



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, February 22nd, 2019

Volume 29, Number 8

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The Alabama Transportation Planners Association (ATPA) annual conference will be at the new Lodge at Gulf State Park, March 13-15, 2019 (Spring Break for some colleges) and is open to all MPO members, Technical and Citizen Committee members in the State of Alabama. Please join us. www.alabamatransportation.org. Congress is taking a proactive approach to infrastructure funding (See *Legislative Updates*). The AARP has a great new Livable Communities Grant Opportunity (See *Funding Opportunities*). There are some very interesting webinars coming up under Transportation Research. Mardi Gras is in full swing, but if you don't go for that, check out this week's *Just For Fun*.

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



www.mobilempo.org Check us out on FACEBOOK

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

Mobile MPO meetings

There was a Mobile MPO meeting recently. The agenda items included a variety of changes to the 2016-2019 Transportation Improvement Program (TIP) and the upcoming 2020-2023 TIP. The Preliminary Engineering (PE) for Celeste Rd from I65 to Forest Ave will be added to this TIP, with the other phases in the outer years of the TIP. We have a lot of projects this year; about \$35 million worth of projects to do in FY 2019.

Please see our web page for further details www.mobilempo.org

FREIGHT DATA

APM Terminals has provided us with their second quarterly survey report. Just as last quarter, for one day APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model. This second survey report had a significant increase in truckers answering the survey, which helps refine our understanding of container truck trip patterns in the area. See more [HERE](#)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

Stay Up To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

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ALDOT is doing some preliminary building demolition for the archaeology work associated with the Mobile River Bridge and Bayway project. More details are in the release below.

The schedule is in flux, so please contact Allison Gregg (251-604-9790) to coordinate site visits.

About the project:

The Mobile River Bridge and Bayway project will reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com.

There are no Scheduling Changes This Week for Mobile

Projects in Region Let February 22nd, 2019

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-163 from the south end of the Dog River Bridge (MP 2.525) to the south end of the I-10 Overpass (MP 8.562) in Mobile. Length 6.036 mi. The Bracket Estimate on this project is from \$2,215,333 to \$2,707,629
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the junction of Magnolia Grove Parkway to the junction of Stimpson Lane in Mobile. Length 5.017 mi. The Bracket Estimate on this project is from \$2,208,128 to \$2,698,824 .

BALDWIN COUNTY

None at this time

[What's Under Construction?](#) [Project Status](#)

Legislative Updates

Senate plots to avoid fall shutdown brawl

BY JORDAIN CARNEY - 02/22/19

Senators are hoping to get the government funding process back on track after the months-long fight over [President Trump's](#) U.S.-Mexico border wall.

Though Congress managed to avoid a partial funding lapse after Trump agreed to sign a deal last week, lawmakers face another deadline later this year to prevent a governmentwide shutdown that would strike roughly a year before the 2020 election.

The Senate Appropriations Committee managed to pass all 12 individual fiscal 2019 funding bills with bipartisan support, but their work was derailed on the floor amid a standoff between the White House, Democrats and infighting among Republicans that led to multiple continuing resolutions and the longest shutdown in U.S. history.

"Obviously the border security fight was holding up the 25 percent that hadn't been done," said Sen. [John Cornyn](#) (R-Texas). "It's been to my mind kind of an unnecessary political football."

Part of the success at the committee level in the Senate stems from a deal struck by Sens. [Richard Shelby](#) (R-Ala.) and [Patrick Leahy](#) (D-Vt.) to avoid including what are referred to as poison pills. Though Republicans could wrestle controversial bills through committee, where they have a majority, legislation needs 60 votes to clear the Senate floor, a threshold that requires support from Democrats.

“What we’d like to do is what we did last year — remember we passed all the bills for the first time in I think 15, 20 years,” Leahy said, but added that it’s “up to leadership” to move bills across the Senate floor in time.

Shelby added that they wanted to move bills through the Appropriations Committee faster and try to avoid piling everything up on the Senate floor toward the October deadline because “the more you put on the wagon, it overloads it and generally bogs down.”

“I would hope that we can approach it in at least an accelerated way,” Shelby added. “We realize it’s getting toward March already.”

Shelby and Leahy say they have already started talking about ways to avoid a similar train wreck on the floor as Congress faces an end-of-September deadline, but there are multiple hurdles awaiting lawmakers if they are going to avoid a shutdown later this year.

Congress will first have to resolve a lingering battle on Trump’s border wall and the president’s decision to declare a national emergency to get additional funding for the barrier.

House Democrats are expected to file a resolution Friday to block the emergency declaration, and lawmakers could vote on the measure as soon as next week, kicking the fight to the upper chamber. Senate Minority Leader [Charles Schumer](#) (D-N.Y.) said Thursday that a companion resolution would be introduced in the Senate “soon” and urged Republicans to support it.

Though Trump has identified \$8 billion in funds for the wall, including the \$1.375 billion included in the recently passed funding bill, the administration could still request more funding as part of the next round of spending as they brace for a legal battle that will tie up the money the president is getting from the emergency declaration.

Asked if the Department of Homeland Security would be another sticking point, Shelby hedged, noting that building the wall was a multiyear effort and the “debate won’t end.”

The presidential budget will kickstart the fight on fiscal 2020 funding by outlining the White House’s top fiscal and political priorities. But the mammoth document is largely sidelined to being a symbolic paperweight on Capitol Hill, where lawmakers have ignored Trump’s previous calls for cuts.

Nonetheless, the document, expected to start being released in mid-March, will give lawmakers their first indication of how much money the administration will request for the border.

Trump could always throw lawmakers a curveball by drawing a hard line on wall funding or increasing his request for border money. Trump also initially requested \$1.6 billion for 65 miles of new border wall in his fiscal 2019 budget, but then increased his demand to \$5 billion. He also caught Republicans flat-footed when he rejected a stopgap bill in December because it didn’t include extra wall funding.

Sen. [Dick Durbin](#) (D-Ill.), asked recently if he thought Senate Majority Leader [Mitch McConnell](#) (R-Ky.) could negotiate on behalf of the president, looked bemused and appeared to chuckle silently.

“McConnell has a tough assignment if he’s trying to read the president’s mind,” Durbin said, when asked to articulate his laughter into words.

There are two funding fights that are closer on the horizon for Congress and could portend the ability to avoid a shutdown starting in October: a mid-year fight on raising the debt ceiling and one on getting an agreement on raising the budget caps.

Congress and Trump will have to work out a deal to increase discretionary spending caps on defense and nondefense before lawmakers can start work in earnest on the individual funding bills. Without an agreement, automatic budget cuts would be set to kick back in at the start of Fiscal 2020.

Sen. [Roy Blunt](#) (R-Mo.), an appropriator and member of GOP leadership, said getting a top-line number early would help avoid a traffic jam in September.

“[And] trying to learn our lesson from this time of how great it is when you get 75 percent of this done and it wouldn’t take much more effort to get 100 percent of it done,” he said. “... We should want to do more of what we successfully did last time and less of what we were unsuccessful with.”

One significant difference as Congress turns its attention to the 2020 spending fight is that Democrats now control the House, where Republicans last year loaded up their spending bills with abortion and ObamaCare provisions considered to be anathema to Democrats.

Shelby and Leahy worked with Reps. [Nita Lowey](#) (D-N.Y.) and [Kay Granger](#) (R-Texas), the top two members of the House Appropriations Committee, to craft the latest government funding agreement, giving them a framework for the larger deals they’ll need to strike this year.

Shelby said the working relationship the four key negotiators formed was a “good sign” for moving forward and that he hoped House Democrats will have a “different attitude” and want to cooperate when it comes time to reconcile competing funding bills from the House and Senate.

“I hope that they’ll see that by cooperating together in a bipartisan way we get things moving,” he said. “Otherwise we’re obstacles to each other.”

CONGRESS BRIEF

What Lies Ahead on Infrastructure?

NARC - February 21, 2019

With the appropriations battle finally resolved for the remainder of the fiscal year (that's 221 days of breathing room, for anyone counting), attention might finally turn to what Congress can accomplish on infrastructure. A few thoughts and observations in this regard:

1. **Timing is key.** To have a chance, Congress would need to introduce bills by spring and pass them by the end of 2019, at the very latest. To avoid the crazy season of a presidential election year, the end of September would be a preferable target.
2. **Infrastructure Package vs. Transportation Reauthorization.** A broad infrastructure package has allure for members in both chambers, but a broader funding package means more committees and stakeholders are involved. For this reason, recent talk is that the biggest effort may be to pass transportation reauthorization by the end of the year with some infrastructure sweeteners included (broadband is one we could envision) to expand the base of support for such an effort. It seems unlikely that Congress will do an infrastructure package AND a reauthorization in such close succession. And the probability is extremely low that a reauthorization gets done next year anyway (the current program expires on September 30, 2020), with the election in full bloom by then. Then we would be back to long-term extensions, which is not a popular idea.
3. **Gas Tax Increase?** There is some hope Congress will increase the gas tax this year, either as part of an infrastructure package or a reauthorization. The odds don't favor it happening, but a properly calibrated bill might pass. Sweeteners (mentioned above) and earmarks (mentioned below) could play a role in making a tough vote a little easier.
4. **Earmarks.** Congressionally directed spending. Article 1 authorized spending. Call it what you like, restoring Congress' ability to earmark small portions of spending bills is a hot topic again in Washington, with support from members on both sides of the aisle. There is wide agreement that earmarks would increase the chance of passage of an infrastructure bill (especially if it includes a gas tax increase) by giving Members of Congress some cover back home for a tough vote.

Appropriations Overview

The big news last week was the agreement on remaining appropriations bills. Now that the bill has been signed, here is a quick overview of relevant sections.

- The bill fully funds FAST Act authorized levels for the second year in a row.
- The bill contains discretionary supplementary funding, which is used to plus-up Trust Fund programs with general funds. This is the result of a two-year budget agreement before last year's appropriations process. The total of this supplementary funding increased slightly from last year (\$4.36B to \$4.45B) but is being distributed quite differently.
 - The biggest winners are the Surface Transportation Block Grant Program (STBGP), which receives an additional \$2.73 billion above the fully funded FAST Act levels (last year's supplemental for STBGP was \$1.98B); and Bridge Replacement Grants which receives \$475M this year (after getting \$225M last year).
 - The biggest losers are Airport Improvement Program discretionary grants (\$500M less than last year); Significant Federal and Tribal Lands (\$275M less); and Transit Formula Grants for State of Good Repair (\$137M less) and Buses (\$50M less).
- The BUILD discretionary grant program (formerly TIGER) gets \$600M less than last year, but last year was a high-water mark. The \$900M committed to BUILD grants this year is still well above previous years, where funded amounts ranged from \$474M to \$600M.

Funding Opportunities

About the AARP Community Challenge

AARP invites you to submit applications for quick-action projects that can help your community become more livable. Applications are now being accepted for small grants to improve housing, transportation, public space, smart cities and other community elements.

- **Applications are due by April 17, 2019, 11:59 pm (ET)**
- **All projects must be completed by November 4, 2019**

More information may be found by following this [LINK](#).

National Park Service Accepting Proposals for Historic Revitalization Subgrants in Rural Communities

News Release Date: February 8, 2019

Contact: NewsMedia@nps.gov

WASHINGTON – The National Park Service is now accepting applications for \$5 million in grants to support the preservation of historic buildings in rural communities across the country that are listed in or eligible for inclusion in the Places through the Historic Revitalization Subgrant Program (HRSP).

"Historic preservation projects have consistently proven to spur economic growth," National Park Service Deputy Director P. Daniel Smith said. "The goal of this new competitive subgrant program is to support the rehabilitation of historic properties in our nation's rural communities, shine a light on their unique local history, and foster economic development."

The HRSP is funded through the Historic Preservation Fund, which is supported by revenue from Federal oil leases on the Outer Continental Shelf, providing assistance for a broad range of preservation projects without expending tax dollars. State and Tribal Historic Preservation Offices, Certified Local Governments, and non-profits may apply to the NPS for funding to support a subgrant program that will in turn fund multiple physical preservation projects in their rural jurisdictions.

Applications for funding are now being accepted in [Grants.gov](https://www.grants.gov) through April 1, 2019 (11:59 p.m. EST). Applicants must define a subgrant program that covers areas defined as rural by the U.S. Census (less than 50,000) and preserves multiple National Register listed or eligible properties in support of economic development. Applicants must also demonstrate that they are capable of managing a federally funded subgrant program.

More information about the HRSP grants, including application materials, is available on the program website: <http://go.nps.gov/revitalization>.

To confirm rural eligibility: <https://www.census.gov/quickfacts/>.

Infrastructure For Rebuilding America (Deadline March 4th, 2019)

The INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges. INFRA grants will support the Administration's commitment to fixing our nation's crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Announces Second Round of Infrastructure for Rebuilding America (INFRA) Grant Program

WASHINGTON – The U.S. Department of Transportation (USDOT) is announcing the second round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately \$855-902.5 million available to projects that are in line with the Administration's principles to help rebuild America's crumbling infrastructure – a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

<https://www.transportation.gov/buildamerica/infragrants>

Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Program

A Notice by the [Federal Railroad Administration](https://www.fra.dot.gov) deadline **5:00 p.m. EDT, on March 18, 2019**

FRA recently issued a Notice of Funding Opportunity (NOFO) for the **Federal-State Partnership for State of Good Repair Program** (Partnership Program). The NOFO makes **\$272,250,000 million** in grant funding available. Here's the link to FRA's Partnership Program website which includes a link to the NOFO: <https://www.fra.dot.gov/Page/P1107>

The Partnership Program is intended to benefit both the Northeast Corridor ("NEC") and the large number of publicly-owned or Amtrak-owned infrastructure, equipment, and facilities located in other areas of the country, including strengthening transportation options for rural American communities. The NOFO will assist in funding capital projects to repair, replace, or rehabilitate publicly-owned railroad assets, and to improve intercity passenger rail performance. Eligible projects include those that replace existing assets in-kind; replace existing assets with those that increase capacity or provide a higher level of service; and those that ensure existing assets maintain service while being brought into a state of good repair.

Selection preference will be given to projects where Amtrak is not the sole applicant; multiple applicants submit applications jointly; the proposed federal share of total project costs does not exceed 50 percent; non-federal shares consist of funding from multiple sources, including private sources; and applications indicate strong project readiness. Applications for capital projects funding under this solicitation must be submitted via www.Grants.gov and are **due no later than 5:00 p.m. EST on Monday, March 18, 2019**. Prior to the application deadline, FRA plans to provide Web-based training and technical assistance to answer questions from applicants.

- **WEBINAR: Wednesday, December 12 at 1:00 PM and Tuesday, January 8 at 1:00 PM - How to Apply for Federal-State Partnership for State of Good Repair Program Grants – Register now for either the [December 12 session](#) or the [January 8 session](#)**

The Federal-State Partnership Program is authorized by the Fixing America's Surface Transportation (FAST) Act and this [Notice of Funding Opportunity \(NOFO\)](#) makes available funding from the Consolidated Appropriations Act, 2017, and Consolidated Appropriations Act, 2018. During the webinar, FRA will provide information about the new grant opportunity and how to apply for grant funding. For additional information about this grant opportunity, please see FRA's Competitive Discretionary Grant Programs website at <https://www.fra.dot.gov/grants>

[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit

Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

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.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

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](#)

To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun

Mardi Gras Season is off to a great start with several parades going on this weekend!



Friday, February 22

12:30 p.m. - Mystics of Ashland Place <kids> (Lanier Avenue)
6:30 p.m. - Order of Inca (Mobile, Route A)
6:45 p.m. - Apollo's Mystic Ladies (Daphne)

Saturday, February 23

10 a.m. - Hickory Ridge Kids Krewe <kids> (Timberly Circle)
2 p.m. - Mobile Mystics, Mobile Mystical Revelers, Mobile Mystical Friends (Mobile, Route A)
2 p.m. - Crewe of Crestview <kids> (Shan Drive South)
6:30 p.m. - Maids of Mirth (Mobile, Route G) Order of Butterfly Maidens, Krewe of Marry Mates (Mobile, Route A)
6:30 p.m. - Knights of Ecor Rouge (Fairhope)

Sunday, February 24

2 p.m. - Mystics of Children <kids> (Rosswood Drive)
6:30 p.m. - Neptune's Daughters, OOI (Mobile, Route A)

While our area of the country is enjoying all the Mardi Gras festivities, we wondered what people in other parts of the country are doing this weekend.

If you want a break from Mardi Gras, you might still have time to make it to the Grumpy Old Men Festival held in Wabasha, Minnesota! Events include the Grumpy Plunge; the Grumpy Grumpy Contest; Snowmen, Snow Forts, and Smores; an ice fishing contest; and Cribbage Tournament. Looks like a good time!

For More information: <https://www.wabashamn.org/grumpyoldmenfest/>



In the News

Mardi Gras Parades Roll Tonight!

Tonight the Order of Inca will take to the streets in Mobile and Apollo's Mystic Ladies will roll in Daphne! Here are some helpful Mardi Gras safety tips, designed to make your experience a great one.

- Do not cross barricades (\$298 fine!)
- Glass containers and underage drinking are not allowed
- Park vehicles in secure areas, lock your car, and do not leave valuables in sight.
- Pets are not allowed
- Lost children: parents should place an identity card in children's pockets in the event they become separated from each other
- Be aware of the special Mardi Gras No Parking areas.
- DO NOT park so that fire hydrants are blocked
- DO NOT obstruct fire hydrants in any manner
- DO NOT place any items such as chairs, grills, coolers, etc. in intersections or between curbs of public streets during the parades
- Drivers should be prepared to move out of the way of approaching fire apparatus or other emergency vehicles. Merge as far as possible to the right of the roadway and come to a complete stop when safe to do so.
- Property and business owners should be mindful of capacities for restaurants, buildings and balconies
- Viewing stands should be inspected for safety and must not obstruct hydrants or emergency access
- Open flames are prohibited

Hyperloop Continues to Dazzle

In the middle of the desert outside Las Vegas engineers are working on a project that could revolutionize mobility as we currently know it. [Hyperloop One](#) is testing a transportation system that moves people and cargo in pods at speeds exceeding 600 miles per hour and such a development means not only a faster commute, but also gives people broader access to educational, cultural and health services normally out of their reach. Developers expect pods to be critical in the transportation of low-weight cargo, offering an alternative to high-cost air transport and guaranteeing more timely deliveries. William Murdock, executive director of the Mid-Ohio Regional Planning Commission, comments on the implications of this more connected cargo network, "To commute quickly between Chicago and Pittsburgh would be fantastic." Virgin Hyperloop is currently working on a system that could connect Chicago, Columbus and Pittsburgh within the next decade.

Eco-Team Seeks Volunteers for Mardi Gras Recycling

This year's Carnival season got off to a huge start this weekend, with more than 100,000 parade goers both Friday and Saturday nights. And even though they took home hundreds of pounds of beads, Moon Pies and other throws, they left behind a great deal of trash, much of it recyclable.

To help keep that mountain of recyclables out of the landfill, the Cleaner Greener LoDa Eco-Team will once again be organizing efforts to collect the plastic, cardboard and aluminum (no glass containers are allowed during Mardi Gras) before and after parades. From March 2 - 5, recycle stations will be set up in Bienville Square, Cathedral Square, Spanish Plaza and Mardi Gras Park. Recycling containers will also be placed strategically throughout downtown, making it easier than ever for folks to recycle.

And if you don't want to lose your place along the route, volunteers will be walking in advance of the parades with rolling carts to collect recyclables directly from you. How easy is that!

This effort, of course, requires a small army of said volunteers. If a cleaner, greener Mardi Gras is part of your vision for the city, you can [sign up here](#). We're told it's more fun than might be imagined, and looking at the smiling faces of these dedicated recyclers indicates that's true! For a complete list of upcoming parades, click [here](#).

[An Innovative Approach to Public Engagement](#)

Across the country metropolitan planning organizations are adopting new and unorthodox outreach techniques to further engage the public in how their tax dollars are spent. Many organizations are now spearheading efforts to ramp up public engagement through approachable events that help put the needs of the community at the forefront. Through pop-up kiosks, student groups and even graphic novels, agencies across the country are reinventing how they engage with communities while also learning ways to best serve them. [This article](#) highlights techniques used by Broward MPO and the North Jersey Transportation Planning Agency (NJTPA).

Transportation Research

Art of the Map: Learn How to Craft Beautiful Maps in Minutes

February 27th, 1:00 PM ET

This interactive workshop will dive deep into cartography best practices and how to master map design in order to deliver clear insights to client and community stakeholders. Click [HERE](#) for more information.

Making Travel Safer Using Pedestrian Safety Technologies

March 6th 1:00 PM ET

The [WEBINAR](#) will feature a discussion on current trends in pedestrian crashes and the importance of pedestrian safety application, including the development of vehicle-to-pedestrian (V2P) communication systems aimed at improving the safety and mobility of vulnerable road users.

2018 Benchmarking Report on Biking and Walking from the League of American Bicyclists

WASHINGTON, DC – February 8, 2019: In 1958, Walt Disney imagined the future of transit was a “Magic Highway” where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

[CLICK HERE TO READ THE 2018 BENCHMARKING REPORT ON BIKING AND WALKING »](#)

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for *Bicycling & Walking in the United States: 2018 Benchmarking Report* shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

“The way we’re investing in infrastructure isn’t working,” said Ken McLeod, policy director with the League of American Bicyclists, and lead author of the *2018 Benchmarking Report*. “There is a crisis in traffic safety and we have the tools to reduce the number of bicyclists and pedestrians killed on our roads every year—we need leaders at the national and state levels to take action: adopt Complete Streets policies, draft and implement bike and pedestrian master plans, and build protected infrastructure.”

The *2018 Benchmarking Report* is the sixth edition of the report, the first published by the League of American Bicyclists. By combining data analysis with the League’s research and data collection, the *2018 Benchmarking Report* offers the most comprehensive look at national and regional statistics on bicycling and walking alongside an examination of the policies and plans, or lack thereof, to improve infrastructure for people biking and walking. In investigating the relationship between states with Complete Streets policies and/or bicycling and walking master plans, the League found that states with long-term and multiple actions on both had more growth in active transportation.

“The Benchmarking Report should be a wake-up call,” said Bill Nesper, executive director of the League of American Bicyclists. “While the state and safety of bicycling and walking may seem dire, it’s not all bad news. The data shows there are places like Oregon, Minneapolis, and Washington, DC,

where officials are working with advocates on the ground to create communities that are more welcoming for bicyclists and pedestrians. Local bike advocates are working to meet their communities' needs and make biking better—it's time for state and federal leaders to empower local efforts."

Produced with support from groups such as AARP and Toole Design Group, the *2018 Benchmarking Report* demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor's office encourage healthier outcomes for everyone.

The *2018 Benchmarking Report* contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

- Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
- Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
- 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
- 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
- 20 percent of biking trips in 2017 were to earn a living.
- Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
- For people with an income below \$25,000 per year, biking in an increasingly common method for taking trips.

A new initiative from the Centers for Disease Control and Prevention, [Active People, Healthy NationSM](#) aims to get 27 million Americans more active by 2027. This initiative supports proven strategies to promote physical activity, including creating bikeable and walkable communities.

The nearly 400-page *2018 Benchmarking Report* contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact communications@bikeleague.org to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly.

Transportation Financing and Value Capture Webinar: 2/27

Posted on: February 15th, 2019 by [Carrie Kissel](#)

Do you have a transportation infrastructure project in search of a financing source? Are you working with local partners to develop a pipeline of shovel-ready projects? Do you need a stronger understanding of existing financing tools in order to shape infrastructure projects that can compete and put together successful public-private partnerships? Are you interested in strategies agencies can use to capitalize on the value created by transportation investments and recover a portion of the resulting increased land value? Join the NADO Research Foundation for a webinar presentation by staff of the U.S. Department of Transportation's Build America Bureau and Value Capture Innovation team on **February 27 from 1:00-2:00 pm ET**. Our speakers will provide an overview of the Department's various infrastructure financing programs—including BUILD Grants, INFRA Grants, Private Equity Bonds, TIFIA, and more—sharing information about how the different financing mechanisms work, the program requirements, project evaluation criteria, considerations for rural applicants, and timing of upcoming opportunities. Additionally, they will highlight value capture approaches, benefits, and best practices. Come with your questions about these programs and initiatives and walk away with some next steps for applying and tips for putting the concepts into action!

Register for the webinar [here](#).

This briefing is part of 'On the Road to Prosperity: Fostering Collaborative Transportation and Economic Development Planning,' a series of virtual peer exchanges exploring how transportation and economic development planning practitioners can work together to maximize the economic impact of infrastructure investments, grow businesses and jobs, and strengthen the livability and vitality of communities and regions. These peer exchanges are conducted with support from the Federal Highway Administration (FHWA).

Talking Freight Webinar for February 20, 2019: Enhancing Urban Freight Planning Through Improving Last Mile Delivery

Posted: 2/13/2019

This webinar will examine what selected private freight carriers, state DOTs, and city governments are doing to address last mile freight delivery needs and develop solutions that work for freight carriers, businesses and e-commerce customers, local governments, and the general public in the areas where last mile freight deliveries are common.

URL: https://ops.fhwa.dot.gov/freight/fpd/talking_freight/index.htm

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

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- 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.