



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 12, 2016

Volume 19, Number 7

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## Contact Us

<http://www.mobilempo.org>  
[transportation@sarpc.org](mailto:transportation@sarpc.org)

Kevin Harrison, PTP  
Director of Transportation  
[kharrison@sarpc.org](mailto:kharrison@sarpc.org)

Tom Piper  
Senior Transportation Planner  
[tpiper@sarpc.org](mailto:tpiper@sarpc.org)

Monica Williamson  
Transportation Planner  
[mwilliamson@sarpc.org](mailto:mwilliamson@sarpc.org)

Anthony Johnson  
Transportation Planner  
[ajohnson@sarpc.org](mailto:ajohnson@sarpc.org)

South Alabama Regional Planning Commission  
110 Beauregard St

There is a Mobile MPO meeting scheduled for September 14<sup>th</sup> at **9:30 AM** in the SARPC Board Room. The TCC/CAC meets August 31; (please see *Mobile MPO Updates*). BP is a hot topic that could dominate Alabama's Special Session (See *Legislative Updates*). Schools start this time of year so look out for children; this week's *Just For Fun* reminds us to STAY IN SCHOOL.

### 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 very brief items to review on the agenda. They should be short meetings; please plan on attending.

### 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 form Old Shell Rd to University Blvd and Old Shell Rd Sidewalk Improvements from Union Ave to Hyland Avenue. We are now scheduling the pre-agreement meetings or these projects.

## 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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### **Fight over BP money, not lottery, could dominate special session**



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

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

on August 07, 2016 at 6:45 AM, updated August 07, 2016 at 7:32 AM

Betting on Alabama lawmakers ending their special session with a lottery plan could be a chase after fool's gold.

The better odds are that the Legislature walks out of Montgomery with a decision on how best to allocate the state's BP oil spill settlement. At the very least, some lawmakers want to roll the dice on the topic.

The rationale: Unlike a new lottery system, the state's \$1 billion BP spill settlement offers a ready-made golden goose for the state's beleaguered budget. Alabama will have its first \$50 million available this year from the 2015 settlement, which can be applied toward the next fiscal year's budget that begins Oct. 1, 2017.

The lottery, as proposed by Alabama Gov. Robert Bentley, would pump \$225 million annually into the state coffers. But it needs legislative and voter approval, and the timing of both is unclear.

"The lottery won't do anything of any real consequence for this fiscal year," said Rep. Steve McMillan, R-Gulf Shores. "It would take a long time to set up a lottery even if were to pass. The only immediate source of cash funds is BP."

As such, lawmakers could be setting the stage for another regional showdown in Montgomery that pits coastal lawmakers against their northern counterparts over how the money should be allocated.

#### **Competing interests**

During the waning days of the spring legislative session, the matter became a spectacle with lawmakers from Mobile and Baldwin counties participating in two lengthy filibusters in an effort to block legislation that would've sent a majority of the funding to pay off the state's debts.

The coastal lawmakers, instead, supported a proposal pitched by Sen. Bill Hightower, R-Mobile, that would give \$260 million of the settlement to roads in the southern section of the state, \$60 million or more to each of the Alabama Department of Transportation's other regions, and \$162 million to the "rainy day fund."

The southern House members [argued that since the 2010 oil spill devastated the coastal areas the hardest](#), a greater portion of the historic settlement should be returned to the area for crucial road construction projects aimed at boosting the state's economy.

Hightower said he doesn't anticipate bringing his version of the BP allocation up for reconsideration when [lawmakers return to Montgomery on Aug. 15](#). Continue [HERE](#)

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### **Deadlines Loom as Federal Agencies Act to Implement FAST Act Policy Changes**

A fast-approaching set of regulatory deadlines in the next few weeks will give state departments of transportation and other industry stakeholders a chance to weigh in on new federal policies that agencies will develop under the Fixing America's Surface Transportation Act.

Joung Lee, policy director for the American Association of State Highway and Transportation Officials, said association staff and committees made up of officials from state DOTs are evaluating three separate federal policy proposals by the U.S. DOT and preparing formal comments for them ahead of deadlines on Aug. 20, Aug. 26 and Sept. 6.



Those include a far-reaching set of proposed performance measures by the Federal Highway Administration for the national highway system, for freight movement on interstate highways and for the FHWA's program to fund projects that aim to reduce congestion and improve air quality. Comments for that rulemaking are due Aug. 20.

Separately, comment deadlines loom Aug. 26 on a joint FHWA-Federal Transit Administration proposal on how to promote more effective regional project planning by metropolitan planning organizations and states. And the U.S. DOT wants responses by Sept. 6 on its plans to formally establish a national multimodal freight network, a designation of priority freight corridors that can guide funding of future highway, rail and port projects.

The comment periods give stakeholders a vital but sometimes brief period to help shape future federal policies before agencies produce final regulations.

Lee said that besides working to finalize comments this month to reflect the views and needs of state DOT members on those specific regulatory actions, AASHTO staff has also released a "[rulemaking tracker](#)" document to help viewers easily keep tabs on the many rulemakings and deadlines stemming from that five-year bill and the MAP-21 law from 2012.

Staff posted that tracker this week, along with an Aug. 1 update of AASHTO's own FAST Act and MAP-21 implementation recommendations, on [the association's FAST Act web portal](#).

"The FAST Act drew much attention for authorizing five years of funding for the Highway Trust Fund and other surface transportation programs. But it also required federal agencies to quickly interpret enacted law and implement a number of significant policies that can impact the way state DOTs and other agencies perform," Lee told the AASHTO Journal.

"These documents on AASHTO's FAST Act portal help provide our members a simple way to keep track of the various federal rulemakings and how state DOTs' concerns are being addressed," he added.

That site also provides documents detailing each year of FAST Act funding levels, with state-by-state apportionments. And it contains important recent policy communications to Congress from AASHTO President Paul Trombino and from AASHTO along with other industry associations.

One letter addresses state needs in the annual appropriations process, while another warns lawmakers that rescission of billions of highway program dollars that Congress has written into law could threaten states' ability to fund their federally supported projects by fiscal 2020.

## Funding Opportunities

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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**

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### **YOU HAD ONE JOB TO DO!!!!**



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## **In the News**

A benefit to raise money for WAVE Transit Benches:



## Alabama 'landmark' could be footbridge to honor NFL Hall of Famer



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

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

on August 08, 2016 at 6:44 PM, updated August 09, 2016 at 8:28 PM



Ken Stabler was nicknamed "The Snake" for his elusiveness on the playing field.

Foley's new pedestrian bridge over the busiest beach-bound highway in coastal Alabama isn't hard to miss.

The two sound like they might not go together. But a movement is afoot to have Foley's most notable resident's name attached to its new "landmark" structure above Ala. 59.

Current and former mayors -- meeting together in Canton, Ohio, following the National Football League's 54th annual Hall of Fame ceremony on Saturday -- discussed the possibility of having Stabler's name attached to the \$1.5 million bridge once it opens in the coming weeks.

"I thought it might be an appropriate place to honor him," said Baldwin County Probate Judge Tim Russell -- the city's former mayor from 1996-2006 -- and who played on the Foley high school football team with Stabler in the 1960s. "There are only 300 (NFL Hall of Famers) and 19,000 cities in America. To have a NFL Hall of Famer from Foley, Alabama, is special, in my opinion."

Foley Mayor John Koniar said it's an idea worth discussing. A decision on whether to name the bridge after Stabler would be up to the City Council to consider, and there is no time table on when that might happen.

"There have been a lot of discussions on what to put on there," Koniar said. "'Welcome to Foley.' Or, 'Welcome to Foley, Home to Hall of Famer Ken Stabler.' There are a lot of ideas on how to use it from a public relations standpoint."

Honoring 'Snake'

Russell said he got the idea while driving around Canton with his wife. The two were in Ohio to watch the Hall of Fame ceremony and to attend a post-party hosted by Stabler's former team, the Oakland Raiders.

The couple drove underneath the Hall of Fame bridge in Canton, an identifiable structure that contains images of football players and the Hall of Fame building while linking the attraction to Stark County, Ohio.

"It was so impressive as you drove under it that I told my wife, 'that would be nice to honor Kenny with as a NFL Hall of Famer,'" said Russell, who was close friends with Stabler, who died on July 9, 2015, at the age of 69, following a battle with colon cancer.

Stabler had a 15-year NFL career and achieved his greatest success as quarterback of the Raiders in the 1970s. He was a four-time member of the Pro Bowl, won a Super Bowl in 1976 and was named the league's MVP in 1974. He compiled a 28-3-2 record as the starting quarterback for the University of Alabama from 1965-67.

Stabler's induction into the Hall of Fame also comes at a time when the Baldwin County School System plans to honor the late gridiron

legend by retiring his No. 12 football number. It will be the first time that a football number is retired at Foley High School. [HERE](#)

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## Recreational closing of Bankhead Tunnel planned for Saturday



By [Lawrence Specker | lspecker@al.com](#)

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

on August 10, 2016 at 1:50 PM, updated August 10, 2016 at 2:00 PM

Pedestrians, cyclists and other recreational users will get another crack at the Bankhead Tunnel this Saturday, according to the Alabama Department of Transportation, which continues to fine-tune the formula for such events.

ALDOT announced early Wednesday via Twitter that it plans another recreational closing for 6 a.m. to 9 a.m. on Saturday, Aug. 13. Referencing a rainy forecast, the tweet cautioned that "we will continue to monitor weather & inform you of any changes."

Such closings have been conducted on a trial basis in recent weeks, and have grown from an initial small turnout in the 150-person range. On July 30, ALDOT said 1,089 people had taken part, topped by a count of about 1,200 on Aug. 6.



### [Roller-skate the Bankhead Tunnel? Sure, why not?](#)

Scenes from a recreational closing of the Bankhead Tunnel on the morning of Saturday, July 30, 2016.

There was a substantial difference between those two weeks, however. The big turnout on July 30 led to concerns in some quarters, such as an extensive discussion on the Mobilians on Bikes Facebook page, about the risk of a collision between fast-moving cyclists and slower-paced participants.

By Aug. 6, ALDOT had decided to set one lane aside for two-way pedestrian traffic, and the other for bicycle traffic. ALDOT spokeswoman Cheyenne West credited Jenn Greene, a cycling advocate with the Delta Bike Project, for making contact about the issue, which ALDOT workers also had noticed. West said that ALDOT organizers would continue to fine-tune the recreational closings based on their own observations and input from others. "We would hate for anything negative to happen," West said.

Updates on the closings can be found via the @ALDOTMobileArea account or the #BikePedBankhead hashtag.

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## Gulf State Park lodge second phase, Hilton agreement approved (includes trails)



By [Mike Cason | mcason@al.com](#)

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

on August 08, 2016 at 6:14 PM, updated August 08, 2016 at 6:35 PM

The committee overseeing the Gulf State Park project on Friday approved the second construction phase of the new lodge and conference center on the Alabama coast, as well as a franchise agreement with Hilton Hotels.

The facility will be called "The Lodge at Gulf State Park, a Hilton Hotel." It is expected to open in 2018. Rabren General Contractors Inc., of Auburn was the low bidder on the second phase of the lodge, with a bid of \$27 million. Three other companies submitted bids.

Jesco Inc., submitted a bid of \$27.3 million. White-Spunner Construction Inc. submitted a bid of \$28.7 million. Roy Anderson Corp Contractors submitted a bid of \$30 million. The work is expected to take a year.

Bids will be received for the final phase of construction next year. The lodge and conference center will replace the lodge that Hurricane Ivan struck in 2004. Phase 1 of the project, the foundation, was completed at a cost of \$3.7 million by M.W. Rogers Construction Company. The work was on time and under budget, according to the governor's office. The franchise agreement with Hilton Hotels is a 20-year deal. Hilton will receive about 7 percent of the gross room revenue annually.

In return, Hilton will provide the largest reservation software engine in the world to promote occupancy of guest rooms and meeting spaces, according to the governor's office. Hilton will provide marketing support and quality control standards, according to the governor's office. Hilton will not operate the hotel. An operator will be picked through a request for proposals process, the governor's office said. Besides the lodge and conference center, the Gulf State Park Project includes an education center, an interpretative center, miles of new trails and restoration of dunes. The trails are being done in three packages. The first, with four miles of trails, has been completed. The committee on Friday approved the second package, which consists of five miles of trails.

The third package of trails is being designed in coordination with the Alabama Department of Transportation. It will include two bicycle and pedestrian trails across East Beach Boulevard. State Rep. Steve McMillan, R-Gulf Shores, a member of the project committee, said the park improvements would be something the entire state could be proud of. Several lawsuits have been filed over the state's use of BP oil spill money to fund the project. State Auditor Jim Zeigler and state Rep. Johnny Mack Morrow, D-Red Bay, filed a lawsuit last month. The lawsuit claims that the BP funds being used are not authorized for that purpose under a bill passed by the Alabama Legislature in 2013. Former state Conservation Commissioner Charles Grimsley made similar claims in a lawsuit, but it was dismissed in



July. The judge ruled that Grimsley did not have standing as a taxpayer to sue because the funds came from BP, not taxpayers. Bentley, a longtime proponent of the park project, has said it would help keep convention business in the state that now goes to beach resorts in other states and would generate revenue that can help support other state parks.

Conservation Commissioner Gunter Guy said the overall park enhancements, not just the lodge and conference center, would increase visitors to the park and make it a unique destination.

## Transportation Research

### GENERATING ELECTRICITY FROM VIBRATIONS IN ROAD SURFACE WORKS



A pilot research project into vibration energy on the N34 provincial motorway near Hardenberg in the eastern Netherlands has shown that vibration energy as a local energy source is a sustainable alternative for the batteries of roadside sensors and other applications.

The trial project has provided valuable insights into this innovative form of energy production.

In the autumn of 2011, a piezoelectric material that converts vibrations from passing vehicles into energy was applied to the surface of the N34 motorway. The piezoelectric material was applied to the road surface in a rural area where the speed limit is 100 km per hour. The aim of the pilot project was to investigate the feasibility of piezo technology in road construction. The research was carried out by the Tauw advice and engineering agency and the University of Twente in partnership with the Dutch province of Overijssel.

The aim of the pilot project was to establish whether electrical energy can be generated from traffic vibrations using piezoelectric material and, if so, how much energy can be generated. The trial system was tested in various weather conditions between October and December 2011. A measurement device was used to continually monitor the system and collect data.

#### Results

Tauw and the University of Twente have concluded that energy can indeed be generated using piezoelectric material in the road surface. The amount of energy generated depends on the number of passing vehicles and the number of piezo elements in the road. Vehicles that are moving more slowly appear to generate slightly more energy than faster-moving vehicles, but further research is needed to confirm this.

The amount of energy generated during the pilot project was too small to be used for traffic lights or street lighting, but it was enough for devices that need less energy, such as wireless motion sensors, which detect vehicles and send a signal to, for example, traffic lights. Currently these are mainly powered by batteries or solar panels. Vibration energy is a sustainable alternative for these power sources.

The project partners also concluded that integrating piezo elements in an existing road surface is problematic. For the pilot research, a narrow groove was cut into the road and a steel housing containing the piezo elements was fitted into it. Ultimately it turned out that the housing was not strong enough to withstand the forces of the passing traffic, and it came loose in December. This did not cause a traffic hazard, but it did mean that the research ended a few weeks earlier than planned.

#### Applications

The project partners are hopeful about other applications. Project leader Simon Bos says: "The application of vibration energy in existing roads did turn out to be difficult, but we do see possibilities for existing and new bridges and viaducts, for example at expansion joints. Of course further research into a good, strong design has to be carried out before this can be applied on a large scale."

#### Next steps

Following the pilot project, various interested parties have contacted Tauw and the University of Twente to carry out further research into vibration energy. Piezo elements can not only be fitted under bridges and viaducts, but also under concrete road slabs and speed bumps, or alongside railway lines or water drainage channels. The application of piezo elements beneath concrete slabs is at an advanced stage, while the other possible applications are still in the research phase. [HERE](#)

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### Upcoming webinar on "Community Connections: Redesigning Highways to Improve Neighborhood Access and Livability."

This webinar is part of the Context Sensitive Design and Solutions webinar series and is sponsored by the Federal Highway Administration's Office of Planning, Environment, & Realty and Project for Public Spaces. This webinar will discuss strategies to improve livability and neighborhood connectivity through collaborative efforts to reconnect communities, create economic development opportunities, and promote multimodal accessibility in areas with major highways. Following a Federal overview, four speakers will provide examples of their collaborative experiences with improving neighborhood connectivity. Presentations will describe: the "Infra-Space" Program and how it helps to identify redevelopment opportunities in areas under elevated roads, bridges or viaducts; the process of converting a segment of I-295 to a boulevard and creating opportunities for economic development and connecting Southeast DC to the Anacostia riverfront; efforts to reconnect communities through context sensitive design and other public works initiatives; and community connectivity and cohesion efforts associated with the Reviving I-95

Corridor Plan in Pennsylvania.

#### WEBINAR PRESENTERS

Moderator: David Harris, Acting Livability Team Leader, FHWA Office of Human Environment

- Shari Schaflein, Director, FHWA Office of Human Environment
- Robin Blatt-Eisengart, MassDOT Office of Real Estate and Asset Development
- George Fleagle, Senior Transportation Engineer, FHWA Pennsylvania Division Office
- Michael Smart, Program Delivery Team Lead, FHWA DC Division Office
- Jennifer Hughes, Design Specialist, National Endowment for the Arts

#### WEBINAR LOGISTICS:

Date: Wednesday, August 17, 2016

Time: 2:00pm – 3:30pm ET

Registration: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1050>

Once registered, participants will receive an email with instructions on how to access the webcast.

**NOTE: NEW REGISTRATION SYSTEM FOR EXTERNAL PARTICIPANTS** - In order to register for the webinar, participants who are external to US DOT will first need to request an account by clicking on this link <https://collaboration.fhwa.dot.gov/FBA/Register.aspx>. It may take one business day to establish an account. For step-by step instructions on how to request an account please click here: <https://connectdot.connectsolutions.com/esnnon-dotstaff/>. Once the account information is received, access the site by clicking on the registration link and logging in. Make sure to save the registration link and password for the day and time of the webinar.

Please forward this notice to your State and local planning partners. The webinar is intended for internal and external audiences, however registration is limited. For more information contact Fleming El-Amin at 202-366-0233 or [fleming.el-amin@dot.gov](mailto:fleming.el-amin@dot.gov).

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### 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.

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### 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.

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### 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.