



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, December 11th, 2015

Volume 16, Number 10

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 Mobile County Comprehensive Bicycle and Pedestrian Plan
 Intelligent Transportation System Diversion Route Planning Study

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Finally! The FAST Act is here! (See *Legislative Updates*) Folks interested in public transportation in the Orange Beach area need to make their voices heard (See *in the News*). And if you're interested in freight movements, there is a webinar on the Freight Analysis Framework (FAF4) today (See *in the News*).

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

Mobile MPO Met Wednesday, November 18th

The Federal Highway Administration (FHWA) was at the last Mobile MPO meeting, and presented the findings of the certification review of the Mobile MPO Planning Process that was conducted in March of 2015. The certification review is every four years, and is somewhat of an audit of everything the MPO should be doing; the review was a positive review. The Mobile MPO has some noteworthy practices in terms of organizational structure and public involvement (this E-newsletter included), but did have some recommendations from the FHWA:

1. Bike and Pedestrian Planning Activities: The MPO should perform a gap analysis and transit stop overlay to connect bike paths and pedestrian walkways. The analysis should identify needed connections to transit, as well as, identify critical pinch points such as railroads, bridges, overpasses, and other type of intersections to ensure any additional multimodal accommodations are included in the current Bicycle and Pedestrian Plan.
2. Transit: The MPO's long range transit planning and Transportation Improvement Program should be fully developed for the Mobile urbanized area transit program to include all capital projects, as well as, operation and maintenance costs. Fiscal constraint should be demonstrated based on the 25 year projection of historical revenues and 4 year projections, respectively.
3. Outreach and Public Participation: The MPO should keep their website contents updated.
4. Title VI and Related Requirements: The MPO should create a link on the home page of their website with point of contact information for the public to file Title VI and ADA related complaints, in addition to submitting questions and comments.
5. ADA Self-Evaluation and Transition Plans: The MPO should coordinate with ALDOT on procedures of compliance planning to meet ADA documentation requirements.
6. Transportation Alternatives Program (TAP): The MPO TAP program should include projects throughout the TIP. The MPO should program for two years at the beginning of the TIP, and have a call for projects each following year to maintain a two year program of projects.
7. Inactive Projects: The MPO and ALDOT should evaluate and improve the process to maintain and track the status of all MPO projects as well as State projects that take place within the MPO planning boundary. As part of the process, the MPO and ALDOT should work to re-scope and/or close projects that are not in the current LRTP.
8. Unified Planning Work Program (UPWP): Tasks must specify a schedule in sufficient detail to describe the activity completion or timeframe. The MPO should avoid using "NA," and provide a more specific brief description of timeframe activity/task is to be completed for all activities/tasks.
9. Congestion Management Process (CMP): The MPO should reevaluate and update their current CMP to make it a more valuable tool for the MPO and locals.

10. Transportation Improvement Program (TIP): The MPO should follow procedures outlined in new STIP MOU for TIP revision, include a description of the 1% inflation rate of project cost estimate (Year of Expenditure) for transparency, and coordinate with ALDOT of new procedures to format Transit funds.

In addition to the certification review findings, the MPO approved the following items to be included into the 2016-2019 Transportation Improvement Program:

STP Any Area Funds

- Widening, resurfacing, guardrail and striping Dawes Rd (CR-33) from Three Notch Rd (CR-32) to pavement joint south of Scott Dairy Loop Rd; 12/4/2015; \$1,010,000
- Resurfacing on SR-16 (US 90) from AL/MS state line to pavement joint just east of Ramsey Rd; 5/27/2015; \$2,524,016

National Highway Funds

- Resurfacing on SR-13 (US 43) from joint just south SR-16(US 90) to joint just north of SR-158; 2/26/2015; \$2,302,241

State Funds

- Additional lanes on Schillinger Rd South (CR-31) from Three notch Rd (CR-32) to south of Halls Mill Creek; 10/15/2015; \$10,000,000

In addition, the MPO adopted the Human Service Coordinated Transportation Plan (please see *Rural Planning Organization Updates* below)

Transportation Alternatives Program (TAP)

There was a discussion pertaining to the TAP Program in terms of recent FHWA certification review findings. ALDOT's call for TAP projects has a deadline of January 2016 (see *Funding Opportunities* below). Typically the MPO TAP call for projects has coincided with ALDOT's. The TCC/CAC decided that it would make more sense to have an June 2016 deadline for MPO TAP applications. We will officially announce the Mobile MPO TAP call for Projects in January. It looks like the TAP program will remain, as it is included in the House version of the new Transportation Bill; see *Legislative Updates* below.

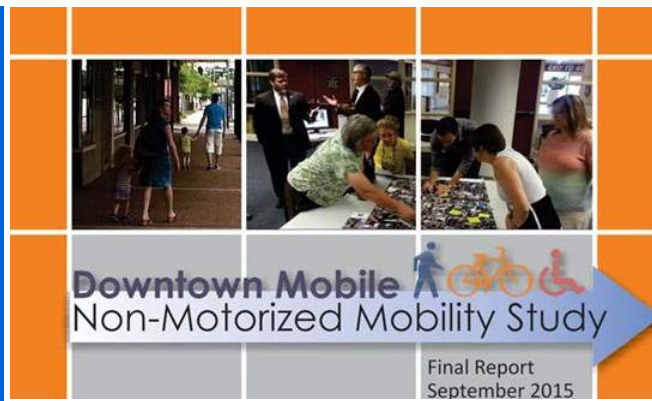
ADA Transition Plans

The Alabama Transportation Planners Association (ATPA) hosted an ADA Day in Birmingham on October 29th. The Federal Highway Administration gave a presentation on the Americans with Disabilities Act and Transition Plans, then each urban area in the State gave a brief benchmark report as to where they are in developing the Transition Plans for each local government in an Urban Area, if they did not already have them. The afternoon was a question/answer period with a panel of ALDOT and FHWA officials. For a copy of those questions and answers, and the FHWA ADA Presentation, please see [HERE](#).

SARPC has contracted with Neel-Schaffer to conduct the municipal ADA Transition Plans for Public Rights of Way, and assist Mobile County in conducting their ADA Transition Plan for Public Rights of Way. The consultant is well underway in the surveying of the sidewalks and ramps for condition and compliance in terms of the Americans with Disabilities Act within the MPO Study Area. ALDOT has provided us with State and US "shielded" routes and cross sections that they have inventoried.

The ADA Transition Plans are moving along, and we will keep you posted. Please keep in mind, that every city and county in the State, should have an ADA Transition Plan for not just public Rights of Way (sidewalks), but all public buildings and open spaces. It is your responsibility to have the ADA Transition Plans in place.





Toole Design Group has finalized the *Non-Motorized Mobility Study for Downtown Mobile*. Thank all of you that had a part in creating this important plan for downtown Mobile.

For anyone interested in the Power Point given by Ernie Boughman with Toole Design Group, please see [HERE](#)

For anyone interested in the FINAL REPORT (large document), please see [HERE](#)

GIS online

We are upgrading and starting to utilize our online GIS capabilities. Please check out some of the current interactive maps we have been working on. Many more to come...

<http://mobilempo.org/maps.html>

DESTINATION 2040

The Mobile MPO [Long Range Transportation Plan](#), Destination 2040, has been adopted, subsequent comments from ALDOT, FHWA, and FTA. The DRAFT document that was out for public review and reviewed with MPO and TCC/CAC members may have some slight modifications in the FINAL Document. The FINAL will be out next week.

The plan is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle/pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to other modes of transportation such as bicycling and walking. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region. You can learn more about the plan [HERE](#).

Projects Within Region Let December 4th, 2015

Mobile County

None at this time

Baldwin County

- For constructing the Bridge Replacement (Bridge Culvert) and Approaches on CR-55 over an Unnamed Branch of Polecat Creek west of Summerdale. Length 0.151 mi. The Bracket Estimate on this project is from \$828,021 to \$1,012,026.
- For constructing the Grade, Drain, Base, Pave, and Drainage Structure Replacements on CR-32 at various sites from the intersection of CR-73 to the junction of CR-83 in Summerdale. Length 0.173 mi. The Bracket Estimate on this project is from \$733,627 to \$896,655.
- For constructing the Bridge Replacement and Approaches on CR-34 over Negro Creek east of Summerdale. Length 0.317 mi. The Bracket Estimate on this project is from \$1,303,136 to \$1,592,722 .

Escambia County

None at this time

[What's Under Construction?](#)

Legislative Updates

Lawmakers Pass 5-Yr Authorization/Funding Bill for Highway, Transit, Rail Programs



For the first time since 2005, Congress has passed a long-term surface transportation bill that gives state departments of transportation and transit agencies years of certainty to develop their infrastructure projects.

The five-year, \$305 billion bill – called the Fixing America's Surface Transportation Act, or FAST Act – also includes intercity rail programs to cover all the surface travel modes in one piece of legislation.

"It's a momentous occasion," said Bud Wright, executive director of the American Association of State Highway and Transportation Officials. "States are now going to have some stability in funding" from the federal programs they rely on, he said. "But not just stability – this bill actually offers some growth in funding levels."

The prior long-term bill expired in 2009, and Congress passed a series of short-term extensions before lawmakers produced a two-year bill in 2012 that has also been extended several times since it initially expired.

As a result, some states removed planned projects from their bid lists over the past year while others put off planning longer-term improvements until they could see certainty and funding levels from the Highway Trust Fund.

The FAST Act emerged quickly from a House-Senate conference committee that negotiated differences between separate bills passed in each chamber. The House passed it Dec. 3 in a 359-65 vote. The Senate followed with an 83-16 approval vote later the same day that sent it to President Obama to sign into law. He signed it late on Dec. 4, once the bill arrived at the White House from Capitol Hill.

Seeing the bipartisan conference bill move to final passage, said Wright, "is a good capstone to a year in which not only the AASHTO staff but also many of our members [who lead state DOTs] have worked very hard to influence this legislation."

Wright: "It's a momentous occasion."

He said many state DOT members "have worked hard with their congressional delegations to make the important point about why transportation investment makes a difference."

Paul Trombino, AASHTO's 2015-16 president and director of the Iowa DOT, said: "It is a tremendous relief to know that with the FAST Act, state departments of transportation will have some reasonable long-term certainty regarding the levels of federal investments for surface transportation. We have long said that states, which are the primary implementers of the federal program, need a long-term federal commitment in order to plan for and invest in the kind of transportation projects the nation needs."

In the FAST Act, lawmakers authorized about \$226 billion in federal-aid highway spending through fiscal 2020, which includes nearly \$11 billion for two new freight-focused programs, plus \$7 billion for highway safety programs at the National Highway Traffic Safety Administration and the Federal Motor Carrier Safety Administration, more than \$61 billion for transit and \$10 billion for Amtrak and federal rail programs.

AASHTO's chief operating officer, Jim Tymon, said an important feature of the bill is that it continues to allocate about 93 percent of federal-aid highway dollars through the pre-set formulas that help give states control of their project funding stream.

"This is important because it reinforces that traditional federal-state partnership that has really been the driver for the federal highway program for over a hundred years." In addition, "states will still have the ability to decide which projects they want to fund with that money."

Tymon said the FAST Act provides a first-year funding increase of about 5 percent in overall highway programs for state DOTs.

After the first year, most highway programs increase by 2 percent a year. However the bill cuts funding to cover the risk premium of the USDOT's lending pool known as TIFIA, which the department says can leverage about \$10 of financing for every dollar of that subsidy cost. The bill cuts the annual TIFIA support from \$1 billion in 2015 to \$275 million in 2016, and allows it to rise in stages to \$300 million, so the program that offers low-interest, 35-year infrastructure

loans will shrink.

It provides a sharper first-year increase of about 10 percent for transit spending, and pushes passenger rail spending about 20 percent higher in 2016. After that first year, though, authorized transit spending will rise roughly at projected inflation levels while passenger rail spending rises by 8-12 percent a year.

More details are available at this special AASHTO [website](#), including an AASHTO staff "first look" analysis, committee documents about the bill, state-by-state highway and transit allocations.

One of the two freight programs apportions money to states by the same formula that applies to their other federal highway funding.

The other is a discretionary grant pool for highway and freight projects of national and regional significance. That is similar in some ways to the USDOT's TIGER grant pool, but this one would be protected within the Highway Trust Fund and outside the reach of annual appropriations debates, and Congress has built in a review period to accept or reject projects listed for the freight grants.

White House Press Secretary Josh Earnest told reporters at midweek that while the president looked forward to signing the FAST Act, the Obama administration had proposed a "substantially larger" surface transportation bill.

"So we would actually view this legislation as a step in the right direction, but only a first step," Earnest said, "because we believe that there are more infrastructure projects that are worthy of funding that would create jobs in the short term and lay a long-term foundation for our ongoing economic strength over the long term. So we'll see what Congress chooses to do from here."

Wright and Tymon both told AASHTO's Transportation TV that one disappointment with the bill was that lawmakers used a series of unrelated revenue provisions to fund it for five years, while most of the transportation industry would like to see Congress shore up the Highway Trust Fund for a much longer period through some user fee model.

"We've often talked about a sustainable, long-term source of revenue to fund transportation, and we didn't get that in this bill," Wright said. Without such a long-term revenue source, he said, transportation investment advocates and lawmakers will in just a few more years face the same questions of how to pay for the federal programs.

Funding Opportunities

Notice of Funding for Beyond Traffic: The Smart City Challenge Grant

Applications Due: February 4, 2016

The U.S. Department of Transportation announced a new grant that will demonstrate how advanced intelligent transportation systems (ITS) technologies and applications can be used to reduce congestion, keep travelers safe, and support economic vitality in innovative ways. It is similar to the newly-passed FAST Act's Advanced Transportation and Congestion Management Technologies Deployment Program designed to accelerate the deployment of new technology and innovations. Click [HERE](#) for more information.

Microsoft Co-Founder Backs Contest to Find Traffic Solutions

The tech billionaire Paul Allen and the U.S. government together are offering a \$50 million prize Monday to encourage cities to come up with innovative solutions to traffic and transportation problems, reports Seattle TV station [KOMO](#).

The Microsoft co-founder will put up \$10 million for the winner-take-all competition, which is open to cities with populations of 200,000 to 850,000. The goal of the competition is to develop and implement futuristic solutions to worsening congestion and accompanying environmental problems.

Barbara Bennett, president of Mr. Allen's company, Vulcan, said the contest will "enable the most innovative, ambitious, and forward-thinking city in America to show just how practical and rewarding it really is to start transitioning from carbon-based fuels to clean and renewable energy sources."

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2016.

This year you will find the TAP application and instructional information for completing the application on the ALDOT web site. The web site address is: http://www.dot.state.al.us/moweb/specialprograms_section.htm. After clicking on this page you will see the TAP Application listed. The types of improvements eligible for TAP funding are listed on page 2 of the instructional information. The deadline date for submittal of FY 2016 TAP applications and support documents is [Friday, January 29, 2016 at 5:00 PM](#).

Some major application requirements of the TAP are as follows:

- Only cities, towns and county commissions can apply for funding ;
- Due to limited funding, there is a cap on the amount of Federal Funds that a sponsor can apply for and that

amount is \$400,000.00;

- Due to limited funding, an eligible sponsor can submit only one application for possible funding;
- The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds and the sponsor is responsible for the cost of the required preliminary engineering;
- Public involvement is optional;
- Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population and fifty (50) percent is distributed to any area of the state by ALDOT;
- All TAP projects have to be selected by a competitive application process administered by ALDOT ;
- Landscaping as an independent project is not eligible;
- Transportation museums are not eligible;
- For cities/towns that are located within the six 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 stated MPO's.

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

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.

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

Geminids Meteor Shower 2015: How to Catch the Colorful 'King of Meteor Showers'

The Geminids [meteor shower](#), dubbed "[the King of Meteor Showers](#)" by some experts and the "best" and "most reliable" annual meteor shower by [NASA](#), is expected to peak this weekend.

Up to 120 meteors per hour are expected to flash across the skies as the Geminids peak on Sunday night into Monday morning, according to NASA. The space agency said viewers can expect "delightfully dark skies this year" since "the thin crescent moon sets early."

In addition to "glowing white" streaks, viewers in the past have been described seeing streaks appearing yellow, green, or blue, NASA said.

People from around the whole world will be able to see the colorful light display, though the shower will likely be best seen from the Northern Hemisphere, weather permitting.

Though the shower "gets going around 9 or 10 p.m. local time," the "best viewing will be in the hours just before dawn local time," according to NASA.

The Geminids are named after the constellation of Gemini, from which the meteors appear to be radiating. However, the meteors are actually small pieces of debris from an object called 3200 Phaethon, which NASA classifies as an extinct comet.

In the News

Our Future with the FAST Act: Bud Wright, Executive Director, AASHTO

Posted by Steve Anderson on Thursday, December 10th, 2015

On Friday, December 4th, President Obama signed into law the “Fixing America’s Surface Transportation” or “FAST” Act, the first long-term transportation bill the U.S. has seen in ten years. The \$305 billion, 5-year program comes as a welcome bi-partisan compromise, but as with any major piece of legislation, it comes with its fair share of controversy.

Frederick G. “Bud” Wright is Executive Director of the [American Association of State Highway and Transportation Officials \(AASHTO\)](#), a non-profit, non-partisan association which advocates transportation-related policies and provides technical services to support states in their efforts to efficiently and safely move people and goods. He has almost four decades of experience in both the private sector and as a top executive at the Federal Highway Administration.

The FAST Act: Progress but Not Perfect

It’s not everything we dreamed of, but it is most definitely progress. This is the first time in over a decade that we’ve had a 5-year—or multi-year— reauthorization, something that state DOTs and others who have the responsibility for planning transportation investments can now rely on...So definitely a major step forward, but it’s also not the perfect bill...there are some things that are lacking and one of them is the fact that it did not identify a sustainable, long-term source of revenue to support federal surface transportation investment...

States Still Rely on Federal Transportation Dollars

Every state has its own department of transportation, and also has its own resources from state sources. Many local governments also have tax bases that they use to support surface transportation investment. The federal program is an additional component to that, it, on average, amounts to about 50% of the capital investment in surface transportation that takes place in the country. But that varies pretty dramatically from state to state. In some states it’s as high as 90% of their capital program.

The Job’s Not Done for Transportation Advocates

I think all of those who have been surface transportation advocates have in fact been heard by the Congress, because they are supportive of this program, but that said, many of those same groups who are advocating for transportation investment have also made the point that what we really need is that sustainable source of revenue for the longer term. And the Congress did not address that issue. They chose to use what revenues do flow into the Highway Trust Fund but are insufficient to support today’s program levels and supplement those with general funds.

What Does Transportation Mean for Me?

I think one of the keys to the success in convincing the Congress is that we really do have to drill transportation down to what does it mean for me as a citizen, as an individual. When we tend to talk about transportation needs in terms of billions or even trillions of dollars, I think that’s hard for the average person to get their arms around. But when we talk about it in terms of here’s a specific improvement that can and will result from your willingness to invest, then I think people say, “Okay that’s something that I am willing to support.”

[Download full transcript \(PDF\): Our Future with the FAST Act: Bud Wright](#)

Six days remaining to participate in Orange Beach transit survey

Time is running out for residents and visitors to voice their opinions about transportation solutions directed at alleviating roadway congestion and parking within Orange Beach and surrounding areas.

Those interested in participating can visit [ALGulfCoast.com](#) to complete the short, 3-minute online survey. The public survey will close on Dec. 15.

This transit survey allows residents and visitors to provide valuable insights into existing transportation issues, travel habits, transportation needs and community preferences. Survey questions gauge everything from seasonal travel patterns to desired service areas, frequency and preferred vehicle aesthetics.

"We are glad to see strong public participation, interest, and feedback from the community regarding the future of local

transit in the area," said Orange Beach Mayor Tony Kennon. "We urge anyone interested in the future of transportation in Orange Beach to take and share the survey with others. Responses will ultimately help determine if transit is feasible for our area."

This project is being executed by Atkins in partnership with the Florida-Alabama TPO, the West Florida Regional Planning Council and the City of Orange Beach. Results from the survey will not only determine if public transit solutions are feasible for Alabama's Gulf Coast but provide planners with the data to create a mobility plan with associated costs.

To take the online survey, please visit ALGulfCoastTransit.com. To request a hard copy of the survey or updates about the study, contact Phil Shad at (850) 478-9844 or email phil.shad@atkinglobal.com.

Statewide Bicycle & Pedestrian Plan

The Alabama Department of Transportation (ALDOT) is currently developing a Statewide Bicycle & Pedestrian Plan. The Bicycle and Pedestrian Team received over 1500 responses from its online survey, and the Team is currently processing survey responses. This is an important tool to assess existing conditions and future needs of bicycle and pedestrian transportation.

The next step in this process is the five scheduled workshops - one in each of ALDOT's regions. Organized as open houses, those attending will have an opportunity to review findings and ask questions.

Workshop Schedule

- January 19, 2016, 4 – 7 PM
23445 US Highway 431
Guntersville, Alabama 35976
- January 20, 2016, 4 – 7 PM
1020 Bankhead Highway West
Birmingham, Alabama 35204
- January 21, 2016, 4 – 7 PM
2715 East Skyland Boulevard
Tuscaloosa, Alabama 35405
- January 26, 2016 4 – 7 PM
1701 W I65 Service Rd North
Mobile, Alabama 36618
- January 24, 2016 4 – 7 PM
1525 Coliseum Boulevard
Montgomery, Alabama 36110

Follow this link for the City of Mobile Final FY2015-FY2016 Capital Improvement Plan
http://www.cityofmobile.org/2015_cap_imp_projects.php

Transportation Research

Regional Models of Cooperation

The Every Day Counts innovation of the month for November is [regional models of cooperation](#).

These models offer a framework and process for transportation departments, metropolitan planning organizations, transit agencies and other groups to collaborate on multijurisdictional transportation plans.

The Federal Highway Administration is working with the Federal Transit Administration to encourage transportation stakeholders to think beyond traditional borders when planning transportation projects and programs. This EDC-3 effort focuses on bringing entities together to support common goals on topics such as congestion management, safety, freight and commerce.

The EDC Regional Models of Cooperation Innovation Deployment Team offers technical assistance and training, including peer exchanges and workshops. For details, contact [Jody McCullough](#) or [David Harris](#) at the FHWA Office of Planning or [Tonya Holland](#) at the Federal Transit Administration.

View the [FDC Regional Models of Cooperation presentation](#) for an overview of the regional models approach.

Introduction to the Freight Analysis Framework (FAF4)

December 11, 1:00-2:30 PM ET

This webinar will introduce the fourth generation of the Freight Analysis Framework (FAF4) providing an overview of the dataset and what's new in FAF 4.0. In addition, this webinar will also discuss the upcoming releases to FAF4, including improvements and new products on the way. This [webinar](#) is aimed toward practitioners in state departments of transportation, metropolitan/regional planning organizations, and other organizations who have basic or little knowledge of the FAF.

2010-2014 American Community Survey (ACS) 5-Year Estimates Released

The U.S. Census Bureau released the 2010-2014 five-year census data with supplemental documents to help users understand the report. Click [HERE](#) for more information.

New Innovative Center to Increase Options for Investment in Transportation Infrastructure

USDOT unveiled its new Build America Transportation Investment Center (BATIC) as a resource for states, municipalities, and other project sponsors. AASHTO is partnering with USDOT to create the BATIC Institute to help state DOTs and other agencies find financing solutions for transportation projects. The Institute will provide specialized education to leaders and decision-makers online as well as in-person.