

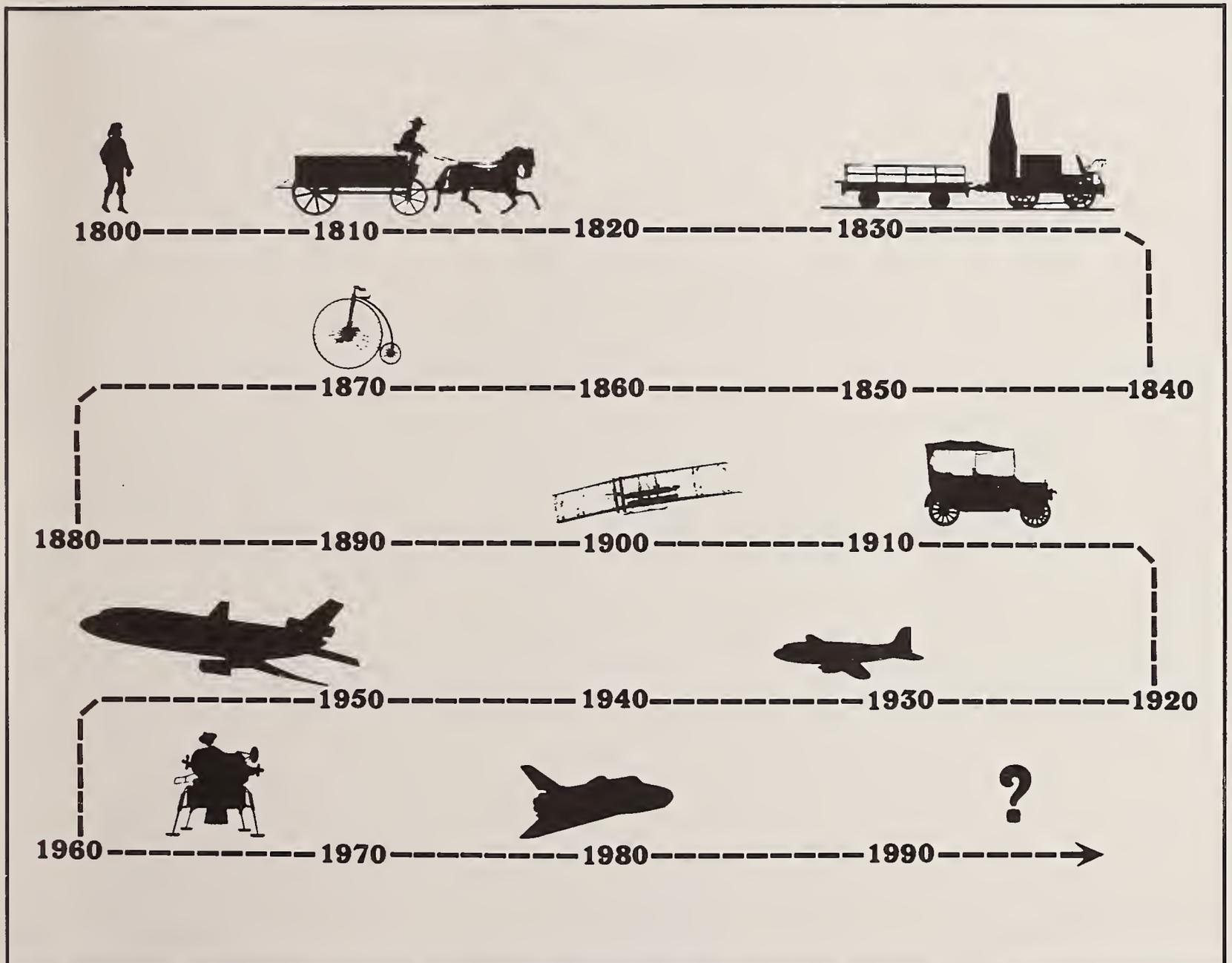


U.S. Department of
Transportation

Transportation Innovation in the States: National Contest Entries for 1988

August 1988

A TECHNOLOGY SHARING REPRINT



Prepared for:

CENTRANS



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TRANSPORTATION INNOVATION IN THE STATES:

NATIONAL CONTEST ENTRIES FOR 1988

PRODUCED BY:

THE CENTER FOR TRANSPORTATION

IN COOPERATION WITH:

THE INNOVATIONS TRANSFER PROGRAM

POLICY ANALYSIS SERVICES DIVISION

OF

THE COUNCIL OF STATE GOVERNMENTS



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3384 Peachtree Road, N.E.
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720 Sacramento Street
San Francisco CA 94108
415 986-3760

C. B. Baize
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Services

Washington: Norman Beckman, Director
Hall of the States, 444 N. Capitol Street
Washington DC 20001
202 624-5460

Debbie Gona
Deputy Director, Policy
Analysis

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FOREWORD

The Council of State Governments is pleased to release Transportation Innovation in the States: National Contest Entries for 1988. With this publication, The Council showcases what state leaders feel are the best innovations in transportation for 1988.

Lexington, Kentucky
August, 1988

Carl W. Stenberg
Executive Director
The Council of State Governments

The Center for Transportation

The Center for Transportation (CENTRANS) is one of the Council of State Governments newest initiatives to serve the states. CENTRANS has been in business since May 1, 1986. The organization is dedicated to serving the needs of state transportation policymakers.

The policymakers are governors, governors' aides, legislators, legislative staffers, key bureaucrats, and others who work together functionally at the state level.

Although many organizations represent parts of this group, no organization represents the complete functional group except CENTRANS.

CENTRANS—The Mission

For these policymakers, CENTRANS is charged to:

- Serve as a thinktank, an information clearinghouse, and a source of timely objective research on state transportation problems;
- Conduct surveys and research into state transportation problems, programs, and policies;
- Inform state decision makers through publications, including reports and survey data;
- Train new state transportation policymakers to ready them for the challenges ahead;
- Serve as the hub of a national network of state transportation policy research;
- Hold conferences and workshops on timely transportation issues.



ABOUT INNOVATIONS

CSG's INNOVATIONS program is nationally recognized, and of long standing. Its success is evidenced by the many institutions which have since tried to copy it. First started in 1975, the program annually seeks out the best of new state programs so that they may be spotlighted before a national audience.

The annual end product of the INNOVATIONS program consists of several detailed INNOVATIONS research reports which feature seven to ten of the best of the hundreds of entries which have been received. These research monographs have a history of being well received in state capitols across the country. Usually, publication of an INNOVATIONS report will trigger adoption of the targeted innovation by several other states.

This readiness to accept INNOVATIONS products is brought about in part by the careful winnowing process which precedes the issuance of a report. In 1988, state governments submitted nearly 600 INNOVATIONS entries to the Policy Analysis Division of The Council of State Governments. These submissions are first put through a first screening criteria test which measures, among other things, the relative degree of innovation, whether the program has stood the test of time by being in operation for at least a year, whether it addresses a problem of regional or national concern, and whether it is readily transferable to other states. After the initial screening, remaining entries are then submitted to four regional panels which make final decisions as to which new state programs and policies are deserving of a detailed INNOVATIONS report.

The selection process, while necessary to such a broad national program, leaves a by-product of hundreds of state entries which still have enormous value. These entries were sent in by state officials who considered them to be representative of some of their best program and policy products. Because of that, they deserve at least a brief spotlight, especially before those who are familiar with the particular program or policy discipline.

The Center for Transportation has sought to fulfill this need by working with the Innovations Transfer Program, Policy Analysis Services Division, CSG and Norman Paulhus of the U.S Department of Transportation to showcase in this book all 1988 submissions which are transportation related. Policy Services staff who contributed to the end product included Keon Chi, Debbie Gona, Lisa Brewer, and Lorelle Lewis. Even though few of the innovation submissions displayed here will be showcased in a CSG INNOVATIONS report, they have great value to the transportation community, as new ideas and as a reference point by which to judge new ideas.

The Council of State Governments gives special thanks and credit to the Technology Sharing Program of the Research and Special Programs Administration of the U.S. Department of Transportation, without which the publication and distribution of this book would not have been possible.

Special recognition also needs to be made to the states and their leaders -- for producing these new programs and policies, for nurturing them, and for caring enough about them to make a submission to the CSG INNOVATIONS Transfer program about them.

Robert A. Krause
Director
Center for Transportation
The Council of State Governments
August 16, 1988

TRANSPORTATION INNOVATION IN THE STATES:
NATIONAL CONTEST ENTRIES FOR 1988

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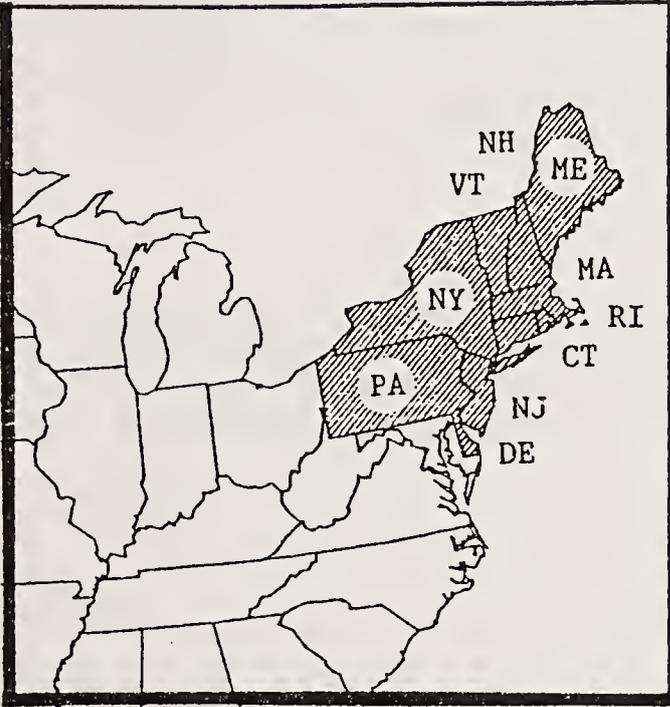
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EASTERN REGION





INN

88-E-10

Photolog Laser Videodisc Viewing System

submission from Connecticut; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

Currently 1.6 million roadway images are being stored in each of four laser-videodisc-based retrieval stations. This allows, for the first time, virtually instantaneous visual access to any point on the state roadway network. Use of these images by office personnel for review, measurement, confirmation and documentation either eliminates or greatly reduces time spent in the field.

Two instrumented photolog vehicles annually collect images and data from 7,800 bi-directional miles of state roadways. The images are transferred to Photolog Laser Videodiscs (PLV). The PLVs are disbursed to four viewing stations located in DOT facilities throughout the Capital area. Five additional viewing stations will be deployed in each district and the Headquarters building in Wethersfield by June 1988.

Operational since 1986.

PLV viewing station software automatically captures and stores each occasion of usage. These data are extracted quarterly to generate Estimated Cost Savings Reports which are forwarded to the Federal Highway Administration. Annual Estimated Cost Savings for four stations are projected to be \$250,000.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dr. Charles Dougan, Ph.D., P.E.
Director of Research & Materials
Connecticut Dept. of Transportation
280 West St.
Rocky Hill, CT 06067
(203) 258-0372

INN

88-E-40

GRANIT (Geographically Referenced Analysis and Information Transfer System)

submission from New Hampshire; 1988

Innovations Transfer Program, The Council of State Governments
State Government

GRANIT is a computer-based geographic information system being developed by the New Hampshire Office of State Planning (OSP) and the University of New Hampshire for the purposes of providing improved information to federal, state, and municipal decision-makers in the areas of natural resource management, environmental protection, land use and related planning matters. The goal is better and more informed decision-making.

The system was first used to help prepare the state's response to the United States Department of Energy (DOE) radioactive waste site proposal: Crystalline Repository Project. Based on the siting criteria provided by DOE, GRANIT was used to identify the candidate site prior to its formal announcement. The system was employed to organize much of the subsequent information collected locally and by the state, and ultimately provided a basis for demonstrating the unsuitability of the Hillsboro site.

Operational since July 1, 1985.

Although the GRANIT program is still in its developmental stage, the job of establishing an integrated, statewide geographic data base is well underway. One early accomplishment was the application of GRANIT to the state's response to a proposed high level radioactive waste site in New Hampshire. The system was used by the Complex Systems Research Center (CSRC) at the University of New Hampshire and the Office of State Planning to process the data sets from the Department of Energy and its screening methodology to identify the candidate site prior to its formal announcement. The system was then employed to organize much of the additional data collected locally and by the state. The resulting analysis and computer maps of the Hillsboro, New Hampshire area provided the state with its strongest technical response against this siting proposal.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

John Dabuliewicz, Director
Office of State Planning
2-1/2 Beacon St.
Concord, NH 03301
(603) 271-2155

INN

88-E-61

Geographic Information System

submission from New Jersey; 1988

Innovations Transfer Program, The Council of State Governments
Environmental & Natural Resources

Provide the Department with geographic analysis and mapping technology to help address the State's environmental and public health protection issues. This is done by coordinating the Department's geographic information into a single statewide database, and providing access and analysis capabilities through Geographic Information System (GIS) technology.

While the GIS is used by each of DEP's divisions for its own purposes, the Division of Science & Research ensures that these separate efforts are coordinated, especially as they contribute to the development of a Statewide geographic data base. DSR's GIS activities fall into several categories: GIS applications, user support & training, data base development & maintenance, & system administration.

Operational since February 1987.

This GIS hardware & software was installed in February 1987. Most divisions in the Department have purchased workstations to link to the GIS.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Susanne Strater, Manager
Geographic & Statistical Analysis Unit
NJDEP-Div. of Science & Research
401 East State St.
Trenton, NJ 08625
(609) 633-0783

INN

88-E-79

Group Transport for Mobility Impaired

submission from New Jersey; 1988

Innovations Transfer Program, The Council of State Governments
Labor

To provide "seed money with a specific payback in needed rides," in order to initiate a source of wheelchair lift transportation in rural or suburban areas where mobility impaired consumers or potential consumers were unable to obtain the needed transportation from existing resources and as such could not readily participate in vocational rehabilitation services to enter or re-enter the labor market.

Activities and Operations: 1) NJ DVRS found agencies willing to supply services if vehicle and retrofitting were available; 2) NJ DVRS consulted to find funding services for vehicle; 3) NJ DVRS made up the "retrofitting" monetary shortfalls to make the vehicles accessible to mobility impaired consumers; 4) NJ DVRS signed letters of agreement with recipient agencies to provide needed rides for consumers; 5) each authorized and documented ride was deducted from the original monetary amount given to the operating agency for retrofitting.

All the "payback rides" established in the original agreements with the recipient agencies were given within the required timeframes.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

L.J. Klein, PPDS-I
Labor Bldg., Rm. 1005
CN 398
Trenton, NJ 08625
(609) 292-3604

INN

88-E-165

Bicycle Parking Program

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the program is to provide secure bicycle parking at the Empire State Plaza as a pilot for Statewide implementation. The bicycle parking program is being established to recognize the role that bicycles play as a viable means of transportation benefiting energy conservation, the environment, and health.

Questionnaires are sent out to establish numbers of riders at the Empire State Plaza, where they work, and where they commute from. This information is used to establish location of parking facilities needed for the bicycle commuters. Enclosed areas, with keys issued to riders, will provide secure parking for employees. Visitor bicycle parking will be provided by front and rear locking bicycle racks. Shower and locker facilities are available for both males and females.

Operational since June 1988.

Usage levels will be monitored by visual surveys of bicycle racks and by the number of keys issued. Usage at the Empire State Plaza will determine future expansion of this service to other State facilities.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

David Chrapowitzky
Division of Albany Utilities
Corning II Tower, Rm. 3980
Empire State Plaza
Albany, NY 12242
(518) 474-1514

INN

88-E-102

Industrial Infrastructure Development Program

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments

Economic Development

To provide State funding for necessary infrastructure projects that will facilitate economic development within the State. It is designed to be used in relation to a specific economic development project involving an industrial facility other than primarily retail commercial operations that will create or preserve jobs.

This program will provide a combination of loans and grants to municipalities, local development groups, and State agencies which have companies actively planning to locate or expand and cannot use existing funding sources or private funds to pay for needed infrastructure improvements.

Operational since March 1988.

13 applications for project funding have been received for a total of \$3,129,00 in state investment. Jobs to be created: 2,073; jobs saved: 1,291. Five projects have been funded.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Jason Friedman
Policy Analyst, Dept. of Economic Dev.
Rm. 900, One Commerce Plaza
Albany, NY 12248
(518) 474-4100

INN

88-E-174

Innovative Purchasing of Special-Use Law Enforcement Vehicles

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the innovation is to economically and expeditiously procure special-use law-enforcement vehicles for a number of State agencies in accomplishing their diverse responsibilities.

The Division of Statewide Vehicle Management, the Standards and Purchase Group and the Office of Minority and Women-Owned Business Enterprises in cooperation with the Division of the Budget and the Office of the State Comptroller, developed the innovative purchasing methodology to locate both appropriate vehicles and dealerships interested in participating in the purchasing process, with competition handled on a regional basis for warranty.

Operational since 1987.

The result of this innovative methodology was that 66 new and used vehicles were purchased totaling \$794,64 in value for 15 very satisfied State agencies. All of them were purchased at either below or only slightly above dealer cost. The MBE portion represents 80% share of the total value of the purchase from eight separate minority owned dealerships.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Arnold Steigman
Deputy Commissioner
Interagency Services
Corning II Tower - 41st Fl.
Empire State Plaza
Albany, NY 12242
(518) 474-1441

INN

88-E-143

Minority Developer Assistance Program

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments

Minorities

The purpose of the program is to address the issue of underrepresentation of qualified minority developers within the Real Estate industry, by creating a program that would provide minorities with the training and skills necessary to be actively involved in development.

Provided Five Fellowships in Columbia University's Master of Science Degree in Real Estate Development Program. Additionally, provided living stipends of \$11,000 per student, plus an internship with an active New York developer where hands-on experience could be obtained.

Developers of a portion of our site contributed 1/2 of 1% of their total development cost - total \$329,000. Total cost \$135,000.

Program expanded to two other schools, N.Y.U. and Pratt Institute; Fellowships expanded from five to nine.

For additional information, contact:

Innovations Transfer Program

CSG Headquarters

Iron Works Pike, P.O. Box 11910

Lexington, KY 40578

(606) 252-2291

Steven E. Harper, Project Director

1 World Financial Center

18th Floor

New York, NY 10281

(212) 416-5343

INN

88-E-144

Minority/Women-Owned Business Enterprise Development Centers

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments
Minorities

A pilot effort to meet the specific needs of women and minorities who are seeking to start or are starting their own businesses. The program will prepare women minorities and dislocated workers for self-employment through training which focuses on the principles and practices of entrepreneurship.

Grants have been made on competitive basis in response to REP for pilot Centers designed to provide intensive, community-based management and technical assistance. Development centers must be not-for-profit corporations operated by a board of directors representing community leaders in business, education, finance and government. Each program has an advisory council representing the client groups served and which provides counseling and assistance.

Four centers funded up to \$100,000 each from FY 1987-88 DED budget. Programs should have commitments for financial assistance from local sources and will institute fees for services to supplement State funds.

Awards have been made to four community-based non-profit organizations.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Jason Friedman
Policy Analyst
NYS Dept. of Economic Development
One Commerce Plaza, Rm. 900
Albany, NY 12248
(518) 474-4100

INN

88-E-145

State Monthly Reporting of MWBE Procurement

submission from New York; 1988

Innovations Transfer Program, The Council of State Governments
Minorities

The purpose of the program is to monitor the Minority and Women-Owned Business Enterprises purchasing activities of 60 NYS agencies, departments and public authorities in a cost efficient, accurate and timely manner.

The monthly reporting system for Statewide MWBE purchasing activities was fully computerized. Tapes from the State Comptroller's Office for each agency's monthly expenditures are sent to OGS and run against the certified MWBE file on the OGS IBM mainframe. Statistical reports are now generated for the total discretionary purchasing and consultant/service dollars spent monthly by each agency and the percentage purchased from MWBEs. State agencies will only submit one reporting form per month relating to those checks that are processed by the agency.

Operational since September 1987.

This system eliminates the tedious tracking of purchase requisitions generated by various units of each agency and the submittal of reporting forms by various facilities to one central office. A total of 5,160+ hours are saved annually by 60 agencies, 43 state universities, 51 correctional facilities, 25 developmental centers, and 36 psychiatric centers. Any agency involved in construction activity must now submit a subcontracting report only. The computerized system has eliminated 720 person hours of work annually for OGS alone.

The new monthly reporting forms have also produced substantial savings; the 7 three-part carbonized forms have been changed to tablets of 50 forms each, which are mailed to the reporting agencies, resulting in printing cost savings.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

William Clay
Director of Minority & Women-Owned Business
Corning II Tower - 41st Fl.
Empire State Plaza
Albany, NY 12242
(518) 474-9424

INN

88-E-205

Aircraft Sales/Use Tax Self-Audit Program

submission from Pennsylvania; 1988

Innovations Transfer Program, The Council of State Governments
Revenue

The purpose of the innovation is to collect unpaid taxes due the Commonwealth on sales of aircraft used or hangered in Pennsylvania.

Specific operations of the program: magnetic tape is received from FAA; data is extracted and down-loaded from the mainframe directly onto a PC; identification of PA based aircraft recently registered with FAA; contact purchaser with a request to file a Sales and Use tax return, and pay any tax due not paid at time of purchase, or provide a valid exemption from tax; and information is tracked on the PC, and payments received are processed.

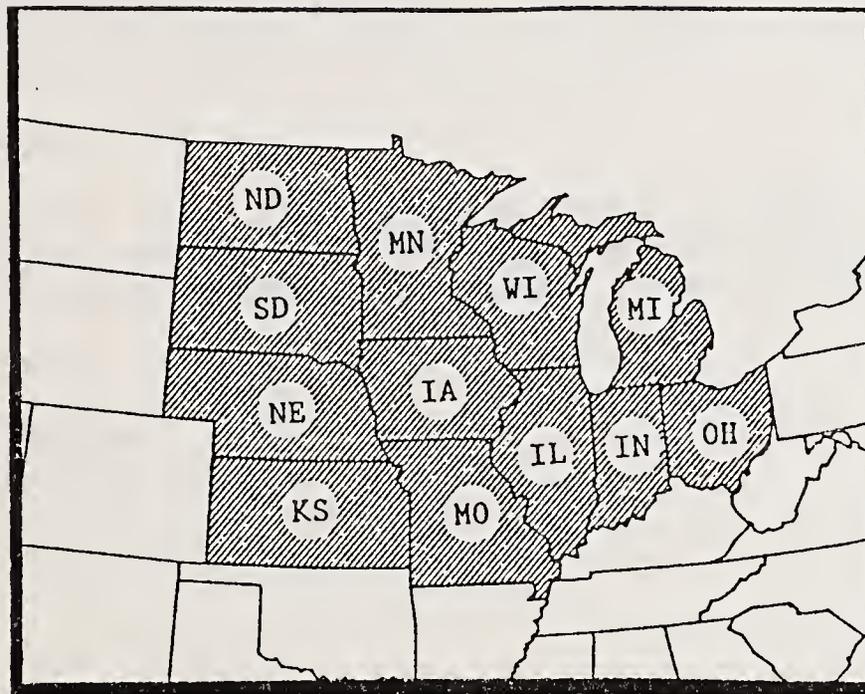
Over 2 1/2 million dollars in revenues received since conception.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Robert A. Scatena
Department of Revenue
Business Trust Fund Taxes
9th Floor Strawberry Sq.
Harrisburg, PA 17127
(717) 783-9735

MIDWESTERN REGION





INN

88-MW-29A

**Automated Traffic/Truck Weight Monitoring Equipment
(Weigh-in-Motion)**

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

A number of State and Federal programs require truck weight, bridge formula compliance, equivalent single axle load and vehicle classification data. This calls for affordable and representative truck weight and classification data. Presently available weigh-in-motion, WIM, systems are too expensive to permit the widespread deployment necessary to obtain representative data. Piezo-electric technology is believed to be the basic element in a low-cost Automatic Weight and Classification System (AWACS). The intent of the project is to support and encourage transferring research knowledge to state and local agencies and manufacturers through field demonstrations.

Operational since September 1986.

The study has shown that in the Portland Cured Concrete pavement, the AWACS is capable of meeting the needs of state and federal highway agencies, producing accuracies comparable to many current commercial WIM devices.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Bill McCall
Director, Office of Transportation Research
Planning & Research Division
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010
(515) 239-1682

INN

88-MW-29

Iowa Road Map/Road Conditions

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments
Public Safety

The purpose of the innovation is to provide the citizens of Iowa with current, visual, statewide road conditions.

November 15 through April 15 road conditions statewide are gathered six times daily. Results are placed on a computer generated map of Iowa using different colors to depict existing conditions. The map is transmitted to a local cable company. The map display is then displayed on the weather channel periodically and updated as required.

This program has assisted in reducing the number of calls which overload the communications specialists on duty.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Gary Lee Stevens, Director
Public Safety Communications
3rd Floor
Wallace Building
Des Moines, Iowa 50319
(515) 281-8378

INN

88-MW-29B

One Person Edgerutter

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments

Transportation

The purpose of the innovations is to place shoulder aggregate to eliminate pavement edge drop off with a one person operation, placing only the minimum amount of material needed.

A truck dump body insert is installed that funnels and meters the granular material into a trailing evener that distributes the material as needed. This allows one person to fill edge ruts and strike off the material in one pass. A second unit, working in tandem with the first unit, can provide for traffic control and compact the material. The trucks switch places when the first truck is empty.

Operational since 1984.

The one person edge rutter costs only \$750 compared to an estimated \$5,000 for previously used edge rutter and, based on annual program of placing 350,742 tons of material, the overall savings in manpower, equipment, and materials amounted to \$1,301,253 for fiscal years 1985 and 1986.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Robert Samuelson
Maintenance Program Engineer
Office of Maintenance
800 Lincoln Way
Ames, IA 50010
(515) 239-1388

INN

88-MW-29C

(Transit) Private Sector Notification Clearinghouse

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

UMTA private sector initiative regulations require subrecipients under Sections 16(b)(2) and 18 to give all possible private transit operators an opportunity to participate in transit planning and to notify private operators of any new services. As the actual recipient, the state is responsible for assuring that this happens.

As part of our transit technical assistance program, we allow any transit system (including Section 9 recipients) or transit planning agency to send us a single copy of their notices of transit planning meetings, public hearings, service change announcements, requests for bids, etc.

Operational since 1986.

The primary benefit is the ability to easily monitor compliance with notification requirements among Section 18 subrecipients. Many Section 9 recipients have also chosen to use the service since it represents a significant savings to the local system.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Nancy Richardson
Director, Air and Transit Division
Iowa Department of Transportation
State Capitol
Des Moines, IA 50319
(515) 281-4265

INN

88-MW-29D

Revitalize Iowa's Sound Economy (RISE)

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

A special economic development highway fund (RISE) was established by the Iowa Legislature in 1985 to promote economic development in the state through the establishment, construction and improvement of roads and streets. The program enables the state to provide necessary street, highway or road improvements that will enhance an area's or a specific site's economic development opportunity. It also allows the state to quickly respond to applications for road or street improvements that are related to an immediate, nonspeculative opportunity for job creation or retention.

The RISE program funds road and street improvements in all jurisdictions--city, county and state--that are associated or needed for economic development. Applications for projects are accepted twice a year. In addition, projects needed for immediate, nonspeculative job creation or retention may be applied for at any time.

Operational since December 1985.

As of December 31, 1987, 120 projects have been approved for a total commitment of \$47,358,595 in RISE funds. The total cost of these projects is over \$92 million. The program has leveraged over \$575 million in capital investment and assisted in the creation of over 10,000 jobs.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Gunnar Rorbakken
Transportation Planner
800 Lincoln Way
Ames, IA 50010
(515) 239-1312

INN

88-MW-29E

Transit Training Fellowship

submission from Iowa; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to broaden technical assistance and training opportunities beyond the range available from state DOT staff or state sponsored seminars, particularly in specialized areas where there would not be a sufficient base of interest within the state's transit community to organize a seminar.

State funds are available to pay one-half of the tuition (registration), travel, lodging and meal costs for transit-related training. This may include local community college courses on computer software packages, specialized vendor sponsored training on air conditioning or lift maintenance or even transit conferences deemed to have educational values.

Operational since June 1986.

Most systems have utilized the program in either the first or second year. Slowly the systems seem to be understanding that this program is available for and even aimed toward the mechanics and dispatchers as much as the managers.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Nancy Richardson
Director, Air and Transit Division
Department of Transportation
State Capitol
Des Moines, IA 50319
(515) 281-4265

INN

88-MW-56

Minnesota Weather Information Network (Mn/WIN)

submission from Minnesota; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The goal of the Mn/WIN project is to make more effective use of our weather information resources in Minnesota. Minnesota is blessed with weather that is diverse and changeable. The weather impacts economic and personal lives in many ways. By providing improved user-friendly access to real-time weather information, individuals and organizations, like the Minnesota Department of Transportation, can make more cost effective day-to-day economic and personal decisions.

Thirty-four public and private sponsors have joined in the development of Mn/WIN.

The first objective of developing and encouraging a network of human resources has been accomplished and is in a maintenance phase by use of periodic group meetings of the sponsors, frequent newsletters to the support community and interactive work groups assembling the plan. During the process, the sponsors created Minnesota's Meteorology Data Resource and Human Resource Inventories. The second objective of creating a Minnesota Weather Information Network Plan is approximately one-half accomplished by the sponsors.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dean Larson
Special Programs Coordinator
Office of Aeronautics
417 Transportation Building
St. Paul, MN 55155
(612) 296-3404

INN

88-MW-55

Transportation Funding for Regional Development Commissions (RDCs)
submission from Minnesota; 1988
Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the innovation is to stimulate local input and perspective on transportation issues and to provide a focal point for coordination of state-regional planning activities. General Transportation Planning activities are financed via negotiated work program and a Competitive Study Grant Program is operated to allow flexibility to the RDCs to nominate specific priority issues for funding.

Operational since 1982.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Fred Tanzer
Metropolitan Planning Coordinator
807 Transportation Bldg.
St. Paul, MN 55155
(612) 296-1607

INN

88-MW-93

Consultant Engineering, Selection & Engagement Process

submission from South Dakota; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the innovations is to identify and retain qualified consulting firms to provide ongoing engineering services by means of a "retainer contract" and to provide procurement for consultant engineering services for local governments.

Local governments have elected to utilize the State's procurement process for engineering services. This eliminates their need to conduct separate procurement functions.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Leon Schochenmaier
DOT Bid Letting Engineer
700 E. Broadway
Pierre, SD 57501
(605) 773-3184

INN

88-MW-94

Right of Way Program

submission from South Dakota; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to expedite the acquisition of Trust Lands from Bureau of Indian Affairs.

The Department of Transportation has developed a policy of making a minimum payment of \$25.00 to each owner of Trust property.

The fragmentation of the ownership (some parcels of land can have 120 owners of more) of Trust Lands at times reduces the amount of payment an owner will receive for his interest in a parcel to the sum of \$0.01 or less. As soon as appraisals are approved by the Bureau of Indian Affairs, a Statement of Fair Market Value letter is sent to each owner by the Bureau of Indian Affairs Agency, stating at what amount the land to be acquired for highway purposes was appraised for, and what the owner's interest in same is - which could be \$0.01.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Joyce Lee Pulfrey
Asst. Right of Way Program Mgr.
700 E. Broadway
Pierre, SD 57501
(605) 773-3746

INN

88-MW-95

South Dakota Road Profiler

submission from South Dakota; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the innovation is to measure highway profile and rut depth quickly and economically. The measurements are used to evaluate pavement condition and to prioritize highway reconstruction needs.

The Road Profiler is an electronically instrumented van which measures roadway profile and rut depth while traveling at normal highway speeds. Various analyses can be applied to the measurements to provide roughness ratings, rutting indices, and graphical plots. The Road Profiler's cost is approximately one-fifth that of comparable systems.

Each year, the entire state highway system (about 8000 miles) is tested in a period of about twelve weeks.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

David Huft
Research Program Engineer
SD Dept. of Transportation
700 Broadway Avenue E.
Pierre, SC 57501
(605) 773-3292

INN

88-MW-106

Motor Carrier Enforcement System

submission from Wisconsin; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the Motor Carrier Enforcement System is to increase the effectiveness and efficiency of Wisconsin's program for enforcement of truck size/weight, vehicle registration, driver license and motor carrier insurance and authority regulations through online access to data necessary for enforcement, to eliminate the hand writing and manual filing of Motor Carrier Incident Reports, to automate the collection of Motor Carrier Enforcement activity data and the production of statistical reports.

Data terminals and printers connected to the Wisconsin DOT mainframe computer have been installed in all 7 State Patrol District Offices and the 16 primary weigh stations. The system provides online access to check the status of Wisconsin driver licenses, vehicle registrations, motor carrier authority, insurance and oversize/overweight permits.

Approximately 16,000 Motor Carrier Incident Report records were entered on the system in the first six months of full implementation.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Stephen Gasper
Inspector Supervisor
Division of State Patrol
P.O. Box 7912
Madison, WI 53707-7912
(608) 266-0264

INN

88-MW-107

On-line Occupational Project

submission from Wisconsin; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The project streamlined a manual process and provides a computer-generated, laser-printed occupational and limited chauffeur license to drivers in Wisconsin whose operating privilege has been suspended or revoked. The person petitions the court for the occupational license. The court must approve the petition and issue the order for issuance.

The department receives the order from the court, the processor brings up the eligibility screen and determines if the person is eligible to receive an occupational license. The processor enters days of week, hours per day, type of vehicle and restrictions into the computer which updates the record and produces either an "ineligible letter" or an occupational or limited chauffeur license. The license is laser printed, proofed and mailed or given to person at the counter.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Julie Clark
Section Chief
C & R Section
Rm. 301, 4802 Sheboygan Ave.
Madison, WI 53707
(608) 267-5080

INN

88-MW-108

Traffic Violation & Registration Program

submission from Wisconsin; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the innovation is to aid local municipalities in the collection of parking violation forfeitures.

Local enforcement agencies send two written notices within 28 days to nonpaying violators, warning them of their intent to notify the Department of Transportation (DOT). If the violator fails to comply, the enforcement agency directs the DOT to suspend the registration of the vehicle involved in the violation, to refuse the registration of all vehicles owned by the violator, or both.

The number of municipalities participating in the program has escalated from 20 in 1982 to 216 in 1987.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Rose Marie O'Malley
Rm. 23- Hills Farms State Office Bldg.
P.O. Box 7909
Madison, WI 53707
(608) 266-1439

INN

88-MW-109

Voluntary Surrender Status for Driver Licenses

submission from Wisconsin; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

In May 1987, the state legislature passed legislation establishing a new status for driver licenses in Wisconsin. This status is "voluntary surrender." Prior to the passage of this legislation, the Wisconsin Division of Motor Vehicles had available only four statuses: valid, revoked, suspended, or cancelled.

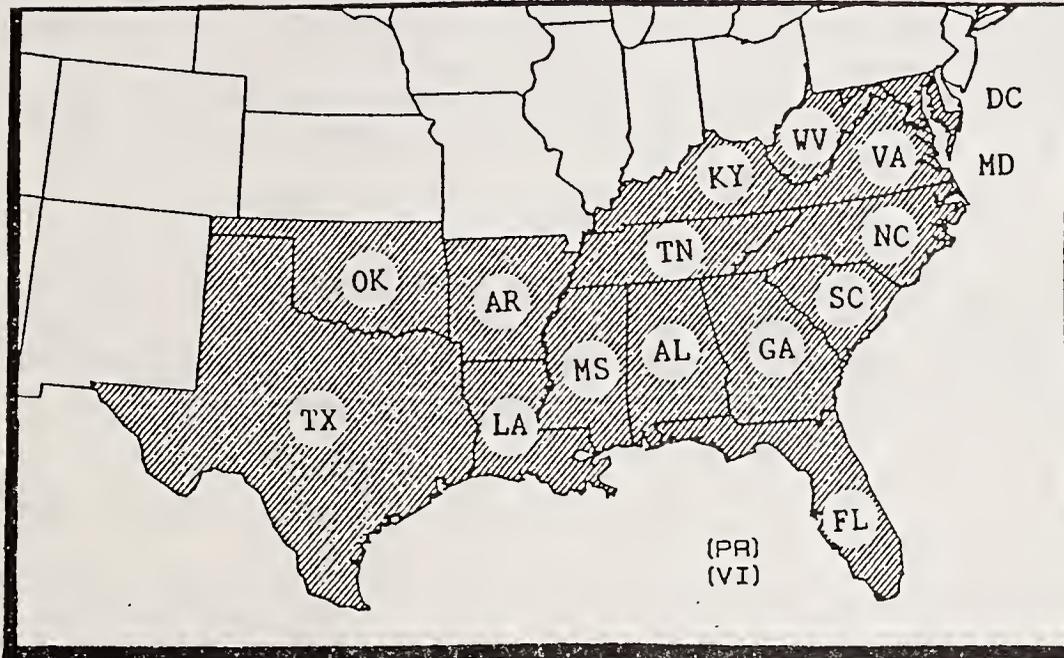
Since its implementation, 256 individuals have chosen to voluntarily surrender their licenses. 70% of those were in the first three months of this year since additional advertising has been done on the policy. It is expected that at least 1,000 drivers will make this choice each year.

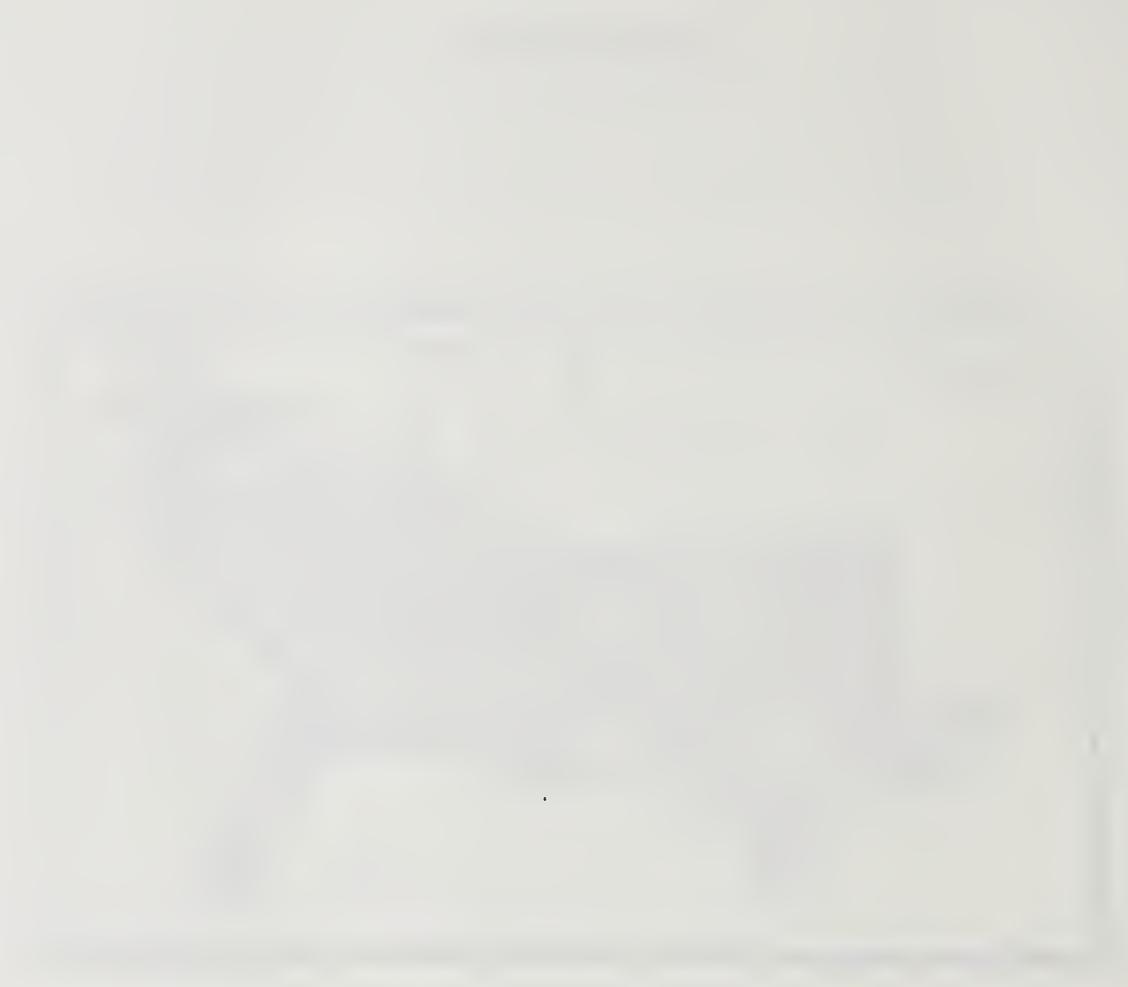
Many of the cases where a "voluntary surrender" status is needed are cases where the driver is disabled, elderly, or has a fixed or low income. Some projections say that by the year 2000, 50% of the general population will be disabled or elderly. This policy changes specifically addresses the needs of that population while continuing to promote traffic safety by rewarding the responsible driver.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

SOUTHERN REGION





INN

88-S-13

Driver License Express Offices

submission from Florida; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the program is to provide more convenient service for Florida drivers who only need to renew their licenses.

Driver license renewal offices have been opened in three retail stores, demonstrating a service concept that makes these routine transactions more convenient for most applicants while reducing crowding at the State's own overburdened facilities. State personnel operate the DL Express offices in retail store space that the host company has reconstructed, furnished, and maintained for such use at its own expense. The offices are staffed by one examiner with the limited array of equipment needed to process renewals only. Operating hours approximate to those of the host store.

Operational since September 1985.

Office activity reports indicate that Express Office performance, in terms of applicants processed per examiner man-hour, is comparable to conventional DL offices in the same region. Florida's three Express Offices issued a total of 33,137 licenses in 1987. Improved service is considered the main criterion of success.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Deborah S. Berlinger, Assistant Bureau Chief
Division of Driver Licenses
Neil Kirkman Bldg., Rm. A-227
2900 Apalachee Parkway
Tallahassee, FL 32399-0560
(904) 487-4704

INN

88-S-38

Career Enrichment Program

submission from Maryland; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to provide State Highway Administration employees with the resources and work environment necessary to grow professionally as individuals, contribute to the effectiveness of the organization and provide superior services to the citizens of the State of Maryland.

Operational since February 1987.

Thirteen programs were designed and implemented for SHA employees. Two (Recruitment and Orientation) are aimed at supplying the organization with an intelligent and well-informed work force. Two programs (Training and Wellness) have been designed to provide all employees with the technical, management and personal resources needed by the employees and the organization. Three programs facilitate upward mobility (Upward Mobility, Management Development and Career Counseling) at all levels. One program (EEO/Affirmative Action) guarantees equal opportunity, and one facilitates team participation in the organization (Quality Circles). Two programs recognize employees' contributions (I Have a Bright Idea and Employee Recognition and Awards). Work Environment provides the mechanism for effecting a satisfactory work place and Employee Events/Que Pasa is the means for employees to get to know one another in a social setting.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Pat Linfield, Chief
Training & Manpower Development Section
Room 101
707 North Calvert St.
Baltimore, MD 21202
(301) 333-1239

INN
88-S-39

Listening Booth

submission from Maryland; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the innovation is to determine how customers feel about their transit service and give all managers an opportunity to interface with customers.

MTA management staff personnel spend time at Metro stations, park and ride lots, major transfer points, etc. to listen to commendations and complaints and hand out marketing information. "Report Cards" are distributed. Comments have been very positive.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Ronald J. Hartman, Administrator/Gen. Mgr.
301 W. Lexington St.
Baltimore, MD 21201
(301) 333-3885

INN

88-S-36

Minority Business Outreach Initiatives for Commodity Procurements
submission from Maryland; 1988
Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the program is to structure the State's procedures procuring supplies to attempt to achieve a minimum of 10% of the total dollar value of procurements for supplies directly or indirectly from certified Minority Business Enterprises (MBE's) as required by State law.

In the fiscal year beginning July 1, 1986 (FY 1987), the State's Purchasing Bureau began experimenting with a nontraditional approach to increasing minority participation in the \$150 million spent annually for commodities -- subcontracting for the delivery of commodities produced by others.

Subcontracting is generally associated with construction or service contracts. Subcontracting for delivery of commodities is, therefore, a novel approach.

Operation since July 1, 1986.

The Purchasing Bureau was able to achieve 15% minority participation in the \$69,936 fuel oil delivery contract and 50% minority participation in the \$779,000 road salt delivery contract. These results exceeded the minimum 10% MBE goal established by law.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Robert J. Byrd
Director, Central Services
301 West Preston St., Rm. 1305
Baltimore, MD 21201
(301) 225-4294

INN

88-S-40

Report Card

submission from Maryland; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to determine how customers feel about out mass transit service. They "grade" the MTA Metro and bus service on such factors as on-time performance, cleanliness, courtesy, etc.

Report cards are available on buses, at Metro stations, the Listening Booth, and at MTA locations for use by customers.

Each card is read and proper action taken. About 2,000 cards have been returned since implementation; a 12% rate of return.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Ronald J. Hartman, Administrator/Gen. Mgr.
301 W. Lexington St.
Baltimore, MD 21201
(301) 333-3885

INN

88-S-57

Cost Management Program

submission from North Carolina; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the innovation is to expend the Department of Transportation's funds in the most effective manner.

Each Unit in the Department is asked to submit quarterly reports documenting cost savings activities. These reports are audited and summarized to provide an overall quarterly report for the Department.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Ron Oates, CM, Director
Productivity Management
NC Dept. of Transportation
P.O. Box 25201
Raleigh, NC 27611
(919) 733-2083

INN

88-S-61C

Let's Promote North Carolina!

submission from North Carolina; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to reach the traveler and tourist with valuable information. This information will promote tourism creating additional revenue and/or facilitate travel by providing directions. Directional information would give the best route to a historic site, information center, etc. This would also create invaluable "Good Will" toward the State.

Activities include: installation of Travelers Information Stations (Radio 1610 AM KHZ or 530 AM KHZ) at state lines on interstates with a "Welcome" from Governor Martin and "Directions" to our North Carolina Welcome Center (result -- an opportunity to promote North Carolina); installation of "Map Displayers" in Rest Areas and Welcome Centers to encourage "loop" trips to points of interest (result -- increased revenue to local communities); and development of a Scenic Highway Program to take advantage of North Carolina's scenic primary highway, ties in with "loop" trips promotion (result -- increased revenue, better utilization of highways).

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Edward Ingle
Area Landscape Engineer
Department of Transportation
P.O. Box 3279
Asheville, NC 28802
(704) 251-6176

INN

88-S-55

Low Vision Screening

submission from North Carolina; 1988

Innovations Transfer Program, The Council of State Governments
Social Services

The purpose of the innovation is to improve the visual function of individuals who have subnormal vision even though they wear corrective lenses.

Nursing Eye Care Consultants from the Division of Services for the Blind are equipped with low vision "kits". These kits contain a variety of magnifying and telescopic devices. Starting with a recent eye report from the individual's eye doctor, the nurse tries various types of low vision devices to identify one or more which will improve the individual's function (i.e., reading labels on grocery items, reading printed materials, identifying street signs, sewing and knitting). This is an outreach service that the nurse provides in the home, workplace, school, etc., to attain maximum benefit to the client.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

S. Stewart Vick
Chief, Medical Eye Care Program
Division of Services for the Blind
309 Ashe Ave.
Raleigh, NC 27606
(919) 733-9700

INN

88-S-61

MultiState Technical Assistance Program (MTAP)

submission from North Carolina; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose of the program is to establish a hands-on mechanism that states could use to address technical assistance needs. State-level public transportation administrators meet infrequently, usually in an ad hoc setting. MTAP is intended to strengthen states' efforts by sharing "best practices"; it provides a ready means for peer-to-peer exchange of information; establishes a series of retreat-styled workshops as a means of improving program administration and thereby provides benefits to State DOTs and mass transit operators.

Specific activities and operations: research, compile and produce a "notebook" of the most notable and transferable innovations from among the states; provide for the immediate and focused transfer of technical assistance via an on-site, peer-to-peer exchange of information; and organize and conduct a series of regional forums for public transportation administrators.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

David King
Director, Public Transportation Division
NC Department of Transportation
P.O. Box 25611
(919) 733-4713

INN

88-S-49

Operation E.A.G.L.E. (Excessive Alcohol Guarantees Law Enforcement)

submission from North Carolina; 1988

Innovations Transfer Program, The Council of State Governments

Drugs

The North Carolina Alcohol Law Enforcement Division, North Carolina State Highway Patrol, and the Governor's Highway Safety Program initiated Operation Eagle to increase the general public's perception of being apprehended for driving while impaired and reduce irresponsible service of alcoholic beverages to intoxicated patrons by licensed businesses in North Carolina. Through a series of selective joint-enforcement-media events, the goal of this program is to reduce the number of accidents, serious injuries, and deaths attributed to driving while impaired.

To date, three Operation Eagle campaigns have been conducted in major cities in North Carolina. The most important outcome from these programs is the increased cooperation of law enforcement agencies and the media through joint-enforcement-media events to reduce the number of accidents, serious injuries, and deaths attributed to driving while impaired.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

John Britt, Jr.
Deputy Director for Operations
Dept. of Crime Control and Public Safety
Alcohol Law Enforcement Division
P.O. Box 27687
Raleigh, NC 27611-7687
(919) 733-4060

INN

88-S-84

Dispatch - State Employee Vanpool - Shuttle

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of the program is to increase availability of State vehicles to State employees.

Motor Vehicle Management presently owns and maintains a fleet of approximately 2,200 vehicles across the State of Tennessee. Motor Vehicle Management operates dispatch fleets in Jackson, Memphis, Cookeville and Nashville, TN. State employees can utilize these fleets to travel across the state.

An employee vanpool has been established to provide State employees commuting to work transportation for a monthly fee.

MVM is presently attempting to set other dispatch facilities up across the State at various locations. The size of each fleet and type of vehicle varies in different areas of the State.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson
Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-85

GTE FleetTracker

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

GTE FleetTracker is a management information system. It is an important tool that helps to provide timely information to effectively and efficiently manage a fleet of vehicles.

FleetTracker is an on-line "Real Time" computerized system. Many reports and detailed information can be produced to be used in managing a fleet.

All vehicles can be tracked from the time a requisition is prepared and until the vehicle is sold. An in-depth description on technical specification, location, assignment, and cost information is kept on each vehicle. FleetTracker provides a Warranty Code Table to help the service area receive credits for repairs covered under warranty.

Operational since April 1987.

GTE FleetTracker has been extremely beneficial since implementation. Reports can be produced more quickly for budget analysis, replacement forecast, preventive maintenance, breakdown trends, and accidents. Also, vehicle warranties can help produce cost savings for the state.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson
Director, Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-88

Regulations of State-Owned Vehicles

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The State of Tennessee wants state vehicles utilized only for State purposes. However, some drivers do not utilize the vehicles properly, resulting in misuse. When a vehicle misuse occurs, an investigation is conducted by the department in which the vehicle is assigned.

A memorandum is sent from the Commissioner of General Services to the Commissioner of the department in which the State vehicle belongs. A full investigation is conducted. The results are then returned to this department.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson
Director, Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-89

Vehicle Rate Charges and Charge Back Program

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

The purpose of this program is to establish realistic rates on all new vehicles purchased and to establish a program so that each department or agency will be supporting its own fleet of vehicles.

Beginning in 1983, realistic rates were set for all new vehicles. These new rates are considerably higher than previous rates experienced, primarily due to inflation over the past few years. In order for Motor Vehicle Management to get back on an up-to-date replacement cycle, this program was necessary. Some replacement money has been built into these rates which should in turn require less monies from the agency in relationship to future replacements.

Operational since July 1983.

By fiscal year 1988-89 only the vehicles which are upgraded, abused or purchased prior to 1983 by a Department/Agency will be the vehicles associated with the charge back program, because of realistic rates being established as the vehicles are purchased each year.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson, Director
Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-90

Waste Oil Disposal

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

Motor Vehicle Management purchased a 200,000 BTU Black Gold oil fired heater in order to dispose of the waste oil that accumulates in the MVM garage. This unit meets all EPA specifications and was purchased for two specific reasons: to help in heating the garage; and to eliminate the problem MVM faced when oil tanks were full and all vendors were going to charge per gallon to pump the oil out and dispose of it properly. This unit operates on a stand alone basis. It is thermostatically controlled and does an excellent job requiring very little service when operating properly.

Operational since February 1987.

Provides MVM with a means of disposing of waste oil in the most economical means possible, meeting all waste disposal requirements.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson
Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-91

Wreck Program

submission from Tennessee; 1988

Innovations Transfer Program, The Council of State Governments
State Government

This program is to insure Motor Vehicle Management that all accidents are reported and proper repairs made, and if insurance is applicable, all monies collected.

Three written compatible, competitive bids are to be collected in order that effective, proper repair is made on body damage at the most economical rate possible.

This program insures that all wrecks are reported and subsequently repaired with cost at the lowest possible dollar, and that insurance is collected when applicable.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Dennis Johnson
Motor Vehicle Management
9 Eighth Avenue North
Nashville, TN 37219
(615) 741-1637

INN

88-S-94

Statewide Anti-litter Program

submission from Texas; 1988

Innovations Transfer Program, The Council of State Governments
Environment and Natural Resources

The purpose of the program is to reduce litter along Texas highways. Highway litter pickup costs had increased by 15-20% each year. By 1985, litter costs reached \$24 million per year. The state highway commission requested an innovative anti-litter program that would reduce litter by 20% the first year.

A multi-level approach was determined to be most effective. This included: a mass-media advertising campaign focused on a specific target market, rather than the general public; support of grass-roots beautification groups - by funding a statewide beautification group with local "clean community groups" as affiliates, the campaign could be localized; establishment of an "Adopt-a-Highway" program, the first of its kind in the nation, that allows civic clubs, garden clubs and others to adopt 2-mile sections of highway for litter pickup.

Operational since 1985.

Since the program was begun in 1985, we have verified a 54% reduction in highway litter.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

John Cagle
Manager, Public Information Section
State Dept. of Highways and Public Transportation
11th & Brazos St.
Austin, TX 78701-2428
(512) 463-8954

INN

88-S-101

Commission on VASAP - Virginia Alcohol Safety Action Program

submission from Virginia; 1988

Innovations Transfer Program, The Council of State Governments

Drugs

The purpose of the commission is to oversee and coordinate the 26 local ASAP programs in Virginia. The commission is constructed of members who are integral to the effective operation of the system: legislators, judges, highway safety professions, program directors, police and treatment professions.

Specific activities are to establish minimum standards & criteria for operation of local ASAP; oversee local program performance; and coordinate a system to fund programs in deficit situations.

The ASAP programs generate 6.5 million a year from defendant fees - 10% is forwarded to the commission (\$650,000.00) to operate the commission ad fund deficit programs.

It is an excellent approach to unify, motivate, and coordinate forces which sometimes oppose each other and are counterproductive in their efforts.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Donald Henck Ph.D.
Executive Director
P.O. Box 3-AG
General Assembly Bldg.
Richmond, VA 23208
(804) 786-3591

INN

88-S-99A

Safety in Highway Work Zones

submission from Virginia; 1988

Innovations Transfer Program, The Council of State Governments
Crime & Criminals

The purpose of the program is to enhance traffic safety in highway work or construction zones where traffic problems are anticipated or are evident.

Volunteer Virginia State Troopers are authorized paid overtime to patrol and/or monitor vehicular traffic within specified construction project zones or maintenance areas.

Operational January 1, 1988.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Lieutenant Colonel C.M. Robinson
Director, Bureau of Field Operations
Department of State Police
P.O. Box 27472
Richmond, VA 23261-7472
(804) 674-2014

INN

88-S-99B

Traffic Analysis

submission from Virginia; 1988

Innovations Transfer Program, The Council of State Governments

Crime & Criminals

The purpose of the program is to identify site specific locations within the Commonwealth of Virginia where accidents or other violations are numerically shown likely to occur.

Utilization of microcomputers and a geographical data base software package will enable State Police managers to identify site specific locations with high incident rates (both traffic and criminally oriented), and direct resources to reduce or eliminate the causal factors.

The program is anticipated to be in operation June 1988.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Lieutenant Colonel C.M. Robinson
Director, Bureau of Field Operations
Department of State Police
P.O. Box 27472
Richmond, VA 23261-7472
(804) 674-2014

INN

88-S-127

State Purchasing of New School Buses

submission from West Virginia; 1988

Innovations Transfer Program, The Council of State Governments
Education

The purpose of the program is to reduce the cost of new school buses by bidding all new school buses on State bid contracts.

County school systems report the number of new school buses to be purchased each year. Orders are tabulated by the Department of Education and sent to the Department of Finance and Administration for bid preparations and mailing to all chassis and body companies that are registered vendors. The bids are opened and analyzed by both the Department of Education and the Department of Finance and Administration. Bids are awarded on the basis of qualified low bid.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Stewart Roscoe
State Director of School Transportation
Department of Education
1900 Washington St., E.
Bldg. 6, Rm. B-252
Charleston, WV 25305
(304) 348-2711

INN

88-S-130

Uniform School Bus Operator Training Program

submission from West Virginia; 1988

Innovations Transfer Program, The Council of State Governments
Education

West Virginia School Transportation Regulations require 24 hours of preservice instruction for all school bus operator candidates. Standard 17 (DOT) requires each state to develop and have a plan for training persons whose primary purpose is transporting students to and from school related activities.

Training manuals are provided by the State Department of Education and school bus instructor training is also provided by the Department of Education. County school systems are required to train all new and existing school bus operators.

There has been a reduction of school bus accidents since the program began. The position of school bus operator has become more professional since the program started.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Stewart Roscoe
State Director, School Transportation
Department of Education
1900 Washington St., E.
Bldg. 6, Rm. B-252
Charleston, WV 25305
(304) 348-2711

INN

88-S-126

West Virginia School Bus Inspection Program

submission from West Virginia; 1988

Innovations Transfer Program, The Council of State Governments
Education

The propose of the program is to provide three annual inspections of all school buses in the State of West Virginia to insure the safety and welfare of transported students.

West Virginia school bus inspectors conduct three inspections a year and a fourth inspection if a county system is above the state average. Inspectors go to each maintenance facility to inspect the school bus fleet.

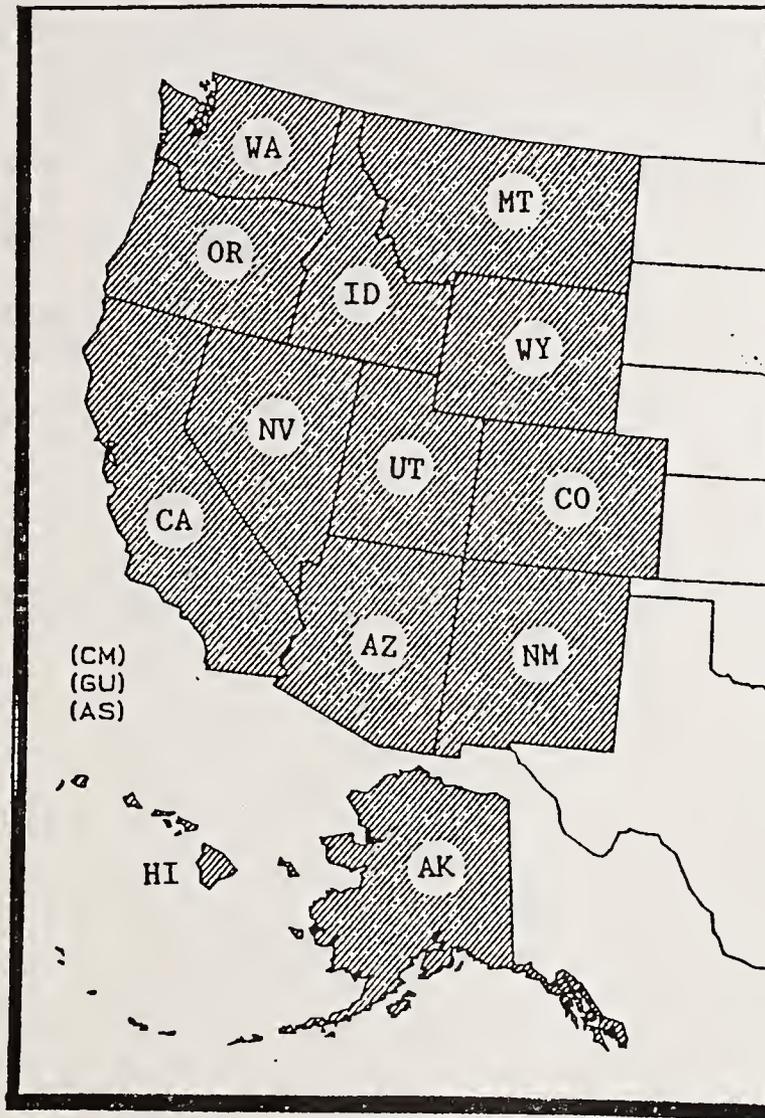
The State average number of defects when the program began in 1977 was 1.233 per bus. The average number of defects for the 1986-87 school year was 0.670.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Stewart M. Roscoe
State Director, School Transportation
Department of Education
1900 Washington St., E.
Bldg. 6, Rm. B-258
Charleston, WV 25305
(304) 348-2711

WESTERN REGION





INN

88-W-08

Administrative Hearing (Telephonic)

submission from Alaska; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

To provide due process hearings for individuals located in remote areas of the state, or in areas not regularly served by administrative hearing officers, resulting in costs savings from reduced travel, and providing a convenience to the public and the state.

Any individual with a pending license action (driver's license suspension, vehicle registration/title revocation, etc.) has a statutory right to challenge that action in an administrative hearing. Hearing officers are based in one central location and travel to other population centers as needed. Telephonic hearings provide a fast, efficient, convenient, and economical method of conducting hearings without the necessity of leaving the central office.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Jay Dulany
Director, Division of Motor Vehicles
5700 E. Tudor Road
Anchorage, AK 99507
(907) 269-5551

INN

88-W-09

Industrial Use Highway (IUH)

submission from Alaska; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

To enhance the economics of using highways for the movement of goods.

Permits multiple movements of oversize and/or overweight reducible type loads for trucking operations.

Operational since 1987.

Company presently using IUH permits with one additional application for this same route in early process stage. Another application for new route presently being processed at this time.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Jeffery Ottesen
Director, Engineering & Operations Standards Division
P.O. Box Z
Juneau, AK 99811
(907) 465-2951

INN

88-W-60

**Utilization of Shoulder as a Traveling Lane for Peak Hour Traffic
on Interstate Freeway**

submission from Hawaii; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

To increase traffic capacity of the Interstate Freeway during morning peak hours by utilizing the shoulder area vs. widening the existing freeway.

A 2-mile shoulder area for the inbound lanes of the Interstate H-1 Freeway between Pearl City Interchange and Stadium Interchange was modified to allow motor vehicles to use it as a traveling lane during the morning peak hours, 5:00 a.m. to 8:30 a.m., Monday to Friday. Two emergency pull outs were constructed to allow for disabled vehicles. Tow truck services were contracted to remove any disabled vehicle on the traveling lanes.

The increase in the traffic capacity from 5 traveling lanes to 6 traveling lanes has saved motorists about 15 minutes of commuting time each morning due to this modification on the Interstate Freeway.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Tit Mun Chun
869 Punchbowl St.
Honolulu, HI 96813
(808) 548-7531

INN

88-W-67

Commercial Driver License Checks

submission from Nevada; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purpose is to check driver records through the use of the National Law Enforcement Telecommunication System (NLETS). Nevada has developed an efficient and timely method of a single inquiry system which enables us to access all 50 states.

This program is multiple purposed. It provides user friendly computer access to NLETS at the remote Commercial Motor Vehicle Inspection Stations which are statewide, to verify driver license status; checks driver license status of driver's prior to issuance of a Nevada driver's license; and runs special driver license checks for Federal Highway Administration for driver's involved in fatal accidents. Federal Highway Administration submits daily a list of commercial driver license numbers for Nevada to verify through our NLETS program.

No other state does both the comprehensive instantaneous single inquiry check of driver records from both an enforcement and driver license issuance basis.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Wayne Teglia
Director
Department of Motor Vehicles and
Public Safety
555 Wright Way
Carson City, NV 89711-0900

INN

88-W-68

Geographic Roadway Network Data Base

submission from Nevada; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

To develop a comprehensive integrated computer database with analytical and graphic mapping capabilities.

Operational since July 1987.

This program has provided a cost effective analysis tool for computer generated reports and graphical representations from data files that were previously unobtainable. The man hour savings is very significant. With an 80% reduction in data compilation time, analysts and engineers are able to devote more time to formulate conclusions and recommendations. This program was nominated and awarded both the Regional and National Administrator's Highway Safety Award for Innovation, Effectiveness and Efficient Use of Resources, sponsored by the Federal Highway Administration.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Garth Dull
Director, NDOT
126 So. Stewart St.
Carson City, NV 89712
(702) 885-5440

INN

88-W-69

Statewide Automated Fueling

submission from Nevada; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

The purposes of the innovation is to increase security, cut losses in fueling operations, and to eliminate operators of vehicles and equipment from manually recording fuel transactions. Also, the system enabled one (1) man to do all statewide fuel reconciliations whereas prior to implementation, seven (7) people were required to perform reconciliations. In addition, the data processing key punch operations for fuel sales were eliminated. At 18 automated sites, fuel is recorded automatically by use of a fuel card to activate pump. The vehicle number and operator or agency number is also automatically recorded. No fuel can be pumped without use of the card. This system allows virtually unlimited fueling by other state agencies and provides Nevada Department of Transportation with automatic billing capabilities. The fuel system also provides continuous inventory update and control with most current fuel costs.

Operational since December 1985.

For additional information, contact:

Innovations Transfer Program
Policy Analysis Services Division
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

W.A. Young
Equipment Superintendent
P.O. Box 930
Reno, NV 89504
(702) 789-0330

INN

88-W-78

Arrive Alive

submission from Utah; 1988

Innovations Transfer Program, The Council of State Governments
Transportation

An extensive, comprehensive enforcement, public information campaign was initiated, which brought the state back into compliance with the national 55 m.p.h. speed limit and saved lives.

Numerous press conferences, an extensive radio, television campaign as well as a tremendous increase in enforcement activities resulted in, over the 101 critical days (Memorial day, July 4th, and Labor day), Utah's fatalities dropping from 27 to 9.

For additional information, contact:

Innovations Transfer Program
CSG Headquarters
Iron Works Pike, P.O. Box 11910
Lexington, KY 40578
(606) 252-2291

Richard K. Howard, Director
4501 S. 2700 W.
Salt Lake City, UT 84121
(801) 965-4409

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