



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 4th, 2014

Volume 10, Number 1

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Intelligent Transportation System Diversion Route Planning Study

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LISTEN UP! Several funding announcements (rural JARC/New Freedom; Urban 5310) in *Funding Opportunities*, and don't forget to register for the Funding Conference. SARPC is having its 16th annual [Job's Fair](#) on May 1st. Why are we having a [South Alabama Highway Funding Conference](#)? Check out **Nation at a Crossroads** in this week's *Legislative Updates*.

The South Alabama Regional Planning Commission is hosting a one day conference on May 2, 2014 at the Daphne Civic Center concerning highway funding. (This is a chance for local governments, engineers and planners to hear what others are doing around the country in terms of innovative funding strategies to assist in funding local infrastructure. It will also allow for a regional forum of needs, priorities and funding issues.)



South Alabama Highway Funding Conference
Friday, May 2, 2014
Daphne Civic Center

Conference Highlights:
Construction costs are over twice what they were 20 years ago:
The federal gas tax has not seen an increase in over 20 years:
Vehicle fuel economy is decreasing revenues:
What can WE do? What are some success stories in funding road projects?
Find out at the **South Alabama Highway Funding Conference**.

Conference Details:
When: Friday, May 2, 2014
Time: 8:30 am to 3:30 pm
Where: Daphne Civic Center
Cost: \$40 (includes lunch)
More info: (251) 433-6541
Visit: www.mobilempo.org/conference to register.

Various regional and national keynote speakers
Luncheon Speaker:
U.S. Representative Bradley Byrne

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



www.mobilempo.org
706-1CAR

check us out on FACEBOOK

Mobile MPO Updates



South Alabama Highway Funding Conference
Friday, May 2, 2014

Daphne Civic Center

South Alabama Highway Funding Conference

As part of the SARPC Strategic Sessions held in January, a recommended action goal was to host a regional transportation forum for our member governments. The full SARPC board met this week in Brewton, and among several topics discussed, the forum/conference was on the agenda. Since *transportation* is a broad subject with many facets, this forum has turned into the South Alabama Transportation Funding Conference. It is a timely topic with [ALDOT's current funding situation](#), and

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the federal outlook [\[SEE HERE\]](#). Is there anything local governments can do? Please plan on registering for the [South Alabama Highway Funding Conference](#) now. US Representative Bradley Byrne will be the luncheon speaker, and we will have several regional and national speakers; the agenda will be out soon.

The Mobile MPO Unified Planning Work Program (annual budget) is due to ALDOT in mid June, and we have several other items that require action from the MPO. There will be a MPO meeting on May 21 at 10:00 AM in the GMO Board Room. Prior to that meeting, there will be a Mobile MPO TCC/CAC meeting on April 30th at 10:00 AM in the SARPC Training Room on the second floor. April 30th is the same day as the City/County luncheon at noon, so hopefully this will be a short TCC/CAC meeting. I will get notices out shortly and if you have anything you would like on the agenda, please let us know.

BPAC Meeting

We will have a BPAC meeting on Wednesday April 9th at noon in the board room of the GM&O Building. This will be a bring your own brown bag lunch meeting as usual. If you have anything you would like to add to the agenda please contact Mr. Tom Piper at tpiper@sarpc.org. Hope to see you there.

Projects Within Region Let April 4th, 2014

BALDWIN COUNTY

- for constructing the Resurfacing and Traffic Stripe on South Hoyle Avenue from CR-57 (Brady Road) to the L & N Railroad Right-Of-Way (ROW) in Bay Minette. Length 0.424 mi.
- for constructing the Planing, Resurfacing and Traffic Stripe on SR-181 from near SR-16 (US-90) (MP 16.493) to the intersection of SR-3 (US-31) (MP 18.260). Length 1.070 mi.

ESCAMBIA COUNTY

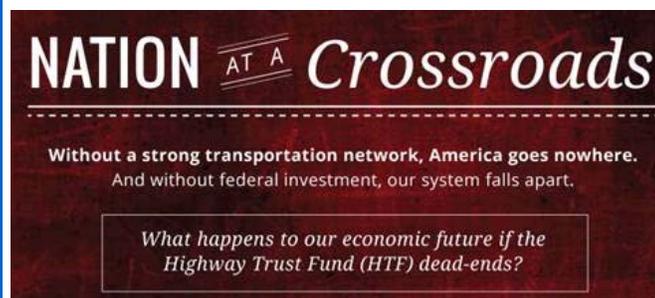
- for constructing the Industrial Park Improvements (Grade, Drain, Base, and Pave) on Wind River Road Extension from CR-14 to Wind River Road South in Atmore. Length 0.093 mi.

MOBILE COUNTY

- for constructing the Safety Widening, Resurfacing, and Traffic Stripe on SR-163 from the junction of SR-193 to the south abutment of the Dog River Bridge east of Theodore. Length 2.482 mi.

[What's Under Construction?](#)

Legislative Updates



<https://invest.transportation.org/>

House Budget Proposal Released: Rep. Paul Ryan (R-WI), in his last budget cycle as Chairman of the House Budget Committee, this week released the fiscal year (FY) 2015 version of the House budget. Titled again, "Path to Prosperity," Ryan's budget seeks to balance the nation's budget by 2024 through significant spending cuts. Transportation funding plays a key role in the overall approach Ryan takes to achieving this goal, including a zeroing out of obligations for transportation in FY15. This "year off" is intended to give the highway trust fund (HTF) time to build some reserves; at present, the highway account is projected to become insolvent in July and the transit account soon thereafter. By eliminating

new obligations for FY15, the Ryan budget reduces federal surface transportation outlays by approximately \$13 billion next year. The Ryan budget proposal leaves open the possibility of a general fund transfer into the HTF (either to close the deficit the fund faces this year or as part of a reauthorization package), but only if such a transfer is offset in the year the transfer occurs (current rules allow for general fund transfers into the HTF but does not require they be offset). Separately, the Ryan budget permits the creation of a “reserve fund” for transportation, which essentially allows for spending above the limits set by the budget - so long as it “maintains the solvency of the Highway Trust Fund” and occurs under the condition that it “would not increase the deficit over the period of fiscal years 2015 through 2024.” In simpler terms, both of these provisions make a transfer to the HTF permissible, but places conditions upon such transfers.

The Ryan budget also recommends eliminating funding for Amtrak operating subsidies and calls for a reduction in headquarters and administrative costs for agencies. Proposed reforms include a pilot program for states to fund their transportation priorities solely with state revenues that would allow them to opt out of paying the federal gas tax and phasing out subsidies for the Essential Air Service program.

Senate Finance Committee to Markup Tax Extenders Bill: Earlier this week, Sen. Ron Wyden (D-OR) released a bill that will extend a long set of expired and soon-to-expire tax breaks for another year. The Senate Finance Committee will begin markup on the bill, Expiring Provisions Improvement Reform and Efficiency Act (EXPIRE), yesterday (April 3). Only two of the breaks have a direct transportation connection. One provides parity between employer-provided mass transit and parking benefits. According to the Joint Committee on Taxation (JCT) analysis: “The bill would extend through 2015 the increase in the monthly exclusion for employer-provided transit and vanpool benefits from \$130 to \$250, so that it would be the same as the exclusion for employer-provided parking benefits.” Another provision provides a credit for businesses for railroad track maintenance; “The bill extends for two years, through 2015, the railroad maintenance credit that provides Class II and Class III railroads (generally, short-line and regional railroads) with a tax credit equal to 50 percent of gross expenditures for maintaining railroad tracks that they own or lease.”

Funding Opportunities

Mobile Urban Area 5310/5317 Funding

(deadline 30th)

As most of you are aware, the South Alabama Regional Planning Commission is the Designated Recipient for FTA 5310 funds for the Mobile Urban area. These funds are *Enhanced Mobility for Seniors and Individuals with Disabilities*. The new Federal Transportation Bill MAP-21 combined the FTA 5317 New Freedom Funds for large urban Areas with 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. We have FY 2013 and 2014 combined in this call for projects totaling over \$575k available for projects .

Eligible Activities

- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- The remaining 45% may be used for: public transportation projects that exceed the requirements of the ADA, public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, or alternatives to public transportation that assist seniors and individuals with disabilities.

Our call for projects will start Wednesday April 9th. Applications will be available at www.mobilempo.org

JARC New Freedom Funding (rural / small urban); (please read below, budget is due early)

CALL FOR PROJECTS FOR FUNDING TRANSIT SERVICES FOR FY 2015

(budget deadline April 18th)

The Alabama Department of Transportation (ALDOT), Modal Programs Bureau is now accepting Applications for funding consideration through the Section 5316 Job Access and Reverse Commute (JARC) Program and the Section 5317 New Freedom (NF) Program. These Federal Transit

Administration (FTA) programs provide funding for transit related services that assist the state's population of low income and disabled individuals.

The following organizations are eligible to apply for the Sections 5316 & 5317 programs:

Private nonprofit organizations

State or local governmental bodies; and

Operators of public transportation services, including private operators of public transportation services.

Federal funds administered through ALDOT are only extended to organizations providing transit services in the small urban and rural areas of the State.

Available federal funds for the Section 5316 JARC program are expected to total \$1,792,092 for small urban areas and \$1,251,841 for the rural areas. Available federal funds for the Section 5317 NF program are expected to total \$898,303 for small urban areas and \$640,484 for the rural areas.

A 50% local match is required for operating funds and a 20% local match is required for capital and planning funds.

The selection process will be based on the following criteria: statement of need and organizational capacity; project budget and cost effectiveness; coordination and program outreach; implementation plan; and customer service and accessibility. Projects funded through these programs must be derived from a locally regional coordinated transportation plan.

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and state management plan can be found at <http://www.dot.state.al.us/moweb/transit.htm>.

Completed grant applications must be submitted to the appropriate Regional Planning Council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed. Each Regional Planning Council must review grant applications to ensure compliance with federal coordination requirements prior to formal submission to ALDOT. Only those grant applications submitted for funding consideration by the Regional Planning Councils will be considered for funding. The deadline for submissions to the appropriate regional planning council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed is **5:00 P.M. on May 16, 2014**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

After applications are reviewed, prioritized, and approved by ALDOT, applications will be submitted to the FTA Region IV office for funding consideration.

For questions or comments concerning the grant application or if the information is needed in another language contact: Sharon Coats, ALDOT, Modal Programs Bureau, 1100 John Overton Drive, Montgomery, AL 36110; (334) 353-6443 or coatss@dot.state.al.us.

All proposed budgets must be emailed to ALDOT no later than April 18, 2014.

Recreational Trails Program Workshop / Alabama Trails Conference

The Alabama Department of Economic and Community Affairs is sponsoring an application workshop for the Recreational Trails Program. The workshop is scheduled for Wednesday, April 9, 2014, at the Lake Guntersville State Park in the Grandview Ballroom. Registration will begin at 9:00 a.m. and the application workshop will begin at 10:00 a.m. The formal program will end at noon.

Anyone interested in competing for RTP grant assistance during this funding cycle is encouraged to attend.

To confirm your attendance, please call Bessie Sharp at 334-353-3151, or email her at bessie/sharp@adeca.alabama.gov by April 4, 2014. Additionally, ADECA's Recreation Programs staff will be available to meet with individual applicants who would like technical assistance regarding previously unfunded projects. Please contact Ms. Bessie Sharp if you would like to schedule an appointment.

The workshop will be accessible to all persons. If you have a disability that requires special service, materials or assistance, please notify Ms. Sharp when you preregister.

Please note, the Alabama Trails Commission is holding the 2014 Trails Conference April 10-11 at Lake Guntersville State Park. If you are interested in registering for that conference, please visit www.landoftrails.org

President Obama, DOT Secretary Foxx Announce \$600 Million for Sixth Round of TIGER Funding
[Notice of Funding Availability](#) now available.

ST. PAUL – U.S. Transportation Secretary Anthony Foxx will join President Barack Obama today to announce that \$600 million will be made available to fund transportation projects across the country under a sixth round of the U.S. Department of Transportation’s highly successful Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The announcement will be made at the Union Depot in St. Paul, which received \$35 million in the first round of TIGER to renovate the facility and restore tracks. Combined with roughly \$480 million in federal funding for the Central Corridor light rail transit line, St. Paul’s Union Depot is proof of the impact that transportation investment can make, leading to job creation, downtown revitalization and economic growth.

“President Obama knows that transportation means opportunity for so many Americans,” said U.S. Transportation Secretary Anthony Foxx. “TIGER investments answer the President’s challenge to expand opportunity through a strong transportation system that connects Americans with a better way of life.” [\[HERE\]](#) <http://www.dot.gov/tiger>

FY 2014 Transportation Alternatives Program –TAP FUNDS

Deadline: May 2, 2014

Only cities and counties can apply for TAP funds, and your jurisdiction will determine your application for TAP Funds. If you are in the Mobile Urbanized Area, you are eligible for the Urban Area TAP Funds available through the Mobile MPO at South Alabama Regional Planning Commission. If you are outside of the Mobile Urbanized Area you will apply to ADLOT for TAP funds (see below).

The applications, guidelines and funding limits between the STATE TAP and the URBAN TAP *are slightly different*. Please be aware, and if there are any question please do not hesitate to call us. The federal guidance on TAP funds is here: <https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

MOBILE URBANIZED TAP FUNDS

The Mobile MPO announces the availability of the FY 2014 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for with Mobile Urbanized TAP funds is \$200,000 (federal). The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Applications for Mobile Urban Area TAP Funds can be found [\[HERE\]](#)

ALDOT TAP FUNDS

The Alabama Department of Transportation (ALDOT) announced application availability for the FY 2014 Transportation Alternatives Program (TAP) funding. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. ***ALDOT TAP Funding applications can only come from ALDOT*** [\[HERE\]](#).

GRANT: FHWA's Accelerated Innovation Deployment Demonstration
Open until the Program Ends or Funding is No Longer Available

FHWA announced on February 19 the availability of \$30 million (M) in funding and requests grant applications for FHWA's Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). On a rolling basis, AID Demonstration funds will award multiple projects that meet eligibility, requirements, and selection criteria. [\[HERE\]](#)

Economic Development Administration

<http://www.grants.gov/web/grants/search-grants.html>

EDA provides strategic investments that foster job creation and attract private investment to support development in economically distressed areas of the United States. Under this FFO, EDA solicits applications from both rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants made under these programs are designed to leverage existing regional assets to support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. Link to Additional Information: EDA's website Please contact Diane Burnett of SARPC staff for questions 706-4621. Also, don't forget SARPC has a revolving fund loan program. <http://www.sarpc.org/rf.asp> The RLF is a locally controlled source of capital used to finance small business start-up and expansion whose projects will create permanent jobs. By combining RLF and bank financing the borrower can realize an effective rate well below market rates.

Just For Fun

Let's go for a walk

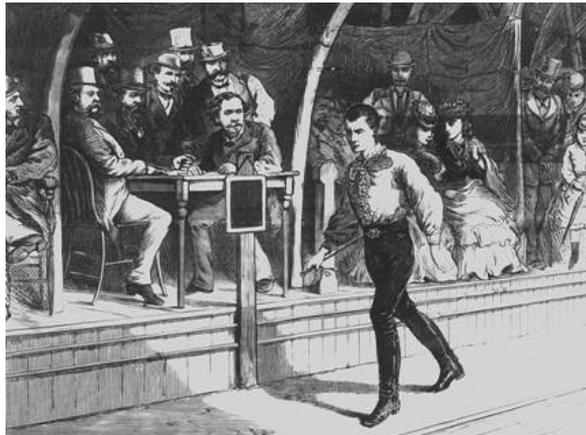
From 1870's, and National Public Radio and it all started with a bet:

"In the decades after the Civil War there was mass urbanization in the United States [with] millions of people moving into the cities," Algeo tells NPR's Robert Siegel. "And there wasn't much for them to do in their free time, so pedestrianism — competitive walking matches — filled a void for people. It became quite popular quite quickly."

Huge crowds packed indoor arenas to watch the best walkers walk. Think of it as a six-day NASCAR race ... on feet.

"These guys were walking 600 miles in six days," Algeo says. "They were on the track almost continuously. They'd have little cots set up inside the track where they would nap a total of maybe three hours a day. But generally, for 21 hours a day, they were in motion walking around the track."

Continue reading [HERE](#) about the bet that started it all...



In the News

Booming Baldwin population has Eastern Shore leaders preparing for more traffic congestion



By [Marc D. Anderson | manderson@al.com](mailto:manderson@al.com)

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

on March 31, 2014 at 2:08 PM, updated March 31, 2014 at 2:18 PM



DAPHNE, Alabama -- With the latest U.S. Census Bureau data revealing that the Daphne-Fairhope-Foley metropolitan area is the second-fastest growing metro in the state, ongoing work by the Eastern Shore leaders to tackle future traffic issues seems all the more pressing.

Census estimates show Baldwin County's population increased by nearly 7 percent in the last three years, 183,223 in 2010 to 195,540 in 2013. And it comes as no surprise that higher population equals higher traffic congestion and that trend is being addressed.

The Eastern Shore Metropolitan Planning Organization, encompassing the cities of Spanish Fort, Daphne and Fairhope, a portion of Loxley and unincorporated areas near the municipalities, formed in 2012 after reaching the 50,000 population threshold that labeled it a small urbanized area by the U.S. Census Bureau. Its policy board is made up of elected city officials and a representative of the Alabama Department of Transportation. Staff from the municipalities, such as directors of public works, make up advisory committees on the MPO.

Part of the MPO's latest research centers on future planning efforts and a computer model showing the impacts of increased traffic flow through 2040.

Without any road improvements, the model predicts that by 2020 that the area will be facing major congestion issues on U.S. 98, Interstate 10, U.S. 90, Ala. 59, Ala. 181, and U.S. 31, according to information released by MPO Coordinator Matthew Brown.

By 2040, the news release states "the entire road network within the planning area will be so congested that the network will be nearly unusable."

While the computer projections ran on the assumption that no road improvements would be done, the state highway department has projects in the works but they MPO has to figure out a way to get them started sooner.

Projects scheduled within the MPO area between 2021 and 2046 include:

Widening of Ala. 181, phases two, three and four

Widening of U.S. 31

The construction of a new I-10 interchange at Baldwin County 13

If done in today's dollars these project are estimated to cost \$117.5 million but would balloon to \$227.2 if done on the current timetable, according to MPO figures. [\[continue reading HERE\]](#)

Gov. Robert Bentley compares Legislature to wrestling; talks prison reform, roads, education



By [Lucy Berry | lberry@al.com](#)

[Follow on Twitter](#)

on April 03, 2014 at 6:21 PM, updated April 03, 2014 at 6:47 PM

MONTGOMERY, Alabama – On the final day of the 2014 Alabama legislative session, Gov. Robert Bentley compared the Legislature to one of America's most popular forms of sports entertainment: professional wrestling.

Bentley, speaking to a group of business and community leaders with the Chamber of Commerce of Huntsville/Madison County this afternoon, said the Legislature is like professional wrestling because it is "90 percent fake and 10 percent real."

"Sometimes you want to kill bills," he said. "I've often thought for every bill we put on the books, we ought to have to take one off, then we wouldn't have so much legislation to pass. I have to sign some crazy bills that come across, I'll have to admit, and a couple of them just recently."

Bentley, who wouldn't identify the bills, earlier this week passed Senate Bill 174, also known as Carly's Law. The bill will allow the University of Alabama at Birmingham to examine the effectiveness of marijuana-derived cannabidiol oil for medicinal use.

[Related: See what's happening as the Legislature wraps up the 2014 season]

Bentley was one of several Alabama leaders to speak with the Chamber on Thursday during the final day of its annual Montgomery trip, which was attended by 75 people.

During his speech at the Alabama Association of Realtors, Bentley highlighted three issues the state should address during the next four or five years:

Road infrastructure: Bentley, the chairman of the Economic Development & Commerce Committee for the National Governors Association, said MAP-21, the Moving Ahead for Progress in the 21st Century Act, will run out of money this summer and must be reapproved.

President Barack Obama signed the two-year MAP-21, which funds U.S. surface transportation programs, into law in July 2012.

"We have been working on that particular issue and we know that's going to be a real problem," he said. "The federal government is basically broke. \$17.5 trillion in debt and it goes up \$2 billion every day, and it's not getting any better."

Bentley said Alabama is looking for ways to generate more funding for state highways without relying on the federal government.

"Whatever it is, we've got to look at infrastructure," he added. [\[continue reading HERE\]](#)

At long last, a light at the end of the GulfQuest construction tunnel



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

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

on March 28, 2014 at 12:23 PM, updated March 28, 2014 at 3:43 PM

MOBILE, Alabama – When the initial groundbreaking for the GulfQuest Maritime Museum took place on April 9, 2009, the big public concerns included a swine flu outbreak and the Maersk Alabama hijacking.

Five years later, a Tom Hanks movie on the hijacking has come and gone and no one really talks about swine flu anymore. But GulfQuest remains a part of an underlying conversation over one simple question: When is the thing going to open?

For the first time since then-Gov. Bob Riley declared the museum as a tipping point for the city's tourism economy, there might be some light shed on the answer. Still, though, officials are not confirming a grand opening date since a permanent certificate of occupancy – the key document the

city must receive signifying all construction inside the waterfront structure is completed – has yet to be transferred.

Mobile Mayor Sandy Stimpson, on Tuesday, said the city is "hopeful" that within 90 days, the certificate will be released and that Hoar Program Management, the city's project managers on the ongoing construction project, will have construction 100 percent completed.

From there, it will take another "six to eight months" to install exhibits and prepare the museum for an opening that could still take place in 2014. The responsibility of installing exhibits, opening the facility and marketing if will be placed with GulfQuest, the non-profit entity charged with operating the museum.

"We have said all along that the process of installing exhibits takes six to eight months," Tony Zodrow, executive director with GulfQuest, said. "We've never known with any accuracy when we'd be able to begin (installing)."

Stimpson said he hopes the museum can open by late September; Zodrow said an opening in 2014 is a possibility if the construction is completed soon allowing the certificate of occupancy's transfer. A dispute between the city and one of its contractors has kept the final pieces of the construction from happening.

"I think there have been so many projections on when it will open, I'm a little reluctant to make a projection," Stimpson said.

Added Zodrow, "It's difficult with a project like this to pinpoint an opening date. There are so many factors beyond your control. I'm saying the 2014 opening Mayor Stimpson is hoping for is possible if the building is completed on the expected time frame." [\[continue reading HERE\]](#)

Transportation Research

The Highway Safety Improvement Program (HSIP) notice of proposed rulemaking (NPRM) will be published in the Federal Register 3/28/2014.

This NPRM proposes changes to the HSIP regulations at 23 CFR Part 924 to address provisions in MAP-21 and incorporates clarifications to better explain existing regulatory language.

It removes provisions that were eliminated under MAP-21 and proposes to amend the regulations to address provisions required by MAP-21 to establish:

- A subset of roadway data elements States will be required to collect for all public roads to enhance their safety analysis capabilities.
- A State Strategic Highway Safety Plan update cycle
- An HSIP report content and schedule

The rule also proposes changes to be consistent with the transportation performance management requirements proposed under the companion Safety Performance Measures NPRM (FHWA-2013-0020) that was published earlier this month. The proposed changes described in this HSIP NPRM are intended to clarify the regulation for the development, implementation, and evaluation of highway safety improvement programs that are administered in each State.

We invite you to review the HSIP NPRM in its entirety to gain a better understanding of the proposed amendments. The link to the HSIP NPRM in the Federal Register, related outreach materials, and information on upcoming webinars will be available on the Office of Safety website tomorrow at <http://safety.fhwa.dot.gov/hsip> . The first public Webinar will be held on March 31, 2014 – you can register [here](#).

All public comments should be submitted to the Docket for FHWA-13-0019 at www.regulations.gov.

Your HSIP NPRM comments must be submitted by May 27, 2014 to be considered in the development of the HSIP Final Rule.

Please share this information with others who may be interested. Thank you – Linda Guin

Please join the Federal Highway Administration's (FHWA) [Office of Freight Management and Operations](#) for a webinar on the [Freight Analysis Framework \(FAF\)](#).

"How the FAF Can Help You"

April 10, 2014

1:00-2:15 PM Eastern

During this webinar, FHWA will offer practitioners in State departments of transportation, metropolitan/regional planning organizations, and other agencies an overview of how the FAF can make a difference. FHWA will outline the FAF's main components and give examples of using the FAF for statewide and metropolitan level issues. This webinar is aimed at practitioners with basic or no knowledge of the FAF but who would like to move to the next skill level. This webinar will also provide a useful foundation for more advanced topics (e.g., linking FAF with county-level data, using FAF for statewide freight planning) that will be covered in future webinars.

[To attend the webinar, please click here to register by April 7.](#)

Combined Intelligence - Working Together for Smarter Transportation

In September of 2014 the Gulf Region Intelligent Transportation Society (GRITS), the Intelligent Transportation Society of Florida (ITSFL) and the Intelligent Transportation Society of Georgia (ITSGA), will come together for a joint annual meeting. Join us in 2014 for the ITS 3C Summit.

ITS 3C Summit

The conference will be held **September 14-17, 2014** at the Arthur R. Outlaw Convention Center along the waterfront in Mobile, Alabama.

Arthur R. Outlaw Convention Center

One South Water Street

Mobile, AL 36602

U.S. Department of Transportation (USDOT) Offers Talking Technology and Transportation (T3) Webinars and On-line Training Opportunities

Did you know the USDOT's Intelligent Transportation Systems Joint Program Office (ITS JPO) offers FREE training and web-based resources?

Throughout the year, the ITS JPO's Professional Capacity Building (PCB) Program offers on-line training opportunities and regularly hosts T3 Webinars on a wide range of topics related to ITS planning, design, procurement, deployment, operations, noteworthy practices, and lessons learned. [\[HERE\]](#)

Pavement Management 2013, Volume 3 released

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2368 consists of 14 pages that explore long-lasting perpetual asphalt pavements; a global sensitivity analysis of mechanistic-empirical performance predictions for flexible pavements; a framework for determining load equivalencies; mitigation of rutting in asphalt overlays of concrete pavements; top-down cracking of asphalt pavements in North Carolina; and an assessment of fatigue cracking in flexible pavements.

This issue of the TRR also examines the combined effect of three-dimensional contact load and thermal gradients on the cracking performance of heavy-duty asphalt pavements; the development of a full-scale reflective cracking test; the performance of prediction models for cracked, sealed, and overlaid concrete pavements; improvements in full-depth repair practices for distresses in continuously reinforced concrete pavement; responses and performance of stabilized full-depth reclaimed pavements; available mechanistic-empirical procedures for reflective cracking in asphalt overlays of concrete pavements; a refined failure mode for thin and ultrathin whitetopping; and revised design procedures for thin and ultrathin bonded whitetopping.