



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 19, 2016

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**STATE TAP FUNDING Announced!!!!** See *Funding Opportunities*. There is a TCC/CAC meeting for the Mobile MPO on Wednesday, August 31<sup>st</sup>, with a meeting of the Policy board of the Mobile MPO scheduled for September 14<sup>th</sup> at **9:30 AM** in the SARPC Board Room (please see *Mobile MPO Updates*). There is talk that "Roads and Bridges are the thing to do" in Alabama's Special Session (See *Legislative Updates*). This week's *Just For Fun* is for the WAVE Transit, and have you seen Ford's new "driverless car"? Check out *In The News*.

## Have a great weekend!

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

[www.mobilempo.org](http://www.mobilempo.org)  check us out on FACEBOOK

## Mobile MPO Updates

### MEETING DATES ANNOUNCED

The Mobile MPO will meet on September 14<sup>th</sup>, 2016 at 9:30 AM, not 10:00 AM. The Technical Coordinating / Citizens Advisory Committee (TCC/CAC) will meet August 31<sup>st</sup> to review the agenda, which is very brief. We will be adopting the FY 2017 UPWP which has been reviewed ad nauseam, and our Self Certification. The Self Certification is a hold up from last year, as we did not have our ADA Transition Plans for Public ROW. Now we do, and we can in good faith self-certify ourselves as the Mobile MPO. We will also have some other items to review on the agenda, to include the Mobile Urban TAP Funding; how, and when, should we start scheduling those for FY 17-19.

### ADA TRANSITION PLANS

The ALDOT deadline of July 20<sup>th</sup> to have an adopted ADA Transition Plan for Public ROW within an Urban Area has been extended until September of this year. We will have an MPO meeting on September 14<sup>th</sup> to adopt the Mobile MPO Self-Certification, as we can say with sincere honesty, that yes we have nine ADA Transition Plans for Public ROW. We are currently working on a Mobile MPO ADA Web page that will eventually have links to the nine plans, and ADA Coordinators.

The inventory is complete, public meetings have been had, and final plans have been adopted (still waiting on one). I want to thank everyone for getting these plans adopted as fast as you have been. If you have any questions, please call Kevin Harrison.

### FTA 5310 FUNDING

The Mobile MPO is the Designated Recipient of the FTA 5310 Urban Area funding. Available this fiscal year was \$110,042 (federal) for operating and \$387,964 (federal) for capital. The Independent Living Center, City of Satsuma, and the Mobile ARC were awarded operating funds for FY 2017. Mobile ARC, The Learning Tree, Independent Living Center, and Alta Pointe were awarded capital grants totaling \$377,164 federal dollars for 2017. Congratulations to the grantees.

### TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

The Mobile MPO is also the Designated Recipient of Urban Area TAP funds. We had available this fiscal year \$551,000 in federal funds. Congratulations to Mobile County for their ADA Compliance TAP Project, and the City of Mobile for Sidewalks along Bit and Spur form Old Shell Rd to University Blvd and Old Shell Rd Sidewalk Improvements from Union Ave to Hyland Avenue.

We need to have a discussion about the next three fiscal years, FY 2017-2019. The FHWA has recommended to us that we schedule it much like our STP Attributable funds. This mean our next call for projects will be for those three years. We need to think about the funding agreements, a ranking methodology much like the TIP Project ranking methodology, funding agreement extensions, etc. We will discuss this at the August 31<sup>st</sup> TCC/CAC meeting. MPO staff thinks we should go ahead and have a call for projects, but we need the Committee to hash out some of the details.

## Projects Within Region Let August 26<sup>th</sup>, 2016

### Mobile County

- For constructing the Partial Bridge Deck Repair/Replacement on I-65 Northbound and Southbound Bridges over Cottage Hill Road in Mobile. Length 0.232 mi. The Bracket Estimate on this project is from \$1,180,941 to \$1,443,373 .

### Baldwin County

- For constructing the Median Improvements and Beautification (Widening, Resurfacing, Traffic Stripe and Signals) on SR-182

from near the junction of Loop Road (MP 12.264) to just east of the Cotton Bayou Beach Access (MP 13.343). Length 1.032 mi. The Bracket Estimate on this project is from \$2,633,329 to \$3,218,513.

- For constructing the Bridge Replacement and Approaches on CR-10 (Keller Road) over Boggy Branch south of Foley. Length 0.769 mi. The Bracket Estimate on this project is from \$648,376 to \$792,459.
- For constructing the Adaptive Signal Installations along SR-42 (US-98) at various locations as indicated in the plans. The Bracket Estimate on this project is from \$1,793,964 to \$2,192,622.

### **Escambia County**

There are no projects at this time.

[What's Under Construction?](#)

[Project Status](#)

## **Legislative Updates**

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### **Alabama Gov. Robert Bentley: BP legislation in play during special session**



By [John Sharp | jsharp@al.com](mailto:John.Sharp@al.com)

Email the author | [Follow on Twitter](#)

on August 12, 2016 at 4:22 PM, updated August 12, 2016 at 4:56 PM

If the Legislature wants to bring it up and solve that, I'm for it," said Bentley, adding that BP and his proposal for a statewide lottery are likely the only two items that will be brought up during the special session starting Monday.

Sen. Bill Hightower, R-Mobile, who met with Bentley during the hospital tour, said he believes there could be a "bit of a tug of war" over competing proposals that emerged during the spring legislative session.

Hightower supports legislation that would send \$260 million of the state's \$1 billion BP settlement to the southern section of the state to build roads, along with \$60 million or more to each of the Alabama Department of Transportation's other regions. Also, Hightower's plan provides \$162 million to the "rainy day fund."

"Roads and bridges are the things to do," said Hightower. "Right now, the bond market is just perfect ... it would be an immediate cash influx."

Hightower said he is also supportive of Rep. Steve Clouse's "compromise proposal" which would direct \$448 million to debt repayment, \$191 million to the coastal area for roads and \$70 million to help close the Medicaid shortfall.

Northern Alabama lawmakers, behind a proposal from Sen. Arthur Orr of Decatur, pushed to have a lion's share of the settlement pay off state debt: \$448 million toward debt obligations, \$162 million to the "rainy day" account and the balance going toward statewide road projects.

Orr's proposal has rankled southern lawmakers, who claim that more of the BP settlement should be returned to the Mobile and Baldwin counties since a majority of the environmental and economic damage from the 2010 oil spill occurred on the coast.

The competing proposals became a showcase toward the end of the spring session. The Alabama House's southern lawmakers, in a bipartisan show of cooperation, conducted several filibusters as a way to oppose Orr's plan.

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### **Senators Call for Extending Comment Period for MPO Coordination Proposed Rule**

This week, separate letters from U.S. Senators from Indiana and Illinois and Connecticut, New York, and New Jersey both urged USDOT to extend the comment period on the MPO Coordination NPRM. Both letters to Transportation Secretary Anthony Foxx asked for a 60day extension. The bipartisan letter from Indiana and Illinois cited the challenges the proposed rule presents for the Chicago Metropolitan Agency for Planning (CMAP) and the Northwestern Indiana Regional Planning Commission (NIRPC). The tristate area letter, the nation's largest metropolitan area, points to the need for more time to provide more detailed comments. NARC, AMPO, and NADO also requested an extension in July, which was verbally denied. Comments on this rule are due August 26.

## **Funding Opportunities**

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### **ALDOT TAP FUNDING (deadline December 16<sup>th</sup>, 2016)**

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2017.

The TAP application and instructions are located on the ALDOT website at:

[http://www.dot.state.al.us/moweb/specialprograms\\_section.htm](http://www.dot.state.al.us/moweb/specialprograms_section.htm)

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement

projects for TAP funding. The deadline for submission of FY 2017 TAP applications including support documentation is Friday, December 16, 2016 at 5:00 p.m.

Some major application requirements of the TAP are:

1. Only cities, towns and county commissions can apply for funding;
2. Due to limited funding, there is a \$400,000 cap on the amount of federal funds that a sponsor can apply for;
3. Only one application can be submitted by an eligible sponsor due to limited funding;
4. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds. The sponsor is responsible for the cost of required preliminary engineering;
5. Public involvement is optional;
6. Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population  
1. and fifty (50) percent is distributed to any area of the state by ALDOT ;
7. All TAP projects are selected by a competitive application process administered by ALDOT ;
8. Independent landscaping projects are not eligible;
9. Transportation museums are not eligible;
10. For cities/towns located within the six (6) largest MPO's (Birmingham, Huntsville, Montgomery , Mobile, Columbus, GA, and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the aforementioned MPO's.

Please contact Bob Kratzer at (334) 353-6442 if you have questions regarding this matter.

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### **USDOT Announces \$7 Million in Funding for Innovative Research to Improve Public Transportation** *(Deadline October 14, 2016)*

The FTA and USDOT announced the \$7 million Safety Research and Demonstration (SRD) program this week. The SRD program provides assistance for transit agencies to pursue cutting edge technology and innovative approaches to safety. This year the program aims to help transit agencies prevent collisions, enhance safety design elements, and evaluate potential solutions. Applications are due October 14. [HERE](#)

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### **Creative Placemaking Grants and 2017 Guidelines Announced**

[Creative Placemaking Grants](#)

Application Deadline: *September 12, 2016*

Creative placemaking is increasingly a tool of choice for those working to forge solutions to community development challenges. As one of the leaders in the creative placemaking field, the National Endowment for the Arts (NEA) announces its latest round of funding through its signature creative placemaking program, Our Town. NEA will award \$4.3 million in grants to fund 64 projects in 36 states in cities ranging from Los Angeles, California to Lewiston, Maine. [Guidelines and application materials](#) for 2017 Our Town funding are posted on NEA's website. [All 2016 Our Town projects](#) are available in the related content section.

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### **The Big Jump Project**

[The Big Jump Project](#) applications Due: *October 28, 2016*

Building on the momentum of the Green Lane Project, The Big Jump will put bikes at the center of connecting people to the places where they live, learn, work and play. Through a mix of on-the-ground infrastructure, smart outreach and community engagement, The Big Jump will partner with community leaders in the U.S. to identify opportunities for improvements specifically tailored to each community's needs. The Big Jump Project is a three-year effort to help 10 places achieve a big jump in biking – a doubling or tripling of people riding – by building a network of safe and comfortable places to ride and engaging the community. The goal is also to validate a core concept: that if a city does all the right things, more people will ride and the community will be a better place to live, work and play. The Big Jump team is looking for 10 places that will achieve great things for biking between now and 2020.

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### **Mayors' Challenge for Safer People, Safer Streets Extended**

September 2016

Last year, Secretary Foxx challenged city leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long Mayors' Challenge for Safer People and Safer Streets effort. Mayors and other elected city officials created local action teams to advance safety and accessibility goals by taking on challenge activities. Over the course of the year, USDOT invited Challenge Cities to participate in forums, webinars, and learn about available resources to help them accomplish their goals. The challenge is now open until September 2016. Interested cities can still join the more than 200 Challenge cities committed to improving walking and biking by emailing [pedbikesafety@dot.gov](mailto:pedbikesafety@dot.gov)

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### **Public Works and Economic Adjustment Assistance Programs**

Deadline: Rolling

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the Federal Funding Opportunity (FFO), the Economic Development Administration (EDA) solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions. EDA is employing a new two-phase review process for proposals/applications submitted under this FFO. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.

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### **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](mailto:dburnett@sarpc.org).

### 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

With the announcement of the *Catch the Wave* app, we thought we would look into the world of public transit, *Just For Fun*



The new app for the Wave will make life easier for WAVE Transit riders, like this guy [HERE](#).



What the WAVE really needs is a cool promo video...[HERE](#)



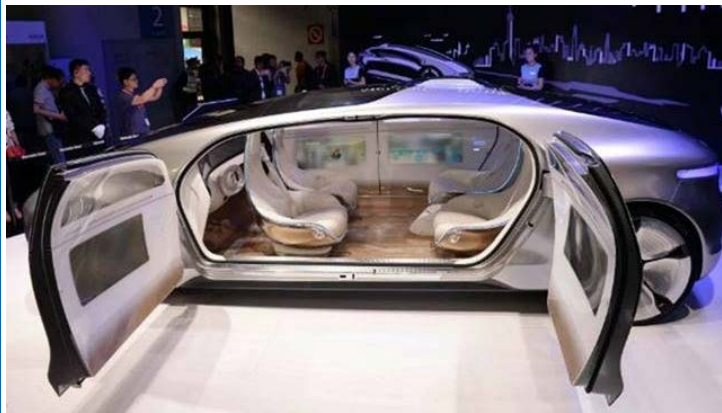
And some new advertising on the back of the seats



## In the News

# Ford unveils plan for driverless car by 2021

By [Melanie Zanona](#) - 08/16/16 05:05 PM EDT



Ford Motor Co. plans to build a fully autonomous vehicle for ride-hailing services by 2021, the automaker announced Tuesday.

The goal is to create a driverless car with no steering wheel or pedals that can navigate pre-determined areas. The vehicle will be specifically designed for commercial ride-hailing and on-demand taxi services. The automaker did not indicate whether it plans to start its own ride-hailing service or partner with a company like Uber or Lyft.

"The next decade will be defined by automation of the automobile, and we see autonomous vehicles as having as significant an impact on society as Ford's moving assembly line did 100 years ago," said Mark Fields, president and chief executive officer of Ford.

"We're dedicated to putting on the road an autonomous vehicle that can improve safety and solve social and environmental challenges for millions of people — not just those who can afford luxury vehicles."

To fortify its efforts, Ford is working with several autonomous technology start-ups, doubling its Silicon Valley team and more than doubling its research and innovation center in Palo Alto.

One of those collaborations includes a \$75 million investment in Velodyne, which supplies the LiDAR technology that enables self-driving cars to detect their surroundings. The automaker is also increasing investment in areas such as advanced algorithms, 3-D mapping and radar and camera sensors. Ford said it will "triple its autonomous vehicle test fleet to be the largest test fleet of any automaker — bringing the number to about 30 self-driving Fusion Hybrid sedans on the roads in California, Arizona and Michigan, with plans to triple it again next year." [HERE](#)

## Toll plaza demolition along all 32 Mass. Pike exits to start immediately after new all-electronic tolling system goes live *(Something to think about for the I-10 Mobile River Bridge, IF it is tolled)*



By [Gintautas Dumcius](#) | [gdukcnius@masslive.com](mailto:gdukcnius@masslive.com)

on August 18, 2016 at 6:45 AM, updated August 18, 2016 at 12:55 PM

BOSTON — As Massachusetts transportation officials prepare to go to a completely cashless tolling system, allowing drivers to pay tolls at highway speeds as they sail under technologically wired metal gantries, they're also getting ready to rip out the toll plazas. The switch is on track for an October 2016 "go-live" date.

The first stage of the demolition will include removing the center overhead canopy of the toll plaza, as well as the toll booths. "When winter comes around, really before Thanksgiving, we have two lanes in each direction at a lot of the plazas, but different

configurations depending on where you are going through the plaza area, with no overhead canopy and running on new temporary pavement to facilitate traffic," said Andrew Paul, state highway design engineer for the Massachusetts Department of Transportation (MassDOT).

The tunnels underneath the toll booths will be removed first. For winter demolition conditions, vehicle traffic will be going through the middle while the contractor works on the outside, he said during a recent presentation to transportation experts and officials who had gathered for a Boston summit on tolling. Massachusetts transportation officials say the conversion to all electronic tolling will lead to better air quality and less congestion on the road, as fewer cars slow down to call through the plazas. "When we remove these toll plazas there's still going to be a lot of traffic," Paul acknowledged."

At 8 a.m. in Brighton, part of Boston... there's still going to be people queued up, waiting to get into downtown Boston," he continued. "So you have tread lightly I think when you call it the solution for the future. I think it's something that's going to solve one problem but there's another problem that will still exist."

Appearing at a recent summit put together by the International Bridge, Tunnel and Turnpike Association, Paul spoke about how MassDOT developed plans to accommodate drivers during the ongoing demolition work. "Where we might have six booths now, six lanes, we might only need two or three, so narrowing that down, the driver has less decisions to make, there's a little bit more friction in the system so they'll be going a little bit slower, not that slow," he said. "But there'll be less weaving and less of the speed differential, like everybody will be going at the same rate," he added.



[Highway chief says electronic tolling isn't a money grab](#)

Speaking to fellow transportation officials from across the country, Massachusetts highway administrator Thomas Tinlin defended the Bay State's coming switch to all electronic tolling on the turnpike.

MassDOT aims to have the new system up and running right away, collecting revenue. The new rates, slated to be "revenue neutral," meaning it won't cost you more to get from one end of the Turnpike to the other than it does now, haven't been announced yet.

**More here:** [http://www.masslive.com/news/index.ssf/2016/08/mass\\_turnpike\\_electronic\\_tolli\\_1.html](http://www.masslive.com/news/index.ssf/2016/08/mass_turnpike_electronic_tolli_1.html)

By Aug. 6, ALDOT had decided to set one lane aside for two-way pedestrian traffic, and the other for bicycle traffic. ALDOT spokeswoman Cheyenne West credited Jenn Greene, a cycling advocate with the Delta Bike Project, for making contact about the issue, which ALDOT workers also had noticed. West said that ALDOT organizers would continue to fine-tune the recreational closings based on their own observations and input from others. "We would hate for anything negative to happen," West said.

Updates on the closings can be found via the @ALDOTMobileArea account or the #BikePedBankhead hashtag.

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## **AEM Poll: Most U.S. Voters See 'Extreme' Need for Road, Bridge Infrastructure Work**

A national poll released Aug. 9 by the Association of Equipment Manufacturers found that a majority of voters think roads and bridges are in "extreme" need of repair, and that half believe the federal government is primarily responsible for funding infrastructure repairs.

The findings were part of a poll commissioned by AEM to gauge voter attitudes about the current and future state of U.S. infrastructure amid a high-profile election. Both major party presidential candidates have said that if elected they were pursue major infrastructure investment programs.

AEM President Dennis Slater said: "Americans across the political spectrum understand the dire state of U.S. infrastructure and believe that the federal government should do more to improve our infrastructure. Voters recognized that increased federal funding for assets such as roads, bridges, and inland waterways will have a positive impact on the economy, and they are looking to the federal government to repair and modernize."

The association said it commissioned Morning Consult in June to conduct an online poll of 2,000 registered voters. It released a detailed analysis of the results, and issued a press release that summarized some of the findings.

"Roads and bridges top the list of sectors of the nation's infrastructure in extreme need of repair, but registered voters also believe that repairs should be made to railways, dams and water pipelines," the analysis said.

AEM said "a significant majority" of respondents, 80 to 90 percent, believe that roads, bridges and energy grids are in some or extreme need of repairs.

AEM reported that 68 percent say an increase in federal funding for infrastructure would have a positive impact on the economy. "This is true across party affiliation, with Democrats (72 percent), independents (65 percent) and Republicans (65 percent) all recognizing the positive impact on the economy as a result of greater federal funding for infrastructure," it added.

As for funding those repairs, 49 percent consider the federal government mainly responsible, but majorities of 70 percent or more say all levels of government – state, local and federal – should be doing more to improve infrastructure across the board.

The survey found a notable difference in views based on the age of those responding.

"Across the board, older voters are more concerned with the current state of our nation's infrastructure compared to younger voters. Specifically, 63 percent of 35-44 year-olds, 75 percent of 45-64 year-olds and 73 percent of those 65 and older rated U.S. roads as fair or poor, while only 55 percent of 18-34 year-olds expressed the same concern."

## Transportation Research

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### Pocket Guide to Transportation Statistics

If you need transportation statistics at a moment's notice – for example, if you want to see a list of the most congested urban areas or if you want to find the busiest Amtrak stations – the Bureau of Transportation Statistics has a solution for you.

As we mark the 50<sup>th</sup> anniversary of the U.S. Department of Transportation, BTS is introducing its most innovative product yet – a smartphone app for the [Pocket Guide to Transportation](#).



[Click Here to continue reading Introducing the Pocket Guide to Transportation App](#)

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### GENERATING ELECTRICITY FROM VIBRATIONS IN ROAD SURFACE WORKS



A pilot research project into vibration energy on the N34 provincial motorway near Hardenberg in the eastern Netherlands has shown that vibration energy as a local energy source is a sustainable alternative for the batteries of roadside sensors and other applications.

The trial project has provided valuable insights into this innovative form of energy production.

In the autumn of 2011, a piezoelectric material that converts vibrations from passing vehicles into energy was applied to the surface of the N34 motorway. The piezoelectric material was applied to the road surface in a rural area where the speed limit is 100 km per hour. The aim of the pilot project was to investigate the feasibility of piezo technology in road construction. The research was carried out by the Tauw advice and engineering agency and the University of Twente in partnership with the Dutch province of Overijssel.

The aim of the pilot project was to establish whether electrical energy can be generated from traffic vibrations using piezoelectric material and, if so, how much energy can be generated. The trial system was tested in various weather conditions between October and December 2011. A measurement device was used to continually monitor the system and collect data.

#### Results

Tauw and the University of Twente have concluded that energy can indeed be generated using piezoelectric material in the road surface. The amount of energy generated depends on the number of passing vehicles and the number of piezo elements in the road. Vehicles that are moving more slowly appear to generate slightly more energy than faster-moving vehicles, but further research is needed to confirm this.

The amount of energy generated during the pilot project was too small to be used for traffic lights or street lighting, but it was enough for devices that need less energy, such as wireless motion sensors, which detect vehicles and send a signal to, for example, traffic lights. Currently these are mainly powered by batteries or solar panels. Vibration energy is a sustainable alternative for these power sources.

The project partners also concluded that integrating piezo elements in an existing road surface is problematic. For the pilot research, a

narrow groove was cut into the road and a steel housing containing the piezo elements was fitted into it. Ultimately it turned out that the housing was not strong enough to withstand the forces of the passing traffic, and it came loose in December. This did not cause a traffic hazard, but it did mean that the research ended a few weeks earlier than planned.

#### **Applications**

The project partners are hopeful about other applications. Project leader Simon Bos says: "The application of vibration energy in existing roads did turn out to be difficult, but we do see possibilities for existing and new bridges and viaducts, for example at expansion joints. Of course further research into a good, strong design has to be carried out before this can be applied on a large scale."

#### **Next steps**

Following the pilot project, various interested parties have contacted Tauw and the University of Twente to carry out further research into vibration energy. Piezo elements can not only be fitted under bridges and viaducts, but also under concrete road slabs and speed bumps, or alongside railway lines or water drainage channels. The application of piezo elements beneath concrete slabs is at an advanced stage, while the other possible applications are still in the research phase. [HERE](#)

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### **AASHTO Releases Federal Surface Transportation Authorization Portal**

AASHTO has developed a portal for information on federal surface transportation authorization. This is a regularly updated resource on MAP-21 reauthorization and implementation of the **Fixing America's Surface Transportation (FAST) Act**. Click [HERE](#) for more information.

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### **Advancing Collaborative Planning: Summary of a Focus Group on Transportation and Economic Development**

by Carrie Kissel

In March 2016, the NADO Research Foundation held a focus group on the link between transportation and economic development, and how state departments of transportation and regional planning and development organizations can work together to better plan for those issues in an integrated way. The focus group participants included regional, state, and federal agency staff and others with experience in both transportation and economic development programs. During the conversation, the focus group participants developed a definition of economic development that emphasizes doing economic development and transportation planning differently, and can be used to help frame related planning efforts:

Economic development in transportation involves deliberate interventions to produce tangible benefits that are specific to the context, are sustained over time, and make a place more resilient.

This new report, [Advancing Collaborative Planning: Summary of a National Focus Group on Transportation and Economic Development\(PDF\)](#), explores how the participants' definition of economic development can be applied in transportation planning. The report documents the themes of the focus group discussion, including economic development impacts, resilience, and state department of transportation (DOT) and regional planning and development organization roles in working together. Read about the highlights of the discussion and about noteworthy practices shared by participants that can institutionalize consideration of transportation and economic development together.

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### **Transportation Dictionary**

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

#### **Search Tips**

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.