



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 8, 2016

Volume 18, Number 2

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2016 Unified Planning Work Program
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Origin Destination Study Using Cell Phones

Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

Tom Piper
Senior Transportation Planner
tpiper@sarpc.org

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

Congress is back in session (See *Legislative Updates*), and the FASTLANE Grant Applications are due next week (See *Funding Opportunities*). FHWA has some interesting reports on including bicycle and pedestrian facilities in road projects (see *Transportation Research*), and this week's Just for Fun is right out of the X files.

Have a great weekend!

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

MPO FUNDING

The Mobile MPO apportionment was increased with the passing of the new FAST ACT Transportation Funding Bill. The per capita amount was \$6.8 Million per year under the bill MAP-21. That has been increased to \$7.1 million per year, which equates to being able to program almost \$9 million per year once the 20% local match is included. Our Attributable funding schedule has been moved around a bit; however, even though we had an increase in potential funding, we are still negative in terms of budgeting projects in year 2020 and 2021.

FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)

The Mobile Metropolitan Planning Organization (MPO) is the Designated Recipient for Federal Transit Administration (FTA) 5310 *Urban Area Funding* for the Mobile Urban Area. We are well underway with this program, and have already purchased our first vehicle for Mercy Life. Congratulations to all that have been awarded. We are working diligently to get all procurements completed as fast as possible. We will most likely advertised in April for the new call for projects for the FTA 5310 Urban Program. Our funding under the FAST ACT has been increased to \$314,000 annually.

ADA TRANSITION PLANS

The FHWA has required that every city and county in the state have an ADA Transition Plan, and Urban Areas will have a one year deadline (July 20th, 2016). Each City in the Mobile MPO Study Area and Mobile County now has an appointed ADA Coordinator which creates a nine member ADA Subcommittee of the MPO. The inventory is complete for all urban local governments within the Mobile MPO, and the consultant is now working with the ADA Coordinators on the text of each of the ADA documents, grievance procedures, and the potential for a full ADA Transition plan, not just Public Rights of Way. The deadline for Mobile County and the cities within the Mobile MPO to have an adopted ADA Transition Plan for public Rights of Way, is July of this year.

(for areas outside the boundaries of an MPO, ALDOT is working on a time line for you, and you will not follow the same timeline as the Urban areas)

Projects Within Region Let March 25th, 2016

Mobile County

for constructing the Intersection Improvements (Grade, Drain, Base, Pave, Additional Lanes, and Utilities Relocation) on CR-70 (Tanner Williams Road) at CR-523 (Eliza Jordan Road) west of Mobile. Length 0.367 mi.

for constructing the Widening, Resurfacing, Guardrail Replacement, and Traffic Stripe on CR-33 (Dawes Road) from the junction of CR-32 (Three Notch Road) to the pavement joint 350 feet south of the intersection of Scott Dairy Loop Road South in Dawes. Length 1.864 mi.

Baldwin County

No projects scheduled to be let at this time.

Escambia County

for constructing the Resurfacing and Traffic Stripe on SR-3 (US-31) from the pavement joint just south of the Escambia County Line (MP 81.196) to the junction of SR-12 (US-84) near Evergreen. Length 11.673 mi.

[What's Under Construction?](#)

Legislative Updates

FAA Reauthorization Update

The Senate is back in session this week and has started work on the FAA reauthorization bill. Similar to the process to pass the FAST Act, the Senate voted to take up a tax-related House-passed measure ([H.R. 636](#)) to use as the "shell" for the Senate FAA bill. Last night, Senate Commerce, Science, and Transportation Chairman John Thune (R-SD) formally offered an amendment to strike the text of the House bill and replace it with the committee's FAA bill. Senators have filed 58 amendments as of last night and Chairman Thune also brought up two amendments on aviation security and drone operators. The Senate is looking at amendments throughout the day today, but will not meet on Friday. Action will be held until next week.

AASHTO's Trombino Urges US Appropriators to Honor FAST Act Funding Levels

The president of the American Association of State Highway and Transportation Officials urged leaders of U.S. House and Senate Appropriations committees to follow through on the five-year surface transportation law Congress passed in December by fully funding programs at its authorized levels for the fiscal year that starts Oct. 1.

In [March 22 letters](#) to Appropriations committee and relevant subcommittee leaders in each chamber, AASHTO President Paul Trombino – who is also director of the Iowa Department of Transportation – reiterated AASHTO members' gratitude for congressional passage of the Fixing America's Surface Transportation Act.

However, he wrote on behalf of state DOTs, "this authorizing legislation will not be complete without robust appropriations by your committee and subcommittee. As such, we respectfully urge you to fully honor the FAST Act's FY 2017 authorized funding levels for federal highway, transit, highway safety, freight and passenger rail programs as you begin the FY 2017 appropriations process."

Trombino also said full FAST Act funding for all its transportation modes is needed "in order to fully realize the crucial investment impact of the FAST Act," a statement in keeping with past AASHTO comments that transportation infrastructure investments both strengthen the economy in the near term and allow for more long-term growth in commerce and personal mobility.

That letter reflects the reality that in federal legislation appropriators don't have to – and often do not – pass final spending bills that adhere to program authorization laws. Even though the new Fixing America's Surface Transportation Act wrote in five years of authorized funding, appropriators can in many instances write in different dollar amounts each year as they pass spending measures.

In practice Congress normally safeguards Highway Trust Fund programs at their authorized funding levels, which fully protects highway programs and some transit funding. But a substantial portion of federal transit spending is outside the trust fund and therefore at annual risk of change through the appropriations process.

In addition, the FAST Act for the first time authorized freight and passenger rail programs along with highway and transit; all of that law's passenger rail funding comes from general revenues outside the trust fund and is therefore subject to cuts by appropriators. In fact, Congress later in December also passed an omnibus government spending bill for 2016 that provided less to passenger rail than the FAST Act authorized in its first year.

Many state DOTs directly or indirectly support both freight and passenger rail operations in their borders. "Inclusion of these programs means state DOTs and our transportation partners can better plan for and deliver a truly multimodal surface transportation system," Trombino wrote.

He urged appropriators to "honor the Highway Trust Fund obligation limitation levels for highway and transit contract authority programs, while also funding non-Highway Trust Fund programs at the authorized levels."

In doing that, Trombino indicated, lawmakers would provide for all parts of the national surface transportation network: "Not only will this action guarantee the implementation of FAST Act provisions as intended by Congress, but it will also allow for improvement of all modes of our nation's ever-complex transportation network."

Funding Opportunities

U.S. Transportation Secretary Foxx Announces \$500 Million in Eighth Round of TIGER Funding (Due April 29th, 2016)

WASHINGTON –Today, U.S. Transportation Secretary Anthony Foxx announced \$500 million will be made available for transportation projects across the country under an eighth round of the highly successful Transportation Investment Generating Economic Recovery (TIGER) competitive grant program.

"The TIGER program funds vital transportation projects that provide real benefits to communities all across the country. Every year, we see hundreds of compelling applications that have the potential to improve people's access to economic opportunities, make people safer, and improve their well-being." said Secretary Foxx. "I am proud that for seven rounds, TIGER has been able to make a valuable contribution to improving our nation's transportation infrastructure, and I look forward to this year's competition."

Like the first seven rounds, FY 2016 TIGER discretionary grants will fund capital investments in surface transportation infrastructure and will be awarded on a competitive basis for projects that will have a significant impact on the nation, a metropolitan area, or a region.

The 2016 TIGER grant program will continue to make transformative surface transportation investments by providing improvements over existing conditions. The grant program will focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities, both urban and rural.

The Consolidated Appropriations Act, 2016, does not provide dedicated funding for the planning, preparation, or design of capital projects; however, these activities may be funded as part of an overall construction project. Continue [HERE](#)

USDOT Opens Applications for \$800 Million in New "FASTLANE" Freight Grants Program

The U.S. Department of Transportation [began soliciting applications for \\$800 million in freight project grants for fiscal 2016](#) that were authorized in the FAST Act, setting in motion the process for state departments of transportation and other agencies to tap this new funding program.

"Our nation needs a strong multimodal freight system to both compete in the global economy and meet the needs of consumers and industry," Transportation Secretary Anthony Foxx said in announcing the grant applications Feb. 26. "We now have an opportunity to fund high-impact projects that address key challenges affecting the movement of people and freight."

Deputy Transportation Secretary Victor Mendez had told state agency CEOs at the AASHTO Washington Briefing on Feb. 24 to soon expect [that formal notice of funding opportunity](#), which would activate the initial round of what will be five years of freight-related competitive grants.

The department also issued a three-page [set of fact sheets](#) that sum up how the program works.

While state project planners knew the grant pool would be available under the new surface transportation law, they could not actively seek the funds until the notice was issued that opened applications and spelled out the details.

That notice also comes days after the department opened applications for [this year's separate TIGER infrastructure grants program](#), which provides a \$500 million grant pool in 2016 and can help fund a wider array of projects.

The FAST Act called the new program "Nationally Significant Freight and Highway Projects." The department is calling them FASTLANE grants, an acronym that stands for "Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies."

It is the first program in the USDOT's 50-year history that establishes broad, multiyear eligibilities for freight infrastructure projects including intermodal.

The USDOT announcement said FASTLANE applications will be due by 8 p.m. eastern time on April 14, and more information will be included in a series of webinars on the <https://www.transportation.gov/fastlanegrants/webinar-series>

Those eligible to seek the grants include state DOTs, metropolitan planning organizations, port authorities, tribal governments and other agencies. Eligible project categories, the notice said, include various freight-related types of work plus projects that add capacity and mobility to the interstate highway system in a national scenic area.

Of the \$800 million in available 2016 funding, 25 percent or \$190 million is reserved for rural projects and 10 percent or \$76 million for smaller ones. Over the five years of the FAST Act, the program will provide \$4.5 billion in project grants.

The USDOT said the FASTLANE grants will fund large projects equal to the lesser of \$100 million or a certain specified statutory percentage of the project state's fiscal 2015 apportionment that are eligible for a minimum award of \$25 million. Smaller projects below the minimum large-project size are eligible for awards of at least \$5 million.

EDA releases FY 2016 Public Works and Economic Adjustment Assistance Funding Opportunity, announces new grant process to stream application process

EDA recently released the Federal Funding Opportunity (FFO) notice announcing the availability of funding through the Public Works and Economic Adjustment Assistance Programs. The Public Works program is designed to provide funding for design, construction, or renovation of critical public infrastructure needed to create or retain jobs in a locality. The Economic Adjustment Assistance Program provides resources for both design, construction and renovation as well as technical assistance to support long-term job creation/retention in cases of sudden and severe economic events.

This funding solicitation also announced that EDA is moving towards a two-step application process where applicants can submit a proposal at any time to determine alignment with EDA priorities before submitting a full application. This means there are **no longer any quarterly deadlines for the Public Works and Economic Adjustment Assistance Programs.**

Applicants are strongly encouraged to contact EDA's state representative to develop their project and EDA application. To learn more about EDA's grant programs and opportunities, please feel free to contact Diane Burnett at dburnett@sarpc.org.

Federal Highway Administration Announces \$60 Million in Grants for Advanced Transportation and Congestion Management Technologies

WASHINGTON - The U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) today announced \$60 million in grants to fund cutting-edge transportation improvement technologies that will improve safety, efficiency, system performance, and infrastructure return on investment.

"This program will take technological innovation to a new level and help to make the entire transportation network more reliable for commuters, businesses, and freight shippers," said U.S. Transportation Secretary Anthony Foxx. "An efficient transportation system is the foundation of a strong economy."

The new program—Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD)—is aimed at addressing the concerns outlined in *Beyond Traffic*, the USDOT report issued last year that examines the challenges facing America's transportation infrastructure over the next three decades, such as a rapidly growing population and increasing traffic. Gridlock nationwide is expected to increase unless changes are made soon.

"Innovative technologies offer exciting solutions that can help meet the challenges outlined in *Beyond Traffic* and can improve safety and efficiency of transportation across the nation," said Federal Highway Administrator Gregory Nadeau. "This new program will help harness and support these technologies and push the boundaries of what is possible for the future of transportation in our country."

ATCMTD technologies are intended to improve the return-on-investment of safety, efficiency, system performance and infrastructure improvements, including the enhanced use of existing transportation capacity. The awards may be used for projects that use real-time traveler information, traffic data collection and dissemination, vehicle-to-infrastructure and an array of other dynamic systems and intelligent transportation system technologies.

ATCMTD was established under the "Fixing America's Surface Transportation" Act. State departments of transportation, local governments, transit agencies, metropolitan planning organizations and other eligible entities are all invited to apply under the program.

The Notice of Funding Opportunity (NOFO) published today is available at www.fhwa.dot.gov/fastact/funding.cfm

For more information, click [HERE](#).

U.S. Department of Transportation Announces \$266 Million Funding Opportunity to Improve Bus Service Nationwide

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the opportunity to apply for approximately \$266 million in competitive grant funding for bus programs nationwide. The funding consists of \$211 million in grants for buses and bus facilities projects, as well as \$55 million specifically for FTA's Low and No Emission (Low-No) bus program, which promotes technologically-advanced and environmentally-friendly buses. These investments will help advance the President's vision for a cleaner, 21st century transportation system that reduces carbon emissions while expanding transportation options for families.

"Transit buses are a lifeline to opportunity for countless Americans, but too often these buses are outdated and unreliable," said U.S. Transportation Secretary Anthony Foxx. "As demand for transit grows and our nation's population continues to expand, these much-needed funds will help bring communities the latest technologies to strengthen and improve their bus infrastructure."

Eligible projects include those that replace, rehabilitate, lease, and purchase buses and related equipment as well as projects to purchase, rehabilitate, construct or lease bus-related facilities, such as buildings for bus storage and maintenance.

"Our state and local partners across the country will benefit from the increased funding and flexibility available through this program," said FTA Acting Administrator Therese McMillan. "With a large and growing maintenance backlog throughout the public transportation industry, it is vital for local agencies to have additional resources to address their community's needs."

FTA will award the grants to eligible transit agencies, state transportation departments, and Indian tribes on a competitive basis. Projects will be evaluated by criteria outlined in the [Notice of Funding Opportunity](#), including the need for investment in bus transit systems, benefits to the community (including economic and workforce development), implementation of low and no-emission technologies, and integration with local and regional long-term planning.

Transportation contributes about 27 percent of U.S. greenhouse gas emissions, and the Administration has committed to major reductions in emissions. The FTA funds to help public transportation agencies purchase advanced technology, clean and efficient buses will help to reduce transportation emissions.

The Low-No Bus Program is a down payment on the administration's 2017 budget proposal. Over a 10-year period, the "21st Century Clean Transportation Plan" invests an average of nearly \$20 billion per year in new funds to reduce

greenhouse gas emissions and provide new ways for families to get to work, to school, and to the store. The Budget would expand transit systems in cities, fast-growing suburbs, and rural areas; make high-speed rail a viable alternative to flying in major regional corridors; modernize our freight system; and expand the successful Transportation Investment Generating Economic Recovery (TIGER) program to support high-impact, innovative local projects.

The [Fixing America's Surface Transportation \(FAST\) Act](#), passed by Congress and signed into law by President Obama in December 2015, restored FTA's competitive Bus & Bus Facilities Program, authorizing it through 2020. The FAST Act also made the Low-No program, previously funded and managed under FTA's research programs, a subset of the larger competitive bus program.

The previous round of Low-No funding was [announced](#) in September 2015, and project selections are expected in the coming months.

For more information, click [HERE](#).

U.S. Department of Transportation Announces \$5.3 Million Funding Opportunity to Improve Mobility Focused on Healthcare

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the availability of \$5.3 million in competitive grant funds to improve public transportation options that increase access to healthcare for those who lack good transportation choices.

"We know it can be challenging for many people to travel to medical appointments, and missing them can lead to re-hospitalizations and poorer health," said U.S. Transportation Secretary Anthony Foxx. "This new grant opportunity sets the stage for transit agencies and community organizations to develop local solutions that provide ladders of opportunity, improve health outcomes, and reduce health care costs."

FTA's Rides to Wellness Demonstration and Innovative Coordinated Access and Mobility Grants will help build partnerships between health, transportation and other service providers to develop strategies that connect patients with public transportation options. A [Notice of Funding Opportunity](#) (NOFO) appeared in today's Federal Register.

The grants will further FTA's Rides to Wellness initiative, which emphasizes public transportation as a strategy for people to access health services, resulting in greater preventive care, fewer unnecessary hospital readmissions, and lower costs. The initiative focuses on improving outcomes for those with chronic conditions and ensuring that at-risk populations can get to wellness visits, healthy food, and community services.

In part to help people take advantage of the healthcare expansion made possible by the Affordable Care Act, Rides to Wellness Coordinated Access and Mobility grants will encourage partnerships between public transportation agencies and the healthcare industry to devise solutions to access challenges.

"We're excited at this opportunity to fund creative ideas that will result in solutions to the healthcare transportation puzzle," said FTA Acting Administrator Therese McMillan, who launched the Rides to Wellness initiative last year. "We know that when people have consistent, affordable transportation options to get to their healthcare providers, they receive appropriate preventive care instead of using emergency rooms and suffer fewer costly setbacks."

The grants will focus on communities demonstrating mobility management, technological solutions, and effective partnerships. Grant applicants must include participating groups with stakeholders from the transportation, healthcare and human service sectors.

The [Fixing America's Surface Transportation \(FAST\) Act](#), signed into law in December, authorizes a pilot program for innovative coordinated access and mobility that augments FTA's Mobility for Seniors and Individuals with Disabilities (Section 5310) Program. The FAST Act initiated the program with an initial \$2 million in first-year funding, expanding to \$3.5 million per year by Fiscal Year 2019. FTA supplemented the pilot program with funds from FTA's Research Program.

For more information, click [HERE](#).

U.S. Transportation Secretary Foxx Announces Notice of Funding Availability for Infrastructure Projects

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced the availability of credit assistance for critical infrastructure projects across the country through the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. Secretary Foxx encouraged states and cities across the country to submit letters of interest for direct loans, loan guarantees, and standby lines of credit through TIFIA as a result of the recently enacted Fixing America's Surface Transportation Act (FAST Act).

"The TIFIA credit program has a strong record of success in stimulating local economies and bringing critical transportation projects to communities that need them," said U.S. Transportation Secretary Anthony Foxx. "This year, the added flexibility and streamlined review process should make it easier for a variety of applicants to take advantage of the funding opportunities, and to bring significant infrastructure developments to their neighborhoods."

The FAST Act authorizes \$1.435 billion in capital over five years for the TIFIA credit assistance program. Historically, one dollar of TIFIA Program funds supported a TIFIA loan of approximately 14 dollars and resulted in infrastructure investment of up to 40 dollars, when taking into account other state, local and private sector investments.

A wide range of surface transportation infrastructure is eligible for TIFIA credit assistance, including highways, passenger and freight rail, public transit, intermodal freight facilities, and international bridges and tunnels. The FAST Act expands eligibility to include transit-oriented development and the capitalization of a rural projects fund within a state infrastructure bank.

In addition, for eligible small projects, the FAST Act allows TIFIA to reserve funding to offset the fees charged to applicants by TIFIA for financial and legal services. Because of the flexibility provided by the TIFIA programs, many qualified, small-scale and large-scale projects that might otherwise be delayed or shelved can move forward quickly, providing an immediate boost to jobs while laying a foundation for continued economic growth.

To date, the TIFIA program has provided \$22.7 billion in credit assistance to support more than \$82.5 billion in transportation infrastructure investments to help build 56 major transportation projects around the country. Updated information regarding TIFIA's loan portfolio is available [here](#).

DOT's Build America Transportation Investment Center (BATIC), which was announced in 2014, has expanded TIFIA's ability to meet the needs of the nation's transportation system. BATIC serves as a single point of contact and coordination for states, municipalities, and project sponsors looking to utilize federal transportation expertise, apply for federal transportation credit programs, and explore ways to access private capital in public private partnerships (P3s). Since BATIC's formation, DOT has closed over \$8 billion in financing to support \$21 billion in projects.

BATIC has also increased the number of non-traditional DOT credit program applicants, most significantly TIFIA-eligible inside-the-gate port projects. BATIC has facilitated interdepartmental coordination for mega-projects that need to access multiple DOT credit programs. It is also providing project finance capacity building resources for states and municipalities in conjunction with the BATIC Institute: An AASHTO Center for Excellence, which includes best practices papers, a P3 case study webinar series, and peer to peer exchanges on finance and development.

The TIFIA Notice of Funding Availability (NOFA) is available [here](#). Additional information about the TIFIA program is available at <http://www.transportation.gov/tifia>.

For more information, click [HERE](#).

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#).

Just For Fun

Four Sets of Identical Twins Staged a Time Travel Prank on an NYC Subway

It sounds just like that *X-Files* episode ("[Synchrony](#)") where a scientist travels from the future to stop his younger self from making the cryobiological compound that will one day enable time travel. But it's actually an elaborate prank by [Improv Everywhere](#):



In the News

HSIP and Safety PM Final Rules

Last week, FHWA held a webinar on the new [Highway Safety Improvement Program \(HSIP\) and Safety Performance Measures \(Safety PM\)](#) final rules. Presenters discussed rule changes generally and MPO-specific changes in the Safety PM. MPOs will be required to establish performance targets for each of the measures 180 days after the state and can either agree to support the state DOT target or create their own for the planning area. Coordination of target selection for 2018 will begin in 2017 and MPOs will need to report 2018 targets to their state DOTs by February 27, 2018. Please see the [webinar slides](#) and [recording](#) (including Q&A) for more information.

Survey of State DOTs Finds Dozens Eyeing Drones to Aid Inspections, Cut Costs

A March survey of state departments of transportation found that 33 are either already using or considering aerial drones for a range of possible cost-and time-saving tasks, including bridge inspections and even helping allocate assets to clear vehicle crashes.

AASHTO, which conducted the survey, reported the results in a [March 27 news release](#) and in a [Transportation TV special report](#) that featured some of the unmanned aerial vehicles and agency officials who are testing their use in official business. It said 17 state DOTs told AASHTO they have researched or used drones, while another 16 say they are considering UAVs for certain tasks.

The report, which also named states that are already exploring drone use, drew widespread media attention nationwide. "That buzzing sound overhead may soon signal the arrival of the 21st-century version of a guy in a hardhat and bucket truck," began a [Boston-dated Associated Press story](#).

AASHTO's announcement cited officials from the Minnesota and Michigan DOTs talking about the benefits UAVs can provide. It also reported that the Vermont Agency of Transportation worked with the University of Vermont using a federal grant to study drone monitoring of rivers to prevent flooding and road damage.

In Minnesota, where the state DOT oversees aviation as well as highway facilities, Director of Aeronautics Cassandra Isackson said, "We've been looking at drones from the perspective of commercial [aviation] operators, businesses, everyone out there using them. The highway side of MnDOT has been exploring them for potential cost savings for things like bridge inspections, surveying and aerial photography."

At the Michigan DOT, Engineer of Operations and Maintenance Steven Cook told AASHTO that UAVs are a safe, reliable and cost-effective way to monitor traffic flows, obtain photos from inside confined spaces and gather data on bridge conditions.

In an initial MDOT study, Cook said, "what we found out is that the unmanned aerial vehicle provided a mechanism to keep our workers out of harm's way. A traditional bridge inspection, for example, typically involves setting up work zones, detouring traffic and using heavy equipment. The UAVs can get in and get out quickly, capturing data in near-real time and causing less distraction and inconvenience to drivers."

His department said it can bring substantial savings as well. A traditional bridge deck inspection requires four workers, eight hours and costs about \$4,600, the report said; using a drone takes two operators just over two hours, costing an estimated \$150.

AASHTO notes that all such drone testing must be approved by the Federal Aviation Administration, and several state DOTs reported that the FAA application process to research UAVs can take months to complete. But FAA officials say they expect to issue new regulations for commercial drone testing and usage this summer.

Transportation Research

Guidebook for Developing Pedestrian and Bicycle Performance Measures

This new FHWA [guidebook](#) discusses how communities can measure bicycle and pedestrian investments and the data required. It provides several performance measures and examples of communities currently using the measures.

Incorporating On-Road Bicycle Networks into Resurfacing Projects

This FHWA [report](#) provides guidance for transportation agencies interested in integrating bicycle facilities into their resurfacing program. Guidance includes methods for fitting bicycle facilities onto existing roads, cost considerations, and case studies.

Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts

An upcoming public webinar will provide an overview of FHWA's forthcoming *Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts* report. This resource will highlight examples of design flexibility as a follow-up to FHWA's [Bicycle and Pedestrian Facility Design Flexibility Memorandum](#). It will cover planning and design solutions for reducing conflicts between modes, enhancing access to opportunity, achieving connected pedestrian and bicycle networks, and reconnecting communities. The webinar will provide an overview of core concepts in the final report, anticipated to be released in May 2016. The webinar on April 11th will focus on planning and design strategies to reduce conflicts between modes.

Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts – Webinar 2 (Reducing Conflicts between Modes) (Open to the Public)

April 11, 2016: 2:00-3:30 pm (Eastern Time)

Registration is now open. To reserve your seat, please visit

<https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=955>

If this link does not work, please copy the link and paste it into your browser.

Building Healthy Places Toolkit

The Urban Land Institute (ULI) released [Building Healthy Places Toolkit: Strategies for Enhancing Health in the Built Environment](#) to provide guidance on creating healthy, vibrant communities. The toolkit builds on previous ULI efforts, including the [Building Healthy Places Initiative](#) and [Healthy Corridors Project](#).

USDOT Launches National Transit Map Initiative

USDOT has launched a new [initiative](#) asking transit agencies to voluntarily allow them to collect data from their websites to create a [National Transit Map](#). This map will display important information such as stops, routes, and schedules for all participating transit agencies and will be used to identify gaps in access to public transportation. The first version of the National Transit Map will be released this summer.

National Highway Freight Network Map

The [Fixing America's Surface Transportation Act \(FAST Act\)](#) repealed both the Primary Freight Network and National Freight Network from Moving Ahead for Progress in the 21st Century Act (MAP-21), and directed the FHWA Administrator to establish a National Highway Freight Network (NHFN) to strategically direct Federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system.

The NHFN, including individual State maps and tables, have been posted on the [National Highway Freight Network Webpage](#).

[See the Future of Transportation](#)