



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, October 23rd, 2016

Volume 20, Number 4

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The Mobile MPO *Technical Coordinating / Citizens Advisory Committee will be meeting on November 9th*, followed by a meeting of the *Mobile MPO Policy Board on November 30th*. Please put those dates on your calendars, agendas will go out soon. We are also proposing to update the Mobile MPO Congestion Management Process (CMP) (please see *Mobile MPO Updates*). The FHWA announced a pilot program to streamline local funding for road projects (see *Legislative Updates*). This week's *Just For Fun* is a contest of sorts like the widely participated one last week, so don't go on a tangent if you are on the proposed I-10 Mobile River Bridge.

Have a great weekend! And check out [ALGO Traffic](#) before you travel!

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

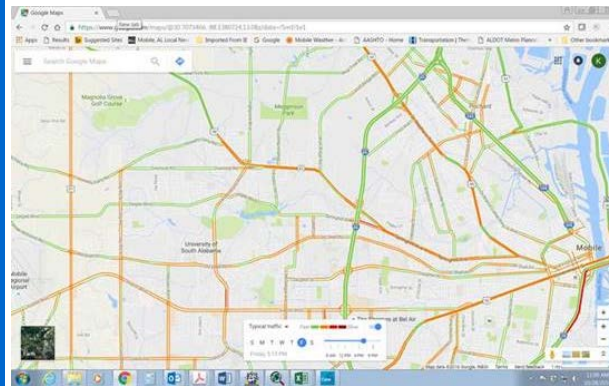
www.mobilempo.org  check us out on FACEBOOK

Mobile MPO Updates

Congestion Management Process (CMP)

One of the items we will be discussing at the upcoming TCC/CAC meeting and MPO Policy Board meeting, is a reinvention of the Mobile Urban Area CMP. Prior to FY 2017, the Mobile CMP was a thorough process for monitoring congestion, developing improvements, and prioritizing improvements; however, it was inefficient, and ineffective. The current federal transportation funding bill the FAST ACT, has introduced requirements for performance measures for projects, and processes. As a performance measure, projects not being implemented through a Congestion Management Process, is an indicator that it is time to reinvent the process.

Below is a Google Traffic snapshot of the "Typical" PM peak periods in the Mobile Urban Area. This is the first iteration of reviews to determine congested arterial corridors. Our intention is create a new funding program out of the STP Attributable Funds at either 10% or \$500,000 for strictly intersection type improvements. These can be new adaptive signals, access management strategies, roundabouts, etc. It has to be additional capacity, as that is what the STP Attributable Funds are for, but the new program would concentrate on intersections. The projects would have to be justified, with performance measures. These performance measures would be included in the project ranking process, and would include a travel time index (free flow / congested speed), a roadway congestion index (capacity index), and a rear-end collisions per mile factor. We have developed this for some corridors and will be presenting them to the TCC/CAC on November 9th.



TIP Projects modified this week

Project : 100066398 (PE)
County : MOBILE
Project Description : DUNLAP DRIVE CULVERT REPLACEMENT
Target start date : 11/1/2016
Engineers Estimate : \$200,000.00

Project : 100065841 (FM)
County : MOBILE
Project Description : RESURFACING ON SR-213 FROM SR-17 (US-45) TO SR-158
Old Target start date : February 24, 2017
New Target start date : April 07, 2017

End of the Fiscal Year

We just wrapped up Fiscal Year 2016, and the Mobile MPO had four projects totaling over **\$8.6 Million** authorized to be spent in FY 2016 out of the STP Attributable Funds. Considering we can program \$8.9 Million per year, I would say we are doing pretty good. Those four projects are:

CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), UT, \$243,946
CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN \$2,440,547
CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN, \$5,105,061
CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD),RW, \$835,000

The MPO met 4 times in FY 2016 approving federal spending in the Mobile Urbanized Area with funds spent at the State's discretion, from: Interstate Maintenance Funds, Surface Transportation Funds, National Highway Funds, High Priority Funding, Bridge Funds and Transportation Alternative Program Funding. The total amount approved by the Mobile MPO to be included in the 2016-2019 Transportation Improvement Program (TIP) was **\$56,781,580**.

Of those funding categories above, there were 37 projects that were already in the TIP that were authorized to be spent in FY 2016 in the Mobile Urbanized Area totaling **\$50,268,574**.

FTA 5310 FUNDING

The SARPC Transportation Planning Department has managed to successfully award over **\$875,000** worth of projects to the Mobile Urbanized area with the FTA 5310 program.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

TAP Funding Open Discussion

On September 27th there was an open discussion with the FHWA concerning the Mobile Urban Area Transportation Alternatives Program (TAP) funding. The group talked about the FHWA Certification Recommendation to have a multi-year scheduling of TAP projects. What came out of the meeting, was that there was an agreement to have a two year award for a call for projects that will have a June, 2017 deadline. This call for projects will be for FY 2017 and FY 2018. It will give us the ability to move a project up if another project has fallen behind. There will be no extensions for the Preliminary Engineering to be completed within the two year time frame. Also, the group talked about the criteria that ranks the projects and that a local government can apply for more than one project, but only be funded one per year with the Mobile Urbanized Area TAP (this does not apply to ALDOT TAP). The amount of points given to a project that has multiple funding sources (donated) was also discussed to be decreased.

These modifications to the Transportation Alternatives Program (TAP) process, will be vetted to TCC/CAC and MPO at the upcoming November 9th and November 30th MPO meeting.

South Alabama RPO Updates

SARPC's RPO Program is finalizing the list of the current transportation projects and safety needs for the RPO area. This list is broken down by County and by Category (roadways, bridges, bike/ped, and transit). If there is anything you would like to add or delete or if there is a project listed that has been completed please let us know.

This list is an amendment to the RPO Transportation Plan and list of safety needs that we update each September. This comprehensive list of projects will be submitted to the Alabama Department of Transportation as a list of prioritized transportation needs for the rural areas of our region.

Further information is available on our [website](#).

Projects Within Region Let November 4th, 2016

Mobile County

None at this time

Baldwin County

- For constructing the Bridge Replacement and Approaches on CR-10 (Keller Road) over Boggy Branch south of Foley. Length 0.063 mi. the Bracket Estimate on this project is from \$294,543 to \$359,997

Escambia County

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

House T&I Democrats Argue for Better Transit

Earlier this year, House Speaker Paul Ryan released the GOP's election year agenda, *A Better Way*, which covers six policy areas with

ideas on how to tackle some of America's biggest challenges. In response, Democrats on the House Transportation and Infrastructure Committee (House T&I) released a new report on the gaps they see in the GOP report regarding infrastructure, transit, and their relation to poverty. The report focuses on the need to improve transit to connect low-income Americans to jobs, highlighting several cities that need critical transit projects. The conclusion of the 13-page report calls for increasing public transit funds and addressing the \$86 billion backlog of transit deferred maintenance.

Federal Highway Administration announces pilot program to streamline local funding for road projects

By [KEVAN STONE](#), [ERYN HURLEY](#) Oct. 25, 2016

In an effort to reduce the cost of delivering highway projects, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced today (October 25) that they are accepting submissions for the Local Empowerment for Accelerating Projects (LEAP) Pilot Program. The LEAP program allows for direct funding from the federal government to local public agencies (LPAs). Created as part of the FAST Act, the program allows local governments to identify projects under a formula criteria and apply directly to FHWA for funding. This includes projects like the design, construction and preventative maintenance of major collector roadways. As this is a pilot program, five submissions will be awarded these funds. Stipulations are outlined in the Notice, one being the LPA agreeing to a voluntary contribution from non-Federal funds (LPA, State, or other) in an amount equal to one percent (for the first year) of the funds transferred to FHWA.

This pilot program is designed to improve project delivery and help to eliminate red tape cause delays, which in turn increases the cost for local government. This program, to be carried out over five years, requires an agreement between the LPA and their respective state DOT but will be subject to federal oversight. Applications will need to be submitted by November 25, 2016. While only a pilot program, the LEAP program is a beneficial victory for local governments. Greater local control over funds and project delivery has long been advocated by NACo. With counties owning 45 percent of the nation's roads, this direct funding pilot program allows for LPAs to not only save precious financial resources, but complete projects faster for their communities. To see the Federal Register Notice with submission instructions, click [here](#).

NHTSA Proposed Motor Vehicle Cybersecurity Guidelines

The National Highway Traffic Safety Administration (NHTSA) has released proposed motor vehicle cybersecurity guidelines to protect vehicles from unauthorized access and malicious cyberattacks. The guidance highlights the importance of the issue and suggests that automobile companies prioritize cybersecurity by looking at a vehicle's full lifecycle and facilitating rapid response and recovery from cyberattacks. The guidance also suggests best practices for researching, investigating, testing, and validating cybersecurity measures. NHTSA is soliciting public comments on the proposed guidance for 30 days on the federal register for docket NHTSA 20160104.

USDOT Guidance Details FAST Act Requirements for State Freight Plans

In an Oct. 14 Federal Register notice, the U.S. Department of Transportation provided detailed guidance to states on how to prepare the freight plans they must develop to qualify for federal freight program funding, and offered extensive recommendations on how to set up voluntary advisory committees.

The guidance represented modal agencies other than transit, from those focused on highways to railroads, trucking to pipelines and maritime shipments.

It emphasized that the USDOT in preparing the document took into account the differences among states and their need for flexible federal rules. So the notice carefully spelled out what elements were required by last year's Fixing America's Surface Transportation Act, and which are USDOT recommendations but are not required.

dollarpump.jpg"DOT recognizes that states vary in their transportation needs and system requirements, particularly regarding multimodal freight transportation," it said. "Some of the recommended elements may not be relevant to every state, and as such, do not have to be included in the plan.

"Similarly, the guidance is not intended to preclude states from supplementing their state freight plans with elements not described in the FAST Act or in this guidance. States have significant flexibility in creating state freight plans and state freight advisory committees that fit their needs."

For instance, states must produce FAST Act-compliant freight plans with 10 required elements by Dec. 4, 2017, to remain eligible to obligate federal formula funds under the National Highway Freight Program. The state plans must provide for immediate and long-range planning activities and state investments with respect to freight for a period covering five years, although the USDOT is urging states to plan for a longer term of 20 years.

The Register notice made clear that besides the role that official state plans would play in guiding the use of freight program funds, they could also help the USDOT make competitive project awards under its new Fastlane grants program, which Congress authorized in the FAST Act for nationally significant freight and highway projects.

The guidance noted that private freight railroads have an incentive to participate in the state planning process, because some of their projects would be eligible for Fastlane funding.

The USDOT noted that many states are already far along in the process, since the 2012 MAP-21 law prompted development of freight plans and the advisory panels even though it did not require them.

"To date," the guidance said, "46 states are now in the process of developing or have developed state freight plans or modified long-range statewide transportation plans to include freight provisions (many of these plans were developed prior to MAP-21), and 35 states have established state freight advisory committees."

However, "based on the new provisions of the FAST Act, it is anticipated that any state freight plan that was MAP-21 compliant will require some modification to meet the FAST Act requirements."

In addition, while the USDOT underscored that states are not required by law or by federal regulation to establish freight advisory committees, it said it "strongly encourages" all states to create the panels as "an important part of the process needed to develop a thorough state freight plan."

The document also provided suggestions for which stakeholders to include – such as the state DOT to metropolitan planning organizations, tribal nations and freight industry representatives from various transportation modes. It noted that while "not all states have the ability to influence decisions over non-highway infrastructure," freight plans that help improve connectivity between modes will lead to more efficient and safer outcomes.

[50 YEARS OF US TRANSPORTATION CHECK IT OUT!](#)

Funding Opportunities

Land and Water Conservation Fund (LWCF) and Recreational Trails Program (RTP) Workshops

The Alabama Department of Economic and Community Affairs is sponsoring two application workshops on **Tuesday, November 15, 2016**, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7th Floor Auditorium.

The first workshop is for the **Land and Water Conservation Fund (LWCF)**. Registration will begin at 8:00 a.m. and the workshop will begin at 8:30 a.m. and end by 12 noon.

The second workshop is for **Recreational Trails Program (RTP)**. Registration will begin at 12:30 p.m. and the workshop will begin at 1:00 p.m. and end by 5:00 p.m.

Participants can access the Center for Commerce parking deck from the South Decatur Street entrance by entering the code 2133#. Everyone interested in competing for LWCF or RTP grant assistance during this funding cycle is encouraged to attend.

Registration is required. To register for either workshop, please call Kim Martin at (334) 353-3151 or email her at kim.martin@adeca.alabama.gov by Friday, November 4, 2016. Please provide the name(s) of the workshop attendees and the organization they will be representing. The maximum capacity for each workshop is 100. Should registration exceed 100, a second workshop will be scheduled.

The workshops will be accessible to all persons. If you have a disability that requires special services, materials, or assistance please notify Ms. Martin when you preregister. We look forward to working with you during the next funding cycle.

ALDOT TAP FUNDING (*deadline December 16th, 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

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.

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to

encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation

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.

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

WEEEEEEeEEEEEEEE

Thanks to all that participated in last week's contest; the answer was 29 feet. Because of the wide popularity of the math problem last week, and the current events this week with last night's ALDOT workshop to gain input on a bike/ped facility as part of the I-10 Mobile River Bridge Project, we are presenting you with an even tougher math problem. The first person to email kharrison@sarpc.org is the winner. The winner gets a pen and pencil set (disclaimer: the pencil is a wooden No. 2 and half used, the pen is about 3 months old, but you would be a winner, and that is important).



How fast would a bicyclist be going at the bottom if he/she coasted down the proposed I-10 Mobile River Bridge?

Parameters:

- 3771 foot slope at a 4% grade
- 150 vertical drop (Although the bridge has a vertical clearance of 215 feet, it has other grades at the top and bottom that are not 4%. For simplistic reasons we are only calculating just for slope that has a 4% grade)

- Concrete path
- 200 lb man+bike
- Typical bicycle tires
- Initial velocity = 0, no pedaling
- No wind, 70 degrees, 85 % humidity

Answer is being provided by Dr. Daniel Cyphert of Springhill College and Math Models Inc. Thanks Doc!

In the News

Re-Purposing Bankhead Tunnel Among Mobile River Crossing Options



11 hrs ·

<http://wkrg.com/2016/10/27/re-purposing-bankhead-tunnel-among-mobile-river-crossing-options/>

The Alabama Department of Transportation unveiled three options last night for bikers and pedestrians to cross the Mobile River. It's part of the I-10 bridge project, and officials held a public meeting Thursday night to get public input.

One of the design options would create a path along the Cochran-Africatown Bridge. Another would cut off the Bankhead Tunnel to drivers to be used exclusively for pedestrian and biking traffic.

ALDOT is also considering building the walkway along directly into the new mobile river bridge. Among the citizens at the meeting, that seemed to be the most popular option.

"It's somewhere that I would take people to show Mobile because you would be up in the air you're able to see the city, you're able to see our bay in a way that you just haven't before," said Dan Friedline.

Whichever option is selected, enthusiasts say it is a must have for Mobile.

"I think mobile is on the cusp of really growing and really developing its identity as a city and I think that pedestrian and bicycle access is a huge part of that," said Yael Girard. "It's something that all cities that are modernizing are taking into consideration and it's time for mobile to really push that forward."

Citizens were able to leave comments for ALDOT to review before making a decision. [An online form](#) is also available for people to leave comments until November 11.

10PM FACEBOOK QUESTION:

Cyclists and pedestrians may soon have their own designated lanes to get to and from Mobile and Baldwin Counties after the new I-10 Mobile River bridge is built.

What do you think about the possibility of closing the Bankhead Tunnel to vehicle traffic and reserving it only for bikes and pedestrians?



Alabama's 'iconic' beachfront in Gulf Shores begins \$15 million facelift



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

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

on October 21, 2016 at 10:25 AM, updated October 21, 2016 at 3:40 PM

Alabama's most visible public beachfront serves as an "iconic" stretch for the city of Gulf Shores. But the hub for shopping, dining, festivals, sightseeing and sand can be difficult to navigate for pedestrians and cyclists.

In an effort to make the half-mile of public beach safer and accessible, the city is investing \$15 million into a three-phase project that will add a boardwalk and wider sidewalks.

The city also plans to recreate a park-like setting along the stretch, which serves a main entry point for visitors.

"It's probably the most traveled place in the state, if you think about it," said Grant Brown, spokesman with the city of Gulf Shores. "A lot of folks end up there are some point."

Annual events held at the public beach attract over 350,000 visitors and generate an estimated regional economic impact over \$100 million.

"There is a lot of foot traffic," said Gulf Shores City Councilman Steve Jones.

The first phase of the new project is set to begin Nov. 7 with an estimated completion date set for May 6, 2017. The \$4.5 million first phase starts on the project's western-most edge. New landscaping, expanded parking, renovated restrooms, new seats and shade structures and a new beach safety headquarters are included.

Also, the city will begin construction of the 20-foot-wide beachfront boardwalk that will ultimately stretch east past Phoenix All Suites condominiums. Portions of that area have been closed to the public since September.

The second phase, which encompasses the area that includes The Hangout and the main public beachfront, is targeted to begin after next October's National Shrimp Festival. That portion of the project will be completed by April 2018.

Brown said the third phase, on the project's eastern-most side, still needs permit approval from the U.S. Fish and Wildlife Service. He said the city anticipates construction beginning next fall.

"The worst-case scenario (is for the project to take) three years," Brown said. "We may be able to do the center phase and the eastern phase at the same time."

The overall project is similar to a concept that the public first saw in April during two public hearings. Public comments that the city received from residents were mostly positive, Brown said.

Continue [HERE](#)

Airport Boulevard Getting New Traffic Signal System

The City of Mobile is currently in the design phase for a new traffic signal system on Airport Boulevard that will extend from Bel Air Boulevard to McGregor Avenue. The controllers that service the Airport corridor are currently the most outdated models on the streets of Mobile. Not only is the City updating its controllers, it is reconnecting all of the intersections that currently only have a partial connection. Once the design phase is complete, we will be able to full implement the new system and provide Airport Boulevard with the leading edge technology in traffic engineering.

During the Map for Mobile planning process, citizens made it known that addressing the Airport Boulevard traffic issues needed to be a priority. We hope these upgrades will drastically improve everyone's experience on one of Mobile's busiest thoroughfares. Overall, these changes will significantly reduce drivers' time on the road.

Transportation Research

Talking Freight November 2016

Wednesday, November 16, 2016 12:00:00 PM CST - 1:30:00 PM CST

The State Freight Plan FAST Act guidance was published in the Federal Register on October 14, 2016. The guidance outlines the requirements for States to prepare FAST Act-compliant state freight plans, and to ensure they are eligible to continue to obligate the new National Highway Freight Program (FAST Act Section 1116) formula funds after the two-year anniversary of the FAST Act on December 4, 2017. The FAST Act State Freight Plan guidance builds upon the MAP-21 State Freight Plan interim guidance many States used to prepare plans prior to enactment of the FAST Act. In addition to discussing the statutory requirements for state freight plans, the new guidance also provides State Freight Advisory Committee recommendations.

This webinar will provide information to aid States in complying with the FAST Act requirements relating to State Freight Plans and Freight Advisory Committees. Participants are encouraged to ask questions.

[Register Now](#)

SAFETY PERFORMANCE MEASURES AND THE NEW SERIOUS INJURY DEFINITION WEBINAR

FHWA and NHTSA will host a webinar on Safety Performance Measures and the requirements for the new serious injury definition. **November 2, 2016 from 1:00 – 2:30 PM (CST)** Presenters will discuss: | Safety Performance Management regulations and the need for coordination | Identical safety performance measures in the HSIP & HSP | New national definition for serious injuries

Registration is required to attend this free webinar. To register, please visit:

<https://www.eventbrite.com/e/safety-performance-measures-serious-injury-reporting-requirement-webinar-registration-27886628657>

Please share this webinar with your colleagues, as it is open to the public.

State Departments of Transportation, State Highway Safety Offices, MPOs, State Motor Vehicle Crash Database Managers and Traffic Records Coordinating Committee Members are encouraged to register.

PERFORMANCE MEASURES

The Federal Highway Administration (FHWA)'s Office of Freight Management and Operations is hosting its next Quarterly Technical

Assistance Webinar for the **National Performance Measures Research Data Set (NPMRDS)** on **Tuesday, November 1, 2016 at 1:00 p.m. (EST)**.

The November webinar will include a brief review of the forthcoming update to the NPMRDS. The webinar also will feature speakers from TRANSCOM discussing methods for using NPMRDS data to evaluate bottleneck locations. This webinar is open to U.S. DOT, State DOT, MPO, academic, and private sector participants – please feel free to distribute the invitation widely.

To register for this event, please go to: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1088>.

Please note the registration process for non-U.S. DOT participants: Those without an '@dot.gov' email address will need to set up an account with the [FHWA External Portal](#) in order to complete the registration process. The registration process may take up to two full business days. The registration form is compatible with Internet Explorer 8, 9, or 10 (using compatibility mode). New users may request an account at <https://collaboration.fhwa.dot.gov/FBA/Membershiprequest.aspx>. If you have any questions about registration, please send an e-mail to Webconference@dot.gov.

Visit http://www.ops.fhwa.dot.gov/perf_measurement/index.htm for more information on the data set as well as archived recordings of prior webinars.

Please send any logistical questions to Andrew.Reovan@dot.gov and any technical questions concerning the data set to NPMRDSHelp@dot.gov, and any questions concerning registration to Webconference@dot.gov.

Thank you, we look forward to your participation.

SAFETY PERFORMANCE MEASURES

The Federal Highway Administration's (FHWA) Office of Safety is pleased to announce the availability of several new resources to help States implement the [Safety Performance Management Measures](#) Final Rule under 23 CFR 490. These resources, available at <http://safety.fhwa.dot.gov/hsip/spm/>, include:

- **State Serious Injury Conversion Tables:** assist States in reporting serious injuries per the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition attribute for "Suspected Serious Injury (A)." States that do not currently use the MMUCC 4th Edition attribute should use the conversion tables to convert the equivalent data from their State's Motor Vehicle Crash Database. The conversion tables also provide the equivalent definitions for pedestrian and pedalcyclist as defined in the American National Standard Institute (ANSI) D16.1-2007 for States to report the required number of non-motorized serious injuries.
- **Metropolitan Planning Organization (MPO) Safety Performance Measures Fact Sheet:** highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.
- **2018-2019 HSIP Safety Performance Targets Timeline:** provides important dates for the safety performance target process, including coordination, target establishment, reports, and assessment of significant progress.
- **Safety Performance Measures Resources and Support:** provides a list of training opportunities, tools, and capacity-building resources.

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 50th 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](#)

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.