



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 26, 2016

Volume 19, Number 9

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- Origin Destination Study Using Cell Phones

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**STATE TAP FUNDING Announced!!!!** See Funding Opportunities. **Next week** there is a TCC/CAC meeting for the Mobile MPO on Wednesday, August 31<sup>st</sup>, at 10:00 AM, with a meeting of the Policy Board of the Mobile MPO scheduled for September 14<sup>th</sup> at 9:30 AM in the SARPC Board Room (please see *Mobile MPO Updates*). More talk of the MPO Boundary Change Reform and Performance Measures (See *Legislative Updates*). It's the Dog Days of Summer in this Week's *Just For Fun*, and check out *In The News*.

Some municipal elections were held this week, [HERE](#) are the results. There will be some changes to the Mobile MPO Policy Board, the Eastern Shore MPO Policy Board, and the SARPC Board. Change is sometimes difficult, but it is always inevitable. Thank you for those mayors that have served with such dedication to all of our boards.

## Have a great weekend!

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

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

## Mobile MPO Updates

### MEETING DATES ANNOUNCED

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

### ADA TRANSITION PLANS

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

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

### FTA 5310 FUNDING

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

### TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

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

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

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

### Mobile County

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

### **Baldwin County**

- For constructing the Median Improvements and Beautification (Widening, Resurfacing, Traffic Stripe and Signals) on SR-182 from near the junction of Loop Road (MP 12.264) to just east of the Cotton Bayou Beach Access (MP 13.343). Length 1.032 mi. The Bracket Estimate on this project is from \$2,633,329 to \$3,218,513.
- For constructing the Bridge Replacement and Approaches on CR-10 (Keller Road) over Boggy Branch south of Foley. Length 0.769 mi. The Bracket Estimate on this project is from \$648,376 to \$792,459.
- For constructing the Adaptive Signal Installations along SR-42 (US-98) at various locations as indicated in the plans. The Bracket Estimate on this project is from \$1,793,964 to \$2,192,622.

### **Escambia County**

There are no projects at this time.

[What's Under Construction?](#)

[Project Status](#)

## Legislative Updates

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*Both US chambers are on recess and will return on September 5.*

### **AASHTO Says Complexity of Proposed FHWA Rule 'Would Overwhelm' States, MPOs**

Though supportive of some aspects, the American Association of State Highway and Transportation Officials warned that other elements of a wide-ranging regulatory proposal from the Federal Highway Administration "would overwhelm" states and local agencies with major compliance costs by requiring them to track and report on "millions of data points."

[AASHTO filed its extensive comments Aug. 15](#) in response to the FHWA's proposed "National Performance Management Measures: Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program."



The FHWA issued the lengthy [rulemaking notice](#) on April 22 and set an Aug. 20 deadline for comments.

That notice stemmed from requirements Congress set in the 2012 MAP-21 surface transportation law for the FHWA to develop a number of metrics by which federal regulators, state departments of transportation and metropolitan planning organizations could all measure the performance of the federal-aid highway system using the same criteria, and thereby help better guide investment decisions.

FHWA's proposal comes after many years in which Congress and state lawmakers have pressed government to streamline the regulatory process and give transportation agencies more flexibility to move projects faster and at less cost from the planning stage to final construction. "The proposed rule is burdensome at a time when Congress and the public want efficiency in the delivery of projects and programs," AASHTO said.

But after the U.S. Department of Transportation took four years to develop its own proposal, AASHTO – which had requested a 60-day extension to the comment period in April that the FHWA turned down – said the USDOT is allowing little time for response and planning by those agencies that would have to absorb the enormous changes the massive rule would require.

For instance, it proposes that state DOTs report an initial set of two- and four-year performance targets as soon as October, even though the rule that will tell them what exactly to measure in terms of roadway miles, congestion levels, travel delay for differing time periods and vehicle emissions is yet to be decided. "AASHTO is very concerned that USDOT may be rushing to issue a final rule in this docket even though aspects of the proposal are highly problematic and require careful review of our comments and subsequent revision of the proposal," the association said.

AASHTO developed its comments through discussions with experts at state DOTs across the nation, and after years of preparation by many of its members to enhance their own performance management and to anticipate the federal rules.

However, the association said, "the metrics and calculation methods proposed by this rule are considered to be overly complex even by those states that have been viewed as leaders in developing performance measures and related tools," including the DOTs in

Washington state, Missouri and Texas.

The result, it said, is a rule that would put considerable extra burdens on states and MPOs, and proposes highly detailed measures that "do not lead directly to better decision-making by states."

The association recommended a number of ways the FHWA could improve the proposal, such as by giving DOTs and MPOs much more flexibility in deciding which road sections to measure and over what days. It also recommended that the FHWA develop and fund a national web-based computing tool that states and MPOs could use to calculate the numerous proposed metrics, in order "to minimize burden and ensure consistency in the process."

In fact, AASHTO said, the FHWA "should offer to process data and calculate all metrics and measures." State DOTs already use their own localized data and detailed analysis to make project and funding decisions, it said, so if the FHWA requires national indicators of the transportation system's performance "those should be produced, or at least funded, at the national level by FHWA and in no way be funded by drawing on funds that are allocated to the states or MPOs."

A national data-handling system for the regulation, AASHTO said, "would ensure consistent process and accomplish the same nationwide representation of our transportation system in a more efficient manner. Requiring State DOTs to establish segments, hourly volumes, aggregate delay, use different thresholds for each calculation, etc., introduces many places for error and inconsistencies that are difficult to track."

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### House T&I Committee Leadership Letter Regarding MPO Coordination NPRM

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) and Ranking Member Peter DeFazio (D-OR) and Highways and Transit Subcommittee Chair Sam Graves (R-MO) and Ranking Member Eleanor Holmes Norton (D-DC) expressed deep skepticism about the MPO Coordination NPRM in a letter Wednesday to U.S. Transportation Secretary Anthony Foxx. The letter opens with a request to extend the comment period, launches into an explanation of their "overriding objection" to the proposal, discusses the "serious overreach" of the Administration, and then closes with an admonition that they spend their resources implementing the performance regulations from MAP-21.

*Kevin's Note: [HERE](#) is the letter, and although it does not effect this region now, if the next US Census combines the Eastern Shore with Mobile into one Urban Area due to impervious census blocks on the causeway, this action will be in place.*

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### Feds weigh whether carbon pollution should be measured in highway performance

By [Melanie Zanona](#) - 08/23/16 05:29 PM EDT

The Department of Transportation is weighing whether it should move ahead with new performance standards that would require transportation projects to track, measure and reduce carbon pollution.

In tens of thousands of public comments delivered last week, environmental groups, business organizations and local transportation departments argued that the proposal could curb climate change and modernize the nation's transportation systems. A 2012 transportation law established performance measures for roads and bridges in the areas of safety, infrastructure condition, system reliability and freight movement. But in April, the Federal Highway Administration (FHWA) signaled it would measure greenhouse gas emissions from new transportation projects in the performance standards.

The public comment period on the proposal closed on Aug. 20 and the agency has been flooded with feedback. "The administration has a golden opportunity to clean up transportation and curb climate change," said Deron Lovas, senior policy adviser in the urban solutions program at the Natural Resources Defense Council. "Cutting harmful transportation carbon pollution while creating smarter travel options that improve our health, neighborhoods and cities — that's an opportunity not to be missed."

But whether greenhouse gas emissions should be used to measure highway and bridge performance has been a point of contention. The American Road and Transportation Builders Association (ARTBA) joined nearly two dozen other groups in submitting comments in fierce opposition to the proposal. The groups maintain that the proposal could lead to a cumbersome regulatory process that would slow down transportation projects and delay infrastructure improvements.

"It is hard to see this proposal as anything other than a maneuver to achieve a policy objective the administration failed to initiate during the MAP-21 and FAST Act deliberations," ARTBA said. Not surprisingly, support for taking climate change into account when planning transportation projects varies by party affiliation. About 92 percent of Democrats, 79 percent of independents and 64 percent of Republicans support that view, according to a recent Hart Research poll. Senate Environment and Public Works Chairman James Inhofe argues that the FHWA simply lacks the authority to establish a greenhouse gas standard in the final performance measures. "The Obama administration appears to be diverting FHWA's time and resources away from achieving the performance goals set forth in law — a law that was enacted with overwhelming bipartisan support from Congress," the Oklahoma Republican wrote in an op-ed for Eno Center for Transportation.

"FHWA has no authority to establish a GHG measure." But the ranking member on the Energy panel, Sen. Barbara Boxer (D-Calif.), said transportation planners have long been required to "develop plans that achieve national objectives, including improving the environment, sustaining the quality of life, as well as minimizing fuel consumption and air pollution." "To achieve the environmental goals established by Congress, carbon pollution and other greenhouse gases must be part of the transportation planning process," Boxer wrote in an Eno op-ed.

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## Funding Opportunities

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

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

The TAP application and instructions are located on the ALDOT website at:  
[http://www.dot.state.al.us/moweb/specialprograms\\_section.htm](http://www.dot.state.al.us/moweb/specialprograms_section.htm)

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement projects for TAP funding. The deadline for submission of FY 2017 TAP applications including support documentation is Friday, December 16, 2016 at 5:00 p.m.

Some major application requirements of the TAP are:

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

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

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

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

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

[Creative Placemaking Grants](#)

Application Deadline: *September 12, 2016*

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

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## **The Big Jump Project**

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

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

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

September 2016

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

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

Deadline: Rolling

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the Federal Funding Opportunity (FFO), the Economic Development Administration (EDA) solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to

address rapidly evolving economic conditions. EDA is employing a new two-phase review process for proposals/applications submitted under this FFO. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.

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

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

This funding solicitation also announced that EDA is moving towards a two-step application process where applicants can submit a proposal at any time to determine alignment with EDA priorities before submitting a full application. This means there are **no longer any quarterly deadlines for the Public Works and Economic Adjustment Assistance Programs**. Applicants are strongly encouraged to contact EDA's state representative to develop their project and EDA application. To learn more about EDA's grant programs and opportunities, please feel free to contact Diane Burnett at [dburnett@sarpc.org](mailto:dburnett@sarpc.org).

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### **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](#)

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## **Just For Fun**

Today is National Dog Day; August 26<sup>th</sup>. The *dog days of summer* is actually the sultry part of the summer, supposed to occur during the period that Sirius, the Dog Star, rises at the same time as the sun: now recognized in July and August. It's supposed to be a period marked by lethargy, inactivity, or indolence. The ancient Romans called this phenomenon *dies caniculares*, which was translated as "dog days", in the first half of the 1500s. So, since it is National Dog Day, in the *Dog Days of Summer*...



[HERE](#) are some proper safety tips for traveling with your dog, and **Just for Fun**, here are some dogs enjoying their ride.



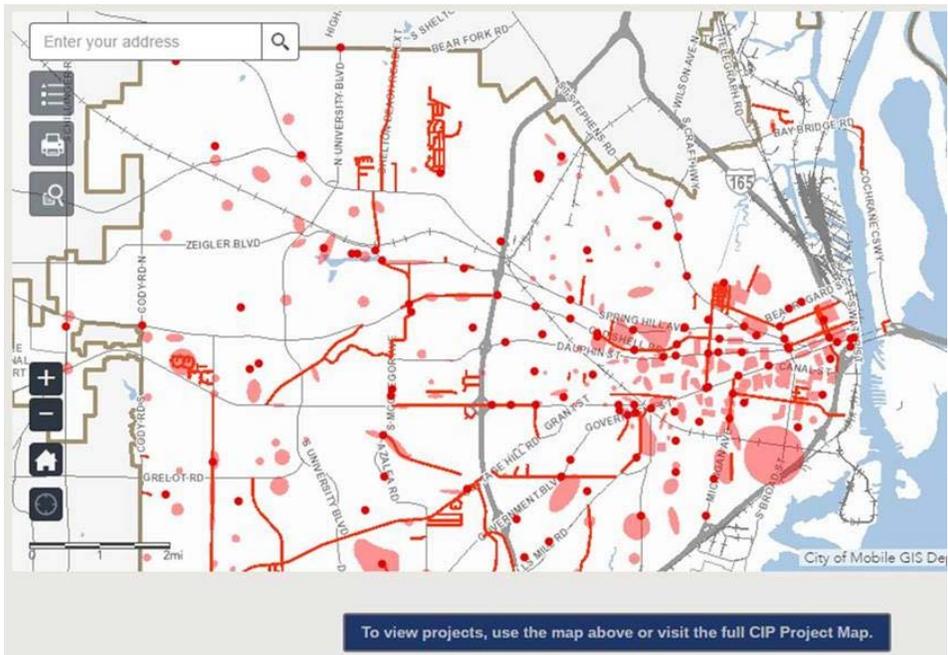


## In the News

CHECK THIS OUT <http://fixmobile.org/>

### What is Mobile's Capital Improvement Plan?

The City of Mobile has developed a three-year Capital Improvement Plan (CIP) to begin addressing the \$250 million backlog of broken infrastructure throughout our City. The capital expenditure levels of years past were not making a dent in the backlog, and this \$63 million plan helps our City jumpstart the process of funding critical infrastructure needs. By undertaking nearly 200 capital improvement projects across Mobile this year alone, The City is setting into motion much-needed repairs to streets, sidewalks, ditches, bridges, drainage and parks. ***But what is really great is the CIP Project MAP.***



## MOBILE GREENWAY INITIATIVE

August 22, 2016

This week Matthew Capps and Keri Coumanis with the City of Mobile presented an update on the Mobile Greenways Initiative and the status of the Three Mile Creek Project to the MGI public/private stakeholders. Thanks to Matthew, Keri and Kina (and I am sure others), the Bring Back Broad Street project was awarded TIGER Funds, and will connect to the Three Mile Creek Project via MLK. It is estimated that the Broad Street improvements will begin in 2019, and some of the Three Mile Creek Project will begin in 2017.

### CONSTRUCTION ACTIVITIES

- ADCNR Grant - \$50k
- ADECA Contract
- MAWSS Coordination
- BID Process & Timeline

### Some Highlights of the of Three Mile Creek Greenway Trail Management Plan:

- \$20k – The Community Foundation of South Alabama
- \$20k – City Funding
- Citywide Parks and Recreation Master Plan
- \$50k – ADCNR State Lands Division
- \$28k – 2017 CIP
- Additional Funding TBD

Click [HERE](#) for a copy of the presentation

## Three Baldwin projects are included the ALDOT's latest listing

### State to open bids on Orange Beach project on Aug. 26

BY JOHN MULLEN | [johnm@gulfcoastmedea.com](mailto:johnm@gulfcoastmedea.com)

ORANGE BEACH, AL - The Alabama Department of Transportation is seeking bids for three jobs in Baldwin County including work on Alabama 182, or beach road, in Orange Beach.

It is listed among the several projects the state will open bids for on Aug. 26.

The state is looking for a contractor to do median improvements and beautification, widening, resurfacing, traffic stripe and signals from near the junction of Loop Road, the entrance between Winn Dixie and Walmart, to just east of the Cotton Bayou Beach Access.

This is phase one of a project that initially was going from the Flora-Bama to the western city limits with the idea of controlling left-

hand turn accesses on the road. All phases would add 13 left-turn islands, but in this one would have four.

“Our concerns for this area are the safety of the traveling public and the pedestrians, traffic speed, and importantly the pedestrian and bicycle accessibility,” ALDOT Southwest Engineer Vince Calametti said. “The capacity – we all know we have capacity issues out there.”

Calametti cited the 227 accidents on Alabama 182 from 2012-14 resulting in 49 injuries and six deaths. There were eight pedestrian accidents during the same period resulting in two deaths.

“On the average 72 percent of the crashes involved left turns,” he said. “Forty-seven percent are related to left turns on side streets, 39 percent on the main street.”

He also pointed out that currently there are 520 conflict points on beach road and the new U-turn system will reduce that by 35 percent. At Palm Point Center the system, officials said, will reduce conflict points from 39 to just three.

The new signals will work in concert with each other, Community Development Director Kit Alexander said.

“All of the lights will all be communicating and they’ll have timed windows where they can all changed in synch,” she said. “If you come up here you’ll have to wait until that synched time so that when all this happens it happens in the most efficient flowing manner. They’ll all be synched and communicating with each other.”

Mayor Tony Kennon said in his state of the city address city officials asked the state to do just one phase of the three – the center portion between Cotton Bayou Beach Access and Walmart – and study its affect.

“We’ve asked at this point to just do phase one, evaluate it, put phase two and three on the back burner,” he said. “In reality I’d rather have that money to go somewhere on Canal Road or somewhere else.

“It was a \$20 million project to do the entire city from city limit to city limit. The first phase is only about \$5 million. I’d love that \$15 million to go toward something that will help us right now.”

According to the bid proposal it is a project of just more than a mile long, will take about 125 working days and cost between \$2.6 million and \$3.2 million.

Other Baldwin County projects include constructing the adaptive signal installations along U.S. 98 at various locations. The project is estimated to cost from \$1.8 million to \$2.2 million and is expected to take 250 working days.

Another contract in the county calls for constructing the bridge replacement and approaches on County Road 10 over Boggy Branch south of Foley and is about 0.769 miles in length. This project is estimated to cost from \$648,376 to \$792,459 and take about 110 days to complete.

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## Potholes in the plans to rebuild America

By Nikki Fortunato Bas, contributor



In recent weeks, both presidential candidates have unveiled plans to repair and improve the country’s bridges, roads, internet and water systems. Democratic nominee Clinton says she will allocate \$275 billion to the cause, including the creation of a national infrastructure bank designed to spur private investment, in what she has called the “biggest job creation program since World War II.”

Meanwhile, presidential hopeful Trump boasts that he would “at least double” Clinton’s pledged investment. Taken at face value, that means Trump would allocate more than half a trillion dollars to reviving America’s infrastructure.

There certainly needs to be a major investment in modernizing and repairing America’s infrastructure. Far too many of us worry if the water our children drink is safe, how we will get to work despite crumbling roads and broken public transit systems or how we will get vital information without access to reliable communications technologies. An investment in the systems we rely on could resolve these issues, but it could also do so much more.

While there has been much discussion of how improvements and repairs to our infrastructure will be financed, there has been little talk of how it will be pursued. If paired with an equity agenda, such an investment could provide a bold vision for tackling the most pressing problems of our time. The decisions embedded in how we pursue a massive modernization project could provide an opportunity to address climate change and racial and economic inequity.

As we look to expand our telecommunications, water, transportation and power systems, we will be faced with an important choice. We can create good jobs and smart, green infrastructure projects that reach those that need them the most or we can simply syphon taxpayer money to big companies with no regard for accountability to the community.

Our next president has the opportunity to not only rebuild our infrastructure, but to harness that effort to rebuild our communities.

In order to create an ambitious infrastructure program that rebuilds the country's systems and provides opportunity, America's next president will need to apply an equity frame to the entire program.

That means critically considering the impact of projects on communities and getting their input early on in the process. That also means smart planning to ensure that the program creates good jobs and opportunities for those who need them the most. Continue [HERE](#)

## Transportation Research

### 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/hspj/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 4<sup>th</sup> 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 50<sup>th</sup> anniversary of the U.S. Department of Transportation, BTS is introducing its most innovative product yet – a smartphone app for the [Pocket Guide to Transportation](#).



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

### AASHTO Releases Federal Surface Transportation Authorization Portal

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

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

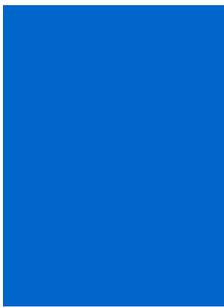
by Carrie Kissel

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

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

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

### 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.