New England Chronicle Editor. Sam was able to take the Chronicle to the next level working to obtain great articles and information within each issue. In his two years as editor, the New England Chronicle has been awarded ITE International’s District and Section Newsletter Award for newsletters circulated to more than 500 members. Congratulations to Sam and thanks again for a job well done.

Upcoming Events
Please join us at the Annual Meeting on December 1st in Warwick, Rhode Island. The organization Strong Towns will be conducting an all-day workshop titled ‘Transportation in the Next American City,’ which will focus on a more strategic approach to transportation that allows us to get more while spending less and living better! It is sure to be a great workshop and we encourage everyone to attend. Professionals who attend will earn PDH and AICP credits.

Closing
In closing, this year would not have been a success without our great membership and the Executive Board. I thank the Board for all their insights, opinions, and dedication. This year truly was a group effort. I wish Joe Hallisey, P.E. the best of luck as President next year. If you have any questions or suggestions, please contact me at mdanila@tooledesign.com or at 617.619.9910 x201.

Sincerely,
Michelle Danila, P.E., PTOE
New England Section President

A Message from the New England Section President

MICHELLE LANGONE DANILA, P.E., PTOE
Senior Engineer
Toole Design Group, LLC

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Sincerely,
Michelle Danila, P.E., PTOE
New England Section President

NEITE’s mission is to serve its members, the transportation profession, and the public by facilitating professional development and education, promoting the exchange of ideas, and enhancing the professional practice to provide safe efficient cost-effective and sustainable transportation solutions.
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Institute of Transportation Engineers:
http://www.ite.org

ITE Northeastern District:
http://www.northeasternite.org

ITE New England Section:
http://www.neite.org

ITE Upstate New York Section:
http://www.itenyupstate.org

ITE New York Metro Section:
http://ite-metsection.org

Young Professionals in Transportation - Boston Chapter
http://www.yptboston.org/

Boston Society of Civil Engineers:
http://www.bsces.org

American Society of Civil Engineers:
http://www.asce.org

ASCE New Hampshire Chapter:
http://www.ascenh.org

ASCE Vermont Chapter:
http://sections.asce.org/vermont

ASCE Maine Chapter:
http://www.maineasce.org/maine

ASCE Connecticut Chapter:
http://www.csse.org

ASCE Rhode Island Chapter:
http://riascce.org

Urban Land Institute:
http://www.uli.org

MA Association of Consultant Planners:
http://www.maconline.org

The American Planning Association Northern New England Chapter:
http://www.mnecpa.org

APA Massachusetts Chapter:
http://www.massapa.org

APA Connecticut Chapter:
http://www.ccopa.org

APA Rhode Island Chapter
http://www.rhodeislandapa.org


On the Back Cover: Windham Rail Trail Bridge over Route 111 By-Pass in Windham, New Hampshire. Photo Source: Samuel W. Gregorio, P.E.
The New England Chronicle Recognized with Newsletter Award

On Wednesday August 13, 2014, as part of the ITE International Annual Meeting and Exhibit in Seattle, Washington, the New England Chronicle newsletter was recognized as the recipient of the ITE District and Section Newsletter Award for the circulation category of greater than 500. New England Chronicle contributor and current UMass Amherst Doctoral Degree candidate Radhameris A. Gómez, M.S.C.E. accepted the award from ITE International President W. Hibbett Neel Jr., P.E. at the annual ITE Awards Luncheon.

This is the fourth occasion that the New England Chronicle newsletter has received the ITE District and Section Newsletter Award. The New England Chronicle received the award in back-to-back years, 2008 and 2009, under Editor Laura Castelli of Vanasse Hangen Brustlin, Inc., and has now received the award back-to-back in 2013 and 2014 under Editor Samuel W. Gregorio, P.E. of TEC, Inc.

The ITE District and Section Newsletter Award is awarded based on five evaluation criteria, including: overall appearance, efficient use of space and format, content, frequency, and quality of editing.

The staff of the New England Chronicle at TEC, Inc. would like to thank all of those who have contributed to the newsletter over the past calendar year. It takes many people to put together each issue, from article writing to newsletter assembly to keeping track of sponsors in the Professional Services Directory.

The Editor’s Minutes

SAMUEL WHITE GREGORIO, P.E.
Project Engineer
TEC, Inc.

Bringing Home the Hardware

For the second straight year, I am excited to announce the New England Chronicle newsletter was named as the recipient of the ITE District and Section Newsletter Award for the circulation category of 500 or more. As stated to the left, I would like to thank all those who contribute to the New England Chronicle on a quarterly basis over the past two years. I firmly believe that the continued success and readership of the New England Chronicle, and the outstanding work of our many contributors, will assist in making the editorial team and the many contributors work even harder as we enter 2015 and beyond.

Once again, the New England Chronicle was not the only entity to bring home some hardware at the ITE Annual Meeting in Washington, Toole Design Group, LLC, and the City of Boston, Massachusetts were recognized by ITE as the recipient of the ITE Pedestrian and Bicycle Council Best Project Award for their work on the Boston Complete Streets Design Guidelines publication. Nick Jackson, Senior Planner and Regional Office Manager at Toole Design Group, LLC, accepted the award in Seattle this past August.

Additionally, at the MAITE Annual Meeting this past September in Waltham, Massachusetts, the New England Section presented the two 2014 Thomas E. Desjardins Memorial Scholarships. This years recipients include: Joel Shaffer from Northeastern University and Cole D. Fitzpatrick, E.I.T. from the University of Massachusetts Amherst. A profile of the recipients is presented on Page 9 of this Chronicle issue.

Section Elections

It’s November and it’s the fourth issue of the New England Chronicle, which means it’s election season. As always, the Chronicle will profile the five candidates up for election in the New England Section this fall. This includes candidates for Vice-President: Jeffrey R. Gomes, MCPPO of Massachusetts and Alan T. Cloutier, P.E., PTOE of Massachusetts; and candidates for Junior Director: John Q. Adams, P.E., PTOE of Maine, Roger A. Krahn, P.E. of Connecticut, and David J. Debaie, P.E. of New Hampshire. Election information has been sent electronically to the New England Section membership based on the contact information on file with the Section. Information will also be provided on the New England Section website. Please remember to back-check your email junk/spam folder to make sure you receive your ballot.

Articles

In this quarterly issue, the New England Chronicle features an overview of state transportation impact fees in Vermont that were past in early 2014. Joseph F. Segale, P.E., PTP and Ron Shems Esquire share the detailed overview for both the characteristics and the implementation of the new regulations. In addition, New England Section Junior Director Jason M. DeGray, P.E., PTOE shares on opinion editorial on the state of advocacy within the New England Section and the Institute of Transportation Engineers at large. Reiterating what Michelle pointe out on Page 2, don’t be shy to share your opinion on the matter of advocacy through the New England Section Facebook and LinkedIn pages.

Contributions to the Section

As I have stated in previously issues, I would also like to take this opportunity to welcome all within the New England Section to contribute their experiences, opportunities, challenges, and innovative strategies to the New England Chronicle; to share knowledge within the many aspects of transportation engineering and planning.

I would again like to thank all contributors to the fourth and final issue of 2014. Behind the scenes, it takes many people across the Section’s membership to put together the award winner newsletter publication of your New England Section. I hope you enjoy the last issue of the 2014 calendar year.

Samuel White Gregorio, P.E.
Chronicle Editor
sgregorio@theengineeringcorp.com

Please remember to visit the New England Section website at http://www.neite.org and our updated Section Directory for information on the New England Section.
Transportation engineers that prepare traffic impact studies for clients in Vermont should be aware of a law passed by the Vermont General Assembly and signed by Governor Peter Shumlin in May 2014 related to transportation impact fees. Act 145 of 2014—Transportation Impact Fees allows the Vermont Agency of Transportation (VTrans) and Act 250 District Commissions, which are responsible for issuing state land use permits, to establish and assess transportation impact fees under certain circumstances. While impact fees are common throughout the country, almost all are implemented by municipalities or counties. Few are implemented by state agencies and none within the context of a state land use permit like Act 250.

Background
In 2011 VTrans and the VT Natural Resource Board (NRB), which oversees the Act 250 state land use permitting process, initiated an effort to address the “last-one-in” pays dilemma. Act 250 requires development to mitigate specific transportation impacts when they cause unreasonable congestion or unsafe conditions. Before being amended by Act 145, Act 250 was applied in a manner that supported the concept of concurrency—meaning transportation mitigation had to be constructed concurrent with the development project. The last-one-in approach allows the first few development projects in an area to consume capacity without contributing to the cost of infrastructure. Eventually, one developer triggers the need for mitigation and must bear the burden of concurrency and the full cost of improvements. Besides being unfair, the last-one-in convention can be an obstacle to encouraging infill development, where mitigation can be expensive and complicated. Last-one-in also leads to incremental changes to the transportation system that tend to perpetuate auto-centric design, often with little regard for pedestrian and bicycle access or other community driven desires.

Act 145 of 2014 provides a framework for establishing a transportation impact fee within a defined district based on coordinated land use/transportation plans and an option that allows proportionate share to be determined on a case-by-case basis. The framework codified by Act 145 was crafted over two years with significant input from developers, planners, transportation consultants, environmental interest groups, and legislators. Different concepts were evaluated before arriving at the two tiered approach enabled by the law. Challenges included satisfying rational nexus and proportionality principles, ensuring that the fees would not push development to green fields, ensuring that fees are applicable to all modes, and integrating the impact fee system into the Act 250 process. Act 145 is also designed to further Vermont’s goal of compact development surrounded by rural countryside and working lands.

VTrans Established Transportation Improvement Districts and Impact Fees
Act 145 authorizes the Secretary of Transportation to create Transportation Improvement Districts (TID) for discrete geographic areas where a transportation impact fee will be assessed to development projects that require either an Act 250 permit or a state highway access permit. The TID boundary and impact fee formula will be determined in a transportation infrastructure plan that will be prepared by VTrans or a Regional Planning Commission in consultation with affected municipalities, landowners and developers. The fee must be based on projects that are included in the VTrans Capital Transportation Program, which is approved annually by the Vermont General Assembly. Establishment of the TID and fee may be appealed to Vermont’s Superior Court. When VTrans establishes a TID, the fee may only be used for projects on the state transportation system. If your client has a project located within a TID, and the project requires an Act 250 permit or a state highway access permit, they will be required to pay the impact fee.

Act 250 District Commission Established Transportation Impact Fees
Because of the collaborative planning and public hearing process required to establish a TID and related transportation impact fee, it will be at least a year before VTrans can implement that option. However, Act 145 also enabled transportation impact fees to be established through the Act 250 process in response to a specific development application. If the impact of a proposed development can be mitigated by a transportation project identified in the VTrans Capital Transportation Program, or in a municipal capital budget or program, the Act 250 commission can require the developer to pay a proportionate share towards the cost of the project. If there is not a related transportation project identified in the VTrans or municipal capital programs, the applicant will still be required to fund and construct any necessary mitigation. Act 145 creates a mechanism that allows an applicant to be reimbursed by future development proposals that benefit from the transportation project it funds. Impact fees established and assessed by an Act 250 District Commission will be included as a permit a condition and may therefore be appealed by the developer or any other person with party status through the normal Act 250 appeal process.

Characteristic Common to Both Impact Fee Approaches
The impact fee will be in terms of dollars per vehicle trip. In most cases, the design hour will be the basis for the trip generation. The fee will be based on the net increase in vehicle trip generation accounting for pass-by trips, existing trip generation from the site, travel demand management strategies, and trip allocations from previously approved permits. The final fee payment may also be adjusted to account for direct payments made by a developer for transportation projects on which the fee is based, dedications of land, and related local impact fees. Act 145 also allows VTrans and Act 250 Commissions to reduce the fee for development projects located within state designated centers. Developers will remain responsible for providing infrastructure that

Continued on Page 6
serves only their project, such as traffic signals and turn lanes at driveways.

The impact fee will be applied to development projects constructed before and after the related transportation projects are completed. It will be assessed until all of the capacity provided by the transportation project has been allocated. For highway projects, the capacity will be based on an acceptable level of service consistent with the context of the area. If no funds are expended on the transportation project within 15 years, any fees collected must be refunded.

The impact fee can be used to fund highway, pedestrian, bicycle and transit capital projects, but cannot incorporate annual maintenance or operational costs. Indeed, Act 250 requires appropriate pedestrian, bicycle, transit, TDM facilities to be included as part of any mitigation of transportation impacts. Likewise, VTrans and most communities have adopted plans that also support expansion of non-auto modes. The fee cannot be used to address existing deficiencies or for the capacity necessary to accommodate background growth.

Assuming all other permit conditions are satisfied, the development project could proceed to construction after paying the fee without having to wait for completion of the transportation project, unless there is a safety issue. Relief from the concurrency requirement is a significant change. Under the last-one-in approach the developer would have to fund 100% of the cost of the transportation project or delay the development project until VTrans or the municipality constructs the transportation project.

Implementing Act 145 Transportation Impact Fees

Although Act 145 just became law in May, we have already been seeing Act 250 applicants offering to pay their fair share as mitigation for their transportation impacts. While the legislation provides a significant amount of guidance on and how and when fees can be applied, VTrans and the NRB are working on official rules that will provide additional detail on the process and specifics related determining the fee formula. In the meantime, transportation engineers that recommend paying a proportionate share for mitigation should keep in mind that Act 145 applies when VTrans has established a TID, or when there is a related transportation project identified in a VTrans or municipal capital program. Your clients should also know that they may still be required to build and completely fund a transportation project and that Act 145 provides a mechanism to be reimbursed by future developers.
Applications for the future February 1 to 28, 2015 computer-based exams of Professional Traffic Operations Engineer (PTOE) and Professional Transportation Planner (PTP) are due December 10, 2014. Please note that applications received after the deadline will require an additional $75 late fee to process the application in addition to the application and examination fee that must accompany the application. TPCB will try to accommodate late applications but there is no guarantee they will be able to do so.

For a list of available exam cities, please visit: http://castleworldwide.com/mainsite/lbtsites/default.aspx

Section Calendar

November 2014

Joint RIITE—NEITE Annual Meeting
November 3rd, 2014
Providence Marriott
Providence, Rhode Island

Massachusetts Chapter Fall Social
November 13th, 2014
Beantown Pub
Boston, Massachusetts

Connecticut Chapter Fall Meeting
November 17th, 2014
ConnDOT Headquarters
Newington, Connecticut

December 2014

New England Section Annual Meeting
December 1st, 2014
Crowne Plaza Hotel
Warwick, Rhode Island

January 2015

Vermont Chapter Winter Meeting
January 21st, 2015
Mount Snow Resort
Dover, Vermont

Please send all calendar announcements, including the name of event, the contact person, event location and date to the New England Section webmaster Ian A. McKinnon, E.I.T. and Chronicle Editor, Samuel Gregorio, P.E. at: Ian.McKinnon@tetratech.com and sgregorio@theengineeringcorp.com

Just Over the Horizon

May 2015
Northeastern District Annual Meeting

June 2015
Desjardins Memorial Golf Tournament
With any luck you are reading this within days of the 2014 midterm elections. In Massachusetts, Ballot Question 1 will have a direct impact on the funds available to the Commonwealth for investment in transportation projects across the state. A yes vote on Question 1 would repeal a 2013 law that ties gas tax increases to inflation; a no vote maintains current funding levels.

Should ITE lend its voice to this debate? This question is both a matter of opinion and of ITE policy. It is also a question that the NEITE Executive Board grappled with over the past few months, as well as a question that ITE International’s new Advocacy Committee addressed. As a member of this new committee, it is important that the section membership understand the reasoning behind the actions that both of these bodies took in the run up to the election. While these actions were primarily a matter of circumstance, what transpired can help guide our future direction of the institute.

In this author’s opinion, yes, we need to lend our voice to this debate. Consider ITE’s Core Purpose articulated in our 2011 Strategic Plan:

To advance transportation knowledge and practices for the benefit of society.

This plan also contains goals for ITE to be viewed as the premier source for global transportation information, insight and solutions and for ITE and its members to be recognized for their professional contributions in helping to address transportation-related policy issues.

These goals speak directly to our ability to lead within the transportation community.

We must ask ourselves how we hope to achieve them if we are unwilling to speak to transportation issues which have an inherent impact on society. Inaction directly, and counterproductively, affects our capacity to be the professional voice of the transportation industry. Other professional organizations are simply taking the lead. The Advocacy Committee was formed in recognition of this, to serve as a body to empower the membership and ITE Subunits (Districts, Sections and Chapters) to advocate for our stated ideals.

The NEITE Executive Board first discussed an appropriate action in response to Question 1 this past June. It was felt then that without a clear advocacy policy from ITE International, the most appropriate action to take would be to alert our membership to this legislative matter but not advocate a position. This Transportation Alert appeared on Page 10 of the August edition of the Chronicle.

At the same time ITE’s Advocacy Committee was in the process of preparing Advocacy Guidelines intended to address the concerns of the Section. In discussing the specifics of Question 1 the Advocacy Committee determined ITE Policies, particularly Policy G-1 Funding (which supports a predictable, dependable and adequate source of transportation funding), justified an ITE recommendation of a NO vote on Question 1. On September 15, 2014 ITE International President W. Hibbett Neel, Jr. provided this letter to the Section to emphasize ITE’s position on this matter. This letter demonstrates our ability to advocate on behalf of transportation issues which benefit the public in a manner consistent with ITE policies.

The Section’s Board discussed this letter at its September board meeting, but ultimately decided it was not comfortable to change its position on the matter without understanding the thoughts of the Section’s members.

Repeal or no repeal, the funds in question amount to $1 Billion over the next decade. For perspective a 2007 bipartisan report estimated a $19 billion dollar liability just to maintain the existing transportation system in Massachusetts over the next 20 years. In that context maybe there are more fundamental questions which need to be answered. While indexing may only be a drop in the bucket for what is needed, this conversation revealed a need for further collaboration and clarity amongst ITE leaders and members.

What do you think? Let’s continue the conversation online. For those interested I hope you will consider attending our annual meeting workshop in Warwick, Rhode Island on Monday December 1st where we will be hosting Chuck Marohn and Strong Towns for a similarly themed discussion. You can also post your thoughts on the ITE Community’s Advocacy Network.

Much is afoot with ITE. While direct action was not taken in regards to Question 1, the conversation which took place as a result of this situation advanced the institutional knowledge of what we can do, and is a precursor for more to come.

Jason M. DeGray, P.E., PTOE serves as Junior Director for the New England Section and is a member of ITE’s Advocacy Committee.

Would You Like to Contribute to the New England Chronicle?

Would you like to contribute to an award winning New England Chronicle newsletter? The New England Chronicle’s Editor Staff at TEC, Inc. is seeking members (both professionals and students) who are interested to write both short and feature articles for publication in the upcoming New England Chronicle issues. Both short and feature articles should be about technical topics, professional matters, innovative projects, and cutting-edge solutions that affect transportation engineering and planning.

Typically short article would consist of 750 to 1,500 words and feature articles would consist of 2,000 to 4,000 words. Each article should include a head shot and bio of all participating authors. Further details for each article submission can be given upon request.

For more information on how you can become a New England Chronicle contributor contact the New England Chronicle Editor: Samuel W. Gregorio, P.E. at sgregorio@theengineeringcorp.com.
2014 Thomas E. Desjardins Memorial Scholarship

Undergraduate Student:  
Presented to: Joel Shaffer

The 2013 Undergraduate Desjardins Memorial Scholarship is awarded to Joel Shaffer, a junior civil engineering student at Northeastern University. Joel currently serves as President of the Northeastern University Student Chapter of ITE.

While at the Northeastern University, Joel has participated in additional engineering activities such as the American Society of Civil Engineers. He is also a member of the Northeastern University Honors Program. Joel is a Dean’s Scholar, Presidential Global Scholar, and a recipient of the NU President’s Award.

Joel is interested in combating environmental issues, including those within transportation. In describing his commitment to the field of Transportation he wrote, “...I saw that I could still satisfy my aspirations to solve modern environmental issues through the field of transportation engineering, specifically in mass transit or in rail engineering.” He also studied abroad in the Netherlands, focusing on sustainable transportation planning and infrastructure.

Outside academia, Joel has gained professional experience as a California High-Speed Rail Program Management Team Intern with Parsons Brinckerhoff in Sacramento, California participating in their Sustainable Design Task Force, conducting energy analyses, and preparing construction documents. He has also gained experience as a Transit and Rail Tem Engineering Assistant with Vanasse Hangen Brustlin, Inc. in Boston, Massachusetts conducting operational analyses for the MBTA Commuter Rail and assisting in the preparation of feasibility analysis reports and transit access studies.

The New England Section of ITE would like to congratulate Joel on his hard work with the 2014 Thomas E. Desjardins Memorial Scholarship.

Graduate Student:  
Presented to: Cole D. Fitzpatrick, E.I.T.

The 2013 Graduate Desjardins Memorial Scholarship is awarded to Cole D. Fitzpatrick, E.I.T. of the University of Massachusetts Amherst. Cole received his B.S. Degree from Oregon State University in May 2011 and his M.S. from the University of Massachusetts Amherst in 2013. He is currently working towards his Doctorate Degree at the University of Massachusetts Amherst.

During his academic career, Cole has been heavily involved as a member of ITE having served as the UMass Amherst Student Chapter Vice-President and Treasurer. He is also a frequent presenter at ITE events. His several works have been published in the Transportation Research Record, the ITE Journal, and the Journal of Safety Research. Cole is a recipient of the New England Section’s Emerging Professionals Award and the recipient of the Northeastern District Student Paper Award in 2013. He was also named the UMass Transportation Center Outstanding Student of the Year in 2013.

Between his Masters and current Doctoral academic career at UMass, Cole worked as a civil engineer with the Town of Agawam, Massachusetts’s Department of Public Works. As a civil engineer, Cole inspected subdivision construction and reviewed proposed plans, assisted in preparing cost estimates of construction projects, and performed field surveys, traffic data collection, and helped residents with their questions.

Cole wishes to pursue a faculty research position at a University where he hopes to improve transportation safety and operations. He also wants mentor students through ITE, beginning with their membership.

The New England Section of ITE would like to congratulate Cole on his hard work with the 2014 Thomas E. Desjardins Memorial Scholarship.

Past Recipients

University of Massachusetts Amherst

2001: Jeff Gaeta  
Northeastern University

2002: Michelle Langone  
Northeastern University

2003: Emily Knapp  
Northeastern University

2004: Michael Seluga  
Northeastern University

2005: Nicholas A. Scenna  
Merrimack College

David S. Hurwitz  
University of Massachusetts Amherst

2006: Eric Jackson  
University of Connecticut

Maaza Mekuria  
Northeastern University

2007: Alex Normandin  
University of New Hampshire

Arianna Mickee  
University of Massachusetts Amherst

2008: Samuel W. Gregorio  
University of Massachusetts Amherst

Deanna A. Peabody  
University of Massachusetts Amherst

2009: Erica Swansen  
Northeastern University

Karen Sentoff  
University of Vermont

2010: Steven M. Tupper  
University of Massachusetts Amherst

Justin M. Curwitz  
University of Massachusetts Lowell

2011: Alexander T. Lovejoy  
University of Massachusetts Amherst

Radhameris A. Gómez  
University of Massachusetts Amherst

2012: Ian A. McLimom  
University of Massachusetts Amherst

Sarah Casey  
Northeastern University

2013: Timothy G. Noordewier  
University of Vermont

David G. Champoux  
University of Massachusetts Amherst
Quarterly Images

ITE International Board of Direction
ITE International Board of Direction leadership pose for a picture together at the ITE International Annual Meeting and Exhibit in Seattle, Washington this past August.

UMass’s Traffic Bowl Pre-Game
Cole Fitzpatrick, Curt Harrington, Christina Dube, and Jon Freeman of the UMass Amherst Traffic Bowl Team game plan prior to going on stage in Seattle, Washington.

Packed House
Professor Michael A. Knodler, Jr., Ph.D. presents the past and present of the flashing yellow arrow at the MAITE Annual Meeting in Waltham this past September.

New England Section Recognizes ITE Life Members

The New England Section of the Institute of Transportation Engineers would like to congratulate the following members on becoming ITE Lifetime Member. We wish you continued success and hope to see you at an upcoming event.

Please contact ITE to learn more about becoming a ITE Life Member.

To receive your certificate, please contact New England Section President Michelle Danila, P.E., at mdanila@tooledesign.com

New Hampshire
Francis S. O’Callaghan, P.E.
Joseph P. Lowey, P.E.

Connecticut
Robert P. Jurasin, P.E.
Paul F. Schmidt, P.E.
Susan Prosi Johnson
Peter G. Dorpalen
John P. Thompson, P.E.
David P. Bartolini, P.E.

Massachusetts
Gary L. Hebert, P.E., PTOE
William D. Carlson

Members Spotlight

Howard/Stein-Hudson Associates, Inc.
HSH is delighted to announce that Robbie Burgess, P.E., PTOE, CPII and Joe SanClemente, P.E., AICP, are now Associate Principals with the company.

Robbie Burgess, P.E., PTOE, CPII
Robbie is a familiar face in the world of Boston infrastructure. With extensive background in traffic management, Robbie has ensured roadways, tunnels, and buildings are constructed with minimal disruption to the traveling public. Robbie’s work on the replacement of the ceiling panels in the Prudential Tunnel — with minimal traffic flow disruption — is just one recent example of the caliber of his technical skills and collaborative nature. Robbie has bridged the gap between design and construction, resulting in successful project delivery, no matter the scale or complexity.

Joe SanClemente, P.E., AICP
Joe is a leader of transportation planning in Boston and beyond. From Route 28 on Cape Cod, to the Master Plan for Northeastern University, to Road Safety Audits across Massachusetts, Joe has provided essential insight on a wide array of transportation projects. His analytical mind and clear communication skills consistently drive efficient project delivery and excellent results. With the rare combination of professional engineering and planning license, Joe truly understands both the big picture and the fine details.

Welcome to NEITE

- Christopher Bergant (VHB, Inc.)
- Kristen Braun (Milone and MacBroom)
- Kayla Cabral (University of Rhode Island)
- Neil Feinberg (University of Massachusetts)
- David Gerstle (Caliper Corporation)
- Justin Howard (Northern Middlesex COG)
- Oliver Marroquin (University of Rhode Island)
- Dan Murphy (Town of South Hadley, MA)
- Andrew Reeder (University of Massachusetts)
- Shruti Tekale (Northeastern University)
- Timothy Thomson (Pare Corporation)
- Patrick Tierney (University of Massachusetts)
- Bethany Turner (Parsons Brinkerhoff)
- Sharon Wason (Town of Foxborough, MA)
- Zheng Wei (Caliper Corporation)
Where Are They Now? - Robert L. Fay

Neil E. Boudreau, E.I.T.
State Traffic Engineer
Massachusetts Department of Transportation
Kenneth J. Petraglia, P.E., PTOE
Vice-President
BETA Group, Inc.

Bob was born in 1951 in South Hadley, MA to Robert Louis and Mary Fay. Bob’s parents did not want for him to be a junior so they named him Robert Lewis Fay to avoid the Jr. suffix. Bob’s father was an Assistant Survey Supervisor for MassDPW, paviing the way for Bob’s career choice. His mother Mary worked as a cashier/clerk at the Mount Holyoke College bookstore for more than 20 years.

After graduating from South Hadley High School in 1969 Bob enrolled at the University of Massachusetts Amherst. His collegiate career was put on hold, however, so that he could backpack around Europe. Upon returning Bob decided to attend Springfield Technical Community College where he received an associate’s degree. After Bob graduated he went to work for MassDPW (now MassDOT) in the Construction Section.

Bob’s career choice. His mother Mary worked as a cashier/clerk at the Mount Holyoke College bookstore for more than 20 years.

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“Bob always tried to help and never looked to hurt us”

for the District 2 Office, where he worked for most of his career before coming into the Boston Headquarters in the early 1990’s. In Boston, Bob served as the Manager of the Signs & Pavement Markings Unit and in 2007 was also appointed as the Assistant State Traffic Engineer where he served until his retirement in 2011. Bob handled this retirement with the same humor that defined his life. It was Bob’s desire to keep his retirement an absolute secret from his friends and co-workers. Other than having a co-worker sign as a witness to the retirement paperwork required, he only told his immediate supervisor (Neil Boudreau) and then swore him to secrecy. The plan was for Bob to retire on April 1, 2011, April Fool’s Day. His plan was to record a “retirement” message put on his phone and to have an email sent out by Neil to staff and co-workers. The messages were live on Friday morning, April Fool’s Day and everyone thought it was just another Bob Fay joke. It took a while for the truth to sink in and for people to learn that it was not a joke; Bob had retired and MassDOT had lost a great asset.

Bob spent a lot of time with co-workers and friends outside of the office. He was included in a group that regularly travelled together, with Las Vegas being the most popular destination. Bob enjoyed his “donations” to the Las Vegas and Atlantic City casinos, although the opening of Foxwoods and Mohegan Sun in Connecticut soon became much more convenient. Other trips included group cruises on Carnival Lines to the Caribbean, although most of the group vacations were excursions to go see the New England Patriots, a team that Bob loved. The away game travels took Bob to Fort Lauderdale where the group would see two Miami Dolphins – Patriots games. Looking for a change, the group moved the fun up to Buffalo to see the Patriots take on the Bills. The most recent trip involved a non-AFC East opponent with a trip down to Carolina to see the Panthers take the Panthers.

After moving to the Boston area, Bob enjoyed participating in an annual tradition of celebrating the Red Sox Opening Day festivities at Fenway Park with a group of co-workers and friends. The group started out attending games, but soon they decided instead to meet at one of Boston’s several sports bars and watching the game remotely. While Bob enjoyed Red Sox games, he was actually a Yankee fan all of his life – I guess we’ll forgive him.

Bob really enjoyed golf and he would admit that there were some days that the game treated him fairly, and then others where it got the best of him. Nevertheless, Bob enjoyed playing golf whenever the opportunity presented itself. Bob had an annual tradition of an extended Cape Cod golf weekend with a group of family and friends from back home in Western Massachusetts. Bob’s closest friend Zeke was his golf partner, and had the privilege of witnessing the ups and downs of Bob’s golf game. Each year in early April they travelled down to the Cape to play a series of golf courses over the course of a long weekend, enjoying a few cigars and playing cards during the evening hours. With these same friends Bob would also golf in Western Massachusetts at the Saint Anne Country Club in the Feeding Hills section of Agawam. After his retirement and upon his eventual move back towards his birthplace, Bob officially joined St. Anne’s and made playing more golf a part of his regular routine. Bob moved into an apartment that sat at the base of Mt. Tom and spent time enjoying the freedom of retirement.

Bob was the only boy in a family with three girls, with Bob the second child. In order it was, Mary, Bob, Janice and then Sally. Bob’s sister Mary and her husband Ken still live in the area where they grew up. Bob’s younger sister Janice and her husband Kenneth live in central Massachusetts and the youngest, Bob’s sister Sally, lives in New Jersey with her husband Dennis. Bob and Mary served as chaperones for Janice and Sally’s High School sponsored trip to Greece. It was here, with a little help from some Ouzo, that Bob refined his impersonations of Andy Griffin and Aunt Bee from Mayberry.

I was surprised to learn of Bob’s longtime nickname and how he got it. One day while skiing with his family he was seen coming down a slope laying back, knees bent with the skis leading, and with Bob essentially out of control. They described the scene as if Bob was on a Luge course. From that point on his family and friends called him by his new nickname, Luge.

Those of us who worked with Bob respected his knowledge and his attitude. At his Celebration of Life, a common theme in our discussions was how Bob always tried to help and never looked to hurt us. At the 2014 Tom Desjardins Golf tournament, that Bob never missed, we spread some of his ashes at the Sandy Burr Hole 1 Tee so he can always be with us.
As always, the Continuing Education Committee needs your feedback and fresh ideas for training opportunities that are innovative and that would draw significant interest to the Section membership. Most importantly, training opportunities that would serve you, the New England Section membership in the upcoming meetings and gatherings.

If you have ideas for training sessions that would benefit the membership the most and have a high interest level, whether a half-day or full-day or training, please contact:

Jason M. DeGray, P.E., PTOE
jdegray@gpinet.com

The New England Section of the Institute of Transportation Engineers (ITE) is an important organization and a valuable resource for our members. Between networking opportunities, information sharing and continuing education, the New England Section of ITE provides many benefits to our members. Over the last few years, the Executive Board has emphasized attracting more young members into joining and increasing public sector attendance at New England Section events. I would like the opportunity to continue serving the New England Section of ITE in a leadership position and continue serve the needs of our members.

### Candidates for New England Section Vice-President

<table>
<thead>
<tr>
<th>Current Employment:</th>
<th>Current New England Section Position:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alan T. Cloutier, P.E., PTOE</td>
<td>New England Section Secretary</td>
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<tr>
<td>Jeffrey R. Gomes, MCPPO</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Current Employment:</th>
<th>Current New England Section Position:</th>
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<tbody>
<tr>
<td>Principal Engineer</td>
<td>New England Section Secretary</td>
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<tr>
<td>Fay, Spofford, Thornrike</td>
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<tr>
<td>Burlington, Massachusetts</td>
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### News from the ITE International

The Institute’s International Board of Direction recently approved a discounted dues schedule for members from 23 to 30 years old. Please see visit [www.ite.org](http://www.ite.org) for more details. Below, please find an overview of the new non-student fee schedule.

<table>
<thead>
<tr>
<th>Age</th>
<th>2015 ITE Dues</th>
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<tbody>
<tr>
<td>23</td>
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<tr>
<td>24</td>
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<td>29</td>
<td>$180.00</td>
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<tr>
<td>30</td>
<td>$210.00</td>
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</tbody>
</table>

### Work History:

I started my traffic engineering career in high school at the age of 16 doing traffic counts, queue, delay and gap studies as well as interning at Bruce Campbell & Associates creating traffic networks and drafting in CAD. From this time to the time I graduated from UMass Lowell I have always worked part time interning in traffic engineering. Though I have a great deal of private sector experience, my interest shifted towards public service. In Lowell, as City’s Transportation Engineer I wore multiple hats: design, review, construction inspection, running multiple contracts and budgets.

### Goals:

The New England Section of the Institute of Transportation Engineers (ITE) is an important organization and a valuable resource for our members. Between networking opportunities, information sharing and continuing education, the New England Section of ITE provides many benefits to our members. Over the last few years, the Executive Board has emphasized attracting more young members into joining and increasing public sector attendance at New England Section events. I would like the opportunity to continue serving the New England Section of ITE in a leadership position and continue serve the needs of our members.

At MassDOT, I have served as District MEPA/PPDU coordinator, conducting in-house design for book jobs and expediting multiple contracts. My workload has broadened to supervising office staff on project and permit reviews.

### Goals:

During my years of involvement with the New England Section Executive Board, I have realized the change the transportation engineering field is undergoing. It is not only our goal, but our obligation to provide what is needed for the public. I plan to do the same for our membership in providing what is needed for 2015 and beyond.
Candidates for New England Section Junior Director

David J. DeBaie, P.E., PTOE

Current Employment:
Senior Traffic Engineer
Stantec Consulting Services, Inc.
Auburn, New Hampshire

Education:
M.S. Transportation
Northeastern University, 1983
B.S. Civil Engineering
Northeastern University, 1974

Former New England Section Positions:
President, New Hampshire Chapter
Vice-President, New Hampshire Chapter
Treasurer, New England Section
Director, New England Section

New England Section Recognitions:
Distinguished Service Award, 1995

Professional Registrations:
Professional Engineer: MA, ME, NH, VT
Professional Traffic Operations Engineer

Work History: I have approximately 40 years in the field of traffic/transportation engineering, with employment at E.L. Pavlo Engineering; Allenson; Griener Engineering; VHB, Inc.; Vollmer; Vanasse and Associates; Dufresne Henry; and my current position at Stantec for the last nine years.

Goals: The objective of ITE to provide the technical tools to its membership has been partially achieved in an expanded range of new and updated publications. In combination with the demand for professional development ITE has produced an increased frequency of webinars and range of topics. The concern for ITE sustainability has prompted solicitation of membership of their interests and indeed their professional opinions through the Technical Councils and the membership forums. Changes will continue and I believe District, Section, and Chapter meetings are critical in-person forums to connect members to ITE existing programs and initiatives. As a member of the NEITE Executive Board I will contribute to the discussion and decisions on how the Section can effectively serve as a conduit for the membership and a catalyst for our technical advancement.

John Q. Adams, P.E., PTOE

Current Employment:
Maine Regional Manager
Milone & MacBroom, Inc.
Portland, Maine

Education:
B.S. Civil Engineering
University of Connecticut, 1993

Former New England Section Positions:
President, Maine Chapter
Vice-President, Maine Chapter
Secretary/Treasurer, Maine Chapter

Professional Registrations:
Professional Engineer: ME, CT
Professional Traffic Operations Engineer

Work History: My work experience has allowed me to spend the first 11 years of my career working in southern New England and the last 9 years working in northern New England. I have approximately 20 years of experience in the field of traffic/transportation/civil engineering. Previous work experience includes: Anchor Engineering Services, Inc. in Glastonbury, CT; ConnDOT - Division of Traffic Engineering in Newington, CT; and Sebago Technics, Inc. in Westbrook, ME.

Goals: Enhance communications with and encourage greater involvement from the Northern New England states. More involvement from the northern New England states as well as the other section states should help to enhance the relevancy of the Section to all State Chapters and their memberships. To that end it is my intention to have regular communications with the Chapters from the northern New England States to keep them up to date with Section activities and to encourage involvement in Section committees and other volunteer activities.

My intent is to work with other Board members and Committees to enhance our Section meetings and also to review the geographic locations of meetings to ensure there is consideration for the northern New England states.

Roger A. Krahn P.E.

Current Employment:
Project Manager
Kleinfelder, Inc.
Rocky Hill, Connecticut

Education:
M.S. Civil & Environmental Engineering
University of Wisconsin-Madison, 1984
B.S. Civil & Environmental Engineering
University of Wisconsin-Madison, 1982

Former New England Section Positions:
President, Connecticut Chapter
Vice-President, Connecticut Chapter
Secretary/Treasurer, Connecticut Chapter

Professional Registrations:
Professional Engineer: MA, VT, CT, NC

Work History:
Federal Highway Administration, 1984-1985
-Federal Highway Engineer Training Program;
Illinois and Indiana Division Office, Eastern
Direct Federal Construction

North Carolina DOT, 1985-1988
-Prepared preliminary and final construction documents for Interstate Interchange design projects and NC-DOT roadway projects.

URS/Greiner Engineering, 1988-2013
Kleinfelder, 2013-present
-Design Engineer & Project Manager on highway, bridge, and transportation design projects for CT DOT and other NE state transportation agencies and municipalities.

Goals: As a new Director I will work to support the leadership positions of President, Vice-President, Secretary and Treasurer with participation at meetings and support work on various NEITE committees. I’ll work with the Board to encourage active participation and support by membership throughout all six New England states.

The NEITE organization plays a leadership role in providing program activities and professional development and growth that is meaningful to our membership, and provides important support to our Chapter organizations. I look forward to supporting the wide range of professional activities offered by our New England Section.
Transportation in the Next American City

With road maintenance liabilities overwhelming federal, state and local budget, America needs a more strategic approach to transportation, one that allows us to get more while spending less and living better. This workshop will challenge conventional thinking and chart a path to the next transportation revolution.

NEITE is privileged to be hosting Charles Marohn, founder of Strong Towns for this year’s New England Section Annual Meeting Professional Workshop.

Both members and non-members are encouraged to join us for a conversation about the role of transportation in facilitating prosperous communities. Strong Town’s mission is to support a model of growth that allows America’s Cities, Towns and neighborhoods to become financially strong and resilient.

Technical Sessions

Technical Session Topics: Complete Streets Related - The New England Section Program Committee is finalizing presenters and PDHs accreditation. Further information will be available on the New England Section website (http://www.neite.org) early in November.

Registration Costs:

- All-Day Professional Workshop: $110
- All-Day Professional Workshop + Dinner (Private): $180
- All-Day Professional Workshop + Dinner (Public): $150
- Technical Sessions & Dinner (Private): $80
- Technical Sessions & Dinner (Public): $50
- Technical Sessions & Dinner (Students): $35

ALL WALK INS: (Private/Public/Students): Add $10

ALL REGISTRATIONS MUST BE HONORED

Registration Due By: Monday November 24, 2014

DON’T FORGET TO BRING A GIFT OR BOTTLE FOR THE RAFFLE!

Meeting Location:
Crowne Plaza at the Crossings
801 Greenwich Avenue
Warwick, Rhode Island 02886
(401) 732-6000

NEITE has reserved a limited number of rooms at the Crowne Plaza. Please make reservations by November 27, 2014 and refer to NEITE to obtain the special rate available. Please let us know when you make your reservations.

Directions:
From I-95 North and South: Take Exit 12A, Route 113 East to Route 5. Turn right onto Route 5. The hotel is the first right.
From I-295 SB Only: Take Exit 2 to Route 2 South. At first traffic light, turn left onto Route 113 East. Follow to Route 5, turn right. Hotel is the first right.

Meeting Schedule:

<table>
<thead>
<tr>
<th>Time</th>
<th>Event</th>
</tr>
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<tbody>
<tr>
<td>9:00 AM - 4:00 PM</td>
<td>All-Day Professional Workshop</td>
</tr>
<tr>
<td>10:30 AM - 2:00 PM</td>
<td>NEITE Board of Directors Meeting</td>
</tr>
<tr>
<td>2:00 PM - 4:15 PM</td>
<td>Technical Sessions</td>
</tr>
<tr>
<td>4:30 PM - 6:15 PM</td>
<td>Cocktail / Networking Hour</td>
</tr>
<tr>
<td>6:30 PM</td>
<td>Dinner &amp; Raffle</td>
</tr>
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All-Day Professional Workshop - 6 PDHs / 6 CMs

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REGISTER & PAY ONLINE AT: http://www.neite.org/annualmeeting
(registrants who register online can still select to pay at door)

OR

MAIL IN REGISTRATION & PAY AT DOOR (checks payable to NEITE)
ITE International Recognizes Boston Complete Streets Design Guidelines

On Wednesday August 13, 2014, as part of the ITE International Annual Meeting and Exhibit in Seattle, Washington, the Boston Complete Streets Design Guidelines was recognized as the recipient of the ITE Pedestrian and Bicycle Council Best Project Award. Nick Jackson, Vice-President/Regional Office Director-Boston, of Toole Design Group accepted the award from ITE International President W. Hibbett Neel Jr., P.E. at the annual ITE Awards Luncheon.

From ITE Journal: This multi-year, multi-agency effort is a first of its kind resource for engineers, planners, residents, policymakers, and elected officials of the City of Boston to visualize and expand their understanding of the purpose of city streets beyond their transportation function. The guidelines offer a comprehensive survey of Boston’s streets and urban forms, and establish three principles that are interwoven into all elements of the guide. The streets of Boston shall be: multi-model, green, and smart.

The Boston Complete Streets Design Guidelines brings Complete Streets principles together with real, practical design guidance that will be applied to all future street design projects in the City of Boston. The Boston Complete Streets Guidelines integrates technology, place-making and sustainability into urban street design and identifies opportunities to make streets safer, smarter, and more welcoming for all.

The Award is given to projects that apply innovative design solutions or study techniques to transportation projects emphasizing non-motorized transportation.
Committee, Chapter, and Student Chapter Updates

NORTHEASTERN UNIVERSITY STUDENT CHAPTER
President: Joel Shaffer

Our September guest lecturer was Roch Larochelle, P.E., Senior Project Manager at HDR, Inc. Roch came in on Friday, September 19, 2014 to discuss the proposed pedestrian bridge over the Leverett Circle intersection in Boston, Massachusetts.

Our October guest lecturer was Professor Stoeker of the Karlsruhe University of Applied Science in Germany. Professor Stoeker came in on Friday, October 24, 2014 to discuss the planning and maintenance of a regional bikeway network in Germany.

NUITE toured the MBTA’s newest rail station, Assembly Square, located in Somerville on Thursday, September 25, 2014. In addition to looking into the design of the station itself, NUITE explored the adjacent Assembly Row Development. George Proakis, Director of Planning for Somerville, discussed the planning of the station and the city’s plans for further transit-oriented development.

NUITE has several events lined up for the remainder of the fall semester and school year:

- In November our third guest lecturer will be coming in. (Meeting date and lecturer TBD)
- We will be touring the MBTA Operations Control Center on Thursday, November 20, to get a behind the scenes look at how the MBTA transports hundreds of thousands of passengers daily.
- We will be attending the annual NEITE Annual Meeting in Rhode Island on December 1.
- Our third annual Backseats to Bicycles program is being planned for the spring semester. Backseats to Bicycles teaches elementary school students the fundamentals of safe bike riding in order to encourage them to ride their bikes to school.

NUITE recruited freshman engineering students at the annual Freshman Engineering Night on October 2.

NUITE participated in the annual civil engineering BBQ on Friday, October 17.

NUITE members standing in front of a 15-foot high Lego giraffe outside of the Legoland Discovery Center in Assembly Row.

Would You Like to Advertise in the New England Chronicle?

To register in the Professional Services Directory, please contact:
Samuel W. Gregorio, P.E.
Chronicle Editor
sgregorio@theengineeringcorp.com

http://neite.org/
MAITE
MASSACHUSETTS CHAPTER OF ITE

Committee, Chapter, and Student Chapter Updates

Committee, Chapter, and Student Chapter Updates

MASSACHUSETTS STATE CHAPTER

Chapter President: Kenneth P. Cram, P.E., PTOE

The Massachusetts State Chapter and New England Section of ITE held its Joint Annual Meeting on September 17, 2014. Bill Cisco, P.E. started off the meeting with a PTV Vistro - The Traffic Engineering Tool training session.

The two technical sessions focused on fast-track design for a healthier future. Dr. Michael A. Knodler, Jr. of UMass Amherst presented on the current practices regarding the flashing yellow arrow permissive indication. This was followed up by the Massachusetts (MassDOT) Assistant State Traffic Engineer Jim Danila, P.E. with a review of recent safety projects in Massachusetts to correct deficiencies system-wide. More than 80 members attended each session.

The social hour and dinner followed. As part of the evening’s presentation, Fayssal J. Husseini, P.E. presented the Thomas E. Desjardins Memorial Scholarships to Joel Shaffer from Northeastern University and Cole D. Fitzpatrick, E.I.T. from the University of Massachusetts.

The dinner program featured a panel discussion on the Connect Historic Boston Complete Streets Project. The panel included: Ken Miller of FHWA, Vineet Gupta of the Boston Transportation Department, Bill Egan of the Boston Public Works, Dave Matton of Howard/Stein-Hudson, Inc., and Nick Jackson of Toole Design Group.

Employment Opportunities

Resource Systems Group, Inc.

Senior Transportation Engineer/Planner
Burlington, Vermont

RSG is seeking a senior transportation planner/engineer to join our growing Northeast U.S. Transportation Planning and Engineering Practice. This individual will work closely with RSG’s transportation planning and engineering staff in conducting and managing transportation corridor studies, traffic operations analyses, transportation master plans, microsimulation modeling, transportation facility design efforts, traffic signal design and implementation projects, and traffic impact studies.

Required Qualifications include: Professional Engineer (PE) license; 8A or 8S in planning, engineering, or related field of study; 10+ years’ experience working on transportation planning and/or transportation engineering projects; strong verbal and written communication skills, including public presentation development and delivery; demonstrated experience applying current transportation planning approaches as well as an appreciation of the importance of multimodal solutions to land use and transportation issues; demonstrated understanding and experience applying fundamental transportation engineering concepts along with a demonstrated familiarity with core transportation engineering manuals; experience using traffic modeling packages including Synchro/SimTraffic, Vissim, TransCAD, and TransModeler; and experience using CAD software packages including AutoCAD, MicroStation, InRoads.

Please visit our employment page: http://rsginc.com/join

BETA Group, Inc.

Traffic Engineer
Norwood, MA | Hartford, CT | Lincoln, RI

BETA is looking for new Owners! BETA is an employee owned firm seeking a full-time Traffic Engineer. This position requires applicants with 3-10 years of experience in traffic engineering. Applicants must be interested in learning from and contributing to a team based environment. Working knowledge of various traffic analysis software required. Bachelor of Science Degree in Civil Engineering and EIT required.

Civil/Transportation Engineer
Norwood, MA | Hartford, CT | Lincoln, RI

BETA is also seeking a full-time Civil/Transportation Engineer. Applicants must be highly motivated self-starters with excellent organization and written communication skills, and be able to work and contribute in a team atmosphere. Applicants must be experienced in the design of various roadway projects and the preparation of construction documents in accordance with MassDOT requirements. This position requires applicants with 6-12 years of experience have a Bachelor of Science Degree in Transportation or Civil Engineering and have proficiency in AutoCAD/Civil 3D, as well as other computer skills. PE Registration in MA is preferred.

BETA is an AA/EOE employer and offers an exceptional compensation package with excellent 401(k), medical, dental, life insurance, and ESOP options.

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/
T.Y. Lin International is an award-winning, multidisciplinary engineering services firm recognized for solving some of the most significant infrastructure challenges of our age. Over 2,500 global professionals collaborate to deliver visionary, challenging and iconic bridge, aviation, highway, rail and transportation projects. We consistently seek out the best people in the industry to join our innovative, inquisitive and talented team and are recognized as #29 of the Top 100 "Pure" Designers and #27 of the Top 50 Designers in International Markets from Engineering News-Record (ENR).

**Traffic Engineer**
Falmouth, Maine

Our Falmouth, Maine office is seeking a qualified Traffic Engineer who will be expected to work independently on traffic engineering studies and will provide support to transportation and municipal projects including traffic management plans, signal and striping plans, traffic signal and traffic impact studies.

Responsibilities include:
- Apply broad understanding of civil engineering and other fields to reach innovative and interdependent solutions; perform effective technical writing and correspondence; provides technical advice regarding design, construction or modification and repairs to clients, contractors and other staff members; read and interpret engineering plans, specifications and reports; collects, analyzes, and summarizes traffic related data; prepares findings and makes recommendations based on analytical data. Report findings using a variety of media including maps, graphs, charts, tables, presentations and written reports; prepares and checks plans, calculations, cost estimates and recommendations; participates in studies to identify deficiencies in the existing system; prepares conclusions and recommendations; travel periodically to work sites and other project related locations.

Qualifications include:
- Requires Bachelor’s Degree in Civil Engineering and P.E. license or ability to obtain. Requires a minimum of 4 years of progressive traffic engineering experience. Proven knowledge and skills in Microstation CAD and/or AutoCAD. Proven knowledge with MUTCD and Highway Capacity Manual. Experience preparing traffic signal plans. Experience in using Synchro / SimTraffic, VISSIM, and RODEL/SIDRA software programs. Required excellent verbal and written communication skills.

Employment Opportunities are Available on the New England Section Webpage

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/

**Howard/Stein-Hudson Associates, Inc.**

Now in our 28th year, Howard/Stein-Hudson Associates, Inc. (HSH) is an expanding, dynamic firm of transportation and civil engineering experts based in Boston and working throughout the Northeast. Our culture is warm, close-knit, and fully engaged with both clients and regional agencies. Our work on some of the most complex projects in Boston is driving our growth in the Northeast region. We are an established firm of nearly 50 professionals, all located in the Boston area. We are well-known in the region and enjoy close working relationships with our clients, giving you rewarding, educational experiences and opportunities for professional development.

**Chief Engineer**
Boston, Massachusetts

To address our continued growth we seek a motivated, experienced, and knowledgeable engineer to serve as our Chief Engineer. The successful candidate will be responsible for quality control and quality assurance on all engineering work developed by our firm. The individual will require strong interpersonal skills to mentor our engineers. The successful candidate will also show strong business development skills to continue to add backlog to our current workload. The candidate requires a B.S. in Civil Engineering and 15+ years of professional experience with progressive responsibility. Experience desired includes responsibility for the development of design plans, technical specifications, and estimates for public bidding; feasibility reports; construction administration; utility design and relocation; cost estimating; sub-consultant management and coordination; and basic knowledge of survey data collection, land rights, and regulatory permitting.

The qualified candidate must have the ability to work independently with minimal guidance. Must be diligent in checking work, designs, and deliverables of support staff, and be able to distribute work and resources to meet deadlines. Specific MassDOT experience and familiarity with MassDOT staff, standards, and deliverables is required.

The qualified candidate must possess strong communication, business development, and management skills, be flexible, and have the ability to work on multiple projects. Massachusetts P.E. license is required.

**Senior Civil Engineer**
Boston, Massachusetts

Responsibilities: To address our continued growth we have an exciting opportunity for a Senior Civil Engineer. The qualified candidate will assist mid-level and senior staff on a variety of engineering projects. Specific tasks will include, but are not limited to, site layout, grading, utility design and stormwater management.

Desired Skills and Experience: Bachelor’s degree Civil Engineering; 7+ years experience required; excellent understanding of planning process from conceptual plan preparation to construction documentation; must have excellent written and verbal communication skills; experience with AutoCad Civil 3D; experience with hydrology modeling software preferred; Microsoft Office Suite (Office, Word, Excel, PowerPoint); ability to work in team environment as an individual contributor; ability to utilize critical thinking, judgment and experience to define, analyze and resolve problems and issues.

If you are interested in becoming part of a company focused on improving cities and towns through development of private and public infrastructure, we invite you to help us build a better tomorrow by becoming part of Howard/Stein-Hudson Associates team. HSH is the kind of place where a person can make a difference.
Employment Opportunities

Nitsch Engineering, Inc.
Do you have the desire to help shape the future of a fast-growing company that will give you the opportunity to take your career to the next level? Do you want to work for a company that has been rated the #2 Best Civil Engineering Firm in the Nation to work for? Then continue reading - Nitsch Engineering is looking for you!

Transportation / Traffic Engineer
Boston, Massachusetts

We are an established mid-sized engineering firm that provides survey, civil/site, transportation, GIS, planning, and structural services to a wide variety of clients including developers, architects, universities, state and municipal government agencies. Our company has continued to grow and thrive throughout our 25-year history, and we are positioning ourselves to build on our successful model of client delivery by expanding our transportation capacity. To achieve this goal, we need talented individuals like you on our team.

In this role you will be performing traffic operational analysis using traffic engineering software applications (including Synchro, SimTraffic, and SIDRA), traffic data collection, safety analysis, warrant analysis using MUTCD, roadway and highway design, signalized intersection design, traffic signal coordination, and arterial analysis. This position has great potential for growth and client contacts. We are looking for an individual with 4-10 years of hands on practical transportation/traffic engineering experience, and a Bachelor’s degree in Civil or Electrical Engineering. A master degree in transportation engineering and a PE will be considered a plus.

If you want to be excited about going to work and making a difference in the organization you work for, consider joining our team, the next step is up to you. To learn more about Nitsch Engineering, please visit our web site at: www.nitscheng.com.

For Detailed Employment Opportunity Information, please visit: http://neite.org/job-opportunities/

McMahon Associates, Inc.

Transportation planning, engineering and design is the foundation of what McMahon does in our 13-office, 120-employee firm. Our local New England staff has worked to plan, design and construct transportation projects of regional significance – projects that are building sustainable development while providing users with the safest and most reliable transportation system. The following position is available in our New England offices:

Senior Project Engineer
Boston, MA / Taunton, MA / Providence, RI

Primary Duties include: roadway and pavement design; prepare plans, specifications, and cost estimates; delegate work and mentor lower level employees; and assist project manager with client contracts. Knowledge, skills, and abilities include: ability to complete engineering designs with minimal supervision, strong organizational skills and attention to detail, AutoCAD Civil 3D experience, and experience working on MassDOT and RIDOT projects.

Education and Experience requirements include: B.S. from an ABET accredited engineering program and 5+ years of experience in transportation engineering. An E.I.T. is required and a P.E. is preferred (or ability to obtain within 18 months).

Physical Demands and Working Environment: While performing the duties of this job, the employee occasionally works in the field and may be exposed to outside weather conditions. Work requires frequent and prolonged computer use. Position could require the occasional lifting up to 25 pounds.

This company is an Equal Opportunity Employer. We invite resumes from all qualified, interested parties, regardless of race, gender, national origin, religion, sexual orientation, disability, age, or any other protected classification under national or local law.

http://www.mcmahonassociates.com/jobs/SrProjectEng142011(Boston%20Office%20AD).pdf

Howard/Stein-Hudson Associates, Inc.

Transportation Engineer
Boston, Massachusetts

Responsibilities include: To address our continued growth we have an exciting opportunity for a Transportation Engineer. The qualified candidate will assist mid-level and senior staff on a variety of engineering projects. Specific tasks will include, but are not limited to: traffic impact studies and parking demand assessments. Potential Project Management opportunities.

Desired Skills and Experience: Bachelor’s degree Civil/Transportation Engineering; 2+ years experience required; experience in preparing traffic impact assessments; must have excellent written and verbal communication skills; experience with traffic analysis software such as Synchro, HCS, VISSIM, etc.; experience with AutoCad and AutoTurn; familiarity with the City of Boston and Mass DOT traffic analysis and design a plus; Microsoft Office Suite (Office, Word, Excel, Powerpoint) ability to work in team environment as an individual contributor; and ability to utilize critical thinking, judgment and experience to define, analyze and resolve problems and issues.

If you are interested in becoming part of a company focused on improving cities and towns through development of private and public infrastructure, we invite you to help us build a better tomorrow by becoming part of Howard/Stein-Hudson Associates’ team. HSH is the kind of place where you can make a difference.
The New England Chronicle is interested in short articles on innovative projects and cutting-edge solutions.

Please send articles, listings (ITE and other relevant), graphics and photographs to the Editor: Samuel W. Gregorio, P.E. at sgregorio@theengineeringcorp.com

The New England Section Chronicle staff thanks you and we hope you enjoy the issue.

**REMINDERS**

Those members of the New England Section that have not updated your personal and/or business contact information recently should visit the ITE website and do so. An updated contact directory allows the Section to properly send information emails, election information, and other details such as the NEITE calendar.

http://www.ite.org

For those members of the New England Section that would like to be included on the Section email list for Google Groups, please contact Nick M. Fomenko, P.E., PTOE at BETA Group, Inc.

nfomenko@BETA-inc.com