



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday January 20th, 2017

Volume 21, Number 1

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET JANUARY 27, 2017
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed Planning Studies

Destination 2040 Long Range Transportation Plan
Toole Design Non-Motorized Mobility Study for Downtown Mobile
2016 Unified Planning Work Program
2016-2019 Transportation Improvement Program
Origin Destination Study Using Cell Phones

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There is a Technical Coordinating and a Citizens Advisory Committee (TCC/CAC) meeting scheduled on February 8th at 10:00 AM in the SARPC Board Room, a Bicycle Pedestrian Advisory Committee (BPAC) meeting on February 15th, and talk of performance measures, (please see *Mobile MPO Updates*). There is a new president, so slow down, *Just For Fun*. In *Legislative Updates* there is a lot of talk about Trump's Infrastructure Plan, and *In The News*, there is still talk of an Alabama State Gas tax increase.

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

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

TCC/CAC Meeting 2/8/2017

There will be a TCC/CAC Meeting on February 8th in the SARPC Board Room. We have several items to discuss including the Congestion Management Process (CMP) and its update in the Long Range Transportation Plan (LRTP). Also, the TIGER grant for Bring Back Broad St that was awarded to the City of Mobile will have to be included into the 2016 -2019 Transportation Improvement Program (TIP). Finally, there will be a discussion concerning the STP Attributable Funding Schedule. Please put it on your calendars, and a notice will go out next week.

Mobile MPO Bicycle and Pedestrian Advisory Committee Meeting 2/15/2017

There will be a Bicycle and Pedestrian Advisory Committee meeting at the GM&O Building in the board room on Wednesday, February 15, 2017 at 12:00 p.m. This will be a bring your own, brown bag lunch meeting. It is open to the public. The minutes of the meeting are available online [HERE](#). If you have anything you would like to be included on the agenda please let us know.

Performance Measures

On Thursday, January 18, the Federal Highway Administration (FHWA) published in the Federal Register final rules for the last two national performance management measure regulations. One rule establishes regulations to assess the condition and performance of bridges on the National Highway System (NHS) and of pavements on the Interstate and non-Interstate NHS. The other establishes regulations to assess the performance of the NHS, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. All MPOs will have 6 months after each State finalizes their state Performance Measures. The performance measures used by the Mobile MPO, and the Eastern Shore MPO will be discussed at length in the next several months, and the topic is on the agenda at the Alabama Transportation Planners Association Conference (ATPA) March 23-24 in Florence, AL

3-C Agreement To Be Updated

To all members of the Mobile MPO, we have to update our 3-C agreement. This is the agreement between SARPC, ALDOT, the WAVE Transit, the eight Urban Area cities and Mobile County that actually creates the Mobile MPO. In order to execute this agreement, we will need a resolution from Mobile County and each city in the next month or so. If you are a new mayor, your staff is familiar with this as we did this last Spring. Because there is a new federal transportation act "the FAST ACT", the language has changed and we must update the agreement. Please be on the lookout from notification from Mobile MPO staff.

Congestion Management Process (CMP)

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

Our intention is create a new funding program out of the STP Attributable Funds of \$500,000 (federal) annually for strictly intersection type improvements. These can be new adaptive signals, access management strategies, roundabouts, etc. It has to be additional capacity, as that is what the STP Attributable Funds are for, but the new program would concentrate on intersections. The projects would have to be justified, with performance measures. These performance measures would be included in the project ranking process, and would include a travel time index (free flow / congested speed), a roadway congestion index (capacity index), and a rear-end collisions per mile factor. We have developed this for some corridors and presented them to the TCC/CAC on November 9th with a lot of discussion. The Long Range Transportation Plan *Destination 2040* will have to be modified to account for this new program. The Long Range Transportation Plan (LRTP) has to be fiscally constrained, which means this \$500,000 has to come from somewhere. The LRTP identified a grade separated interchange at Azalea Rd and Airport Blvd. Rather than spending \$14 Million on such a large project that may not be well received with the business owners, we are proposing to use that money in the mean time for smaller intersection type improvements all over the Urban Area.

The Mobile MPO approved for staff to move forward with this, so we will be modifying the LRTP and the TIP, which will require MPO

adoption, at the next meeting.

Projects Within Region Let January 27, 2017

Mobile County

None at this time

Baldwin County

For constructing the Parking Lot Lighting Installation at the Mobile Bay Ferry Dock in Fort Morgan. Length 0.074 mi. The Bracket Estimate on this project is from \$118,843 to \$145,252 .

Escambia County

None at this time

What's Under Construction?

Project Status

Legislative Updates

Ryan offers picture of public-private spending in Trump's infrastructure plan

BY MELANIE ZANONA - 01/19/17 02:06 PM EST

President-elect Donald Trump's massive infrastructure package should have \$40 of private-sector spending for every \$1 of public spending, according to House Speaker Paul Ryan (R-Wis.)

"A great agency ... has public-private partnerships. For every one dollar of federal dollars, there's \$40 of private sector spending," Ryan said on the Charlie Rose Show. "We want to leverage as much private-sector dollars as possible to maximize the fixing of our infrastructure."

It's perhaps the clearest picture to date of whether — and how much — direct federal funding for transportation upgrades may be included in Trump's promised \$1 trillion infrastructure bill.

There has been mounting concern, particularly among Democrats and rural Republicans, that relying on private financing would only attract projects that can recoup investment costs through tolls or user fees.

Ryan's comments come after Trump's nominees to lead the Commerce and Transportation Departments both voiced support for some public investment in transportation during their Senate confirmation hearings.

However, based on Ryan's preferred ratio, private-sector dollars are still likely to make up a majority of the package, with public dollars only accounting for 2.5 percent. Trump floated a blueprint on the campaign trail that would offer \$137 billion in federal tax credits to private investors that back transportation projects, which he says would unlock \$1 trillion worth of infrastructure investment over 10 years.

Ryan emphasized that although the price tag of Trump's proposal is "eye popping," that figure is only the overall investment level, not the cost of the legislation.

"That's not a trillion dollars coming from federal taxpayers into the transportation system," Ryan said. "That is the total amount we're shooting for."

But tax credits would still need to be fully paid for, Ryan said. Trump claims his plan would be revenue neutral thanks to taxes from new jobs and contractor profits, but economists have cast doubt on those assertions.

And any direct spending in the plan, which would be around \$3.5 billion under Ryan's vision, would definitely need an offset to pass the Republican-led Congress.

"Now we have to go about figuring out how to, in a fiscally responsible way, get that going," Ryan said. "We have to cut spending elsewhere to pay for infrastructure."

Trump has not yet defined which infrastructure needs he intends to upgrade, which could include everything from roads and bridges to power grids and broadband.

He has put together a team, lead by real estate developers Richard LeFrak and Steven Roth, to start identifying which projects should be targeted under any infrastructure proposal.

Ryan indicated on Wednesday that the plan would run the gamut.

"That's airports, that's pipelines, that's roads, that's bridges, that's harbors, that's canals," he said. "All of them is essential."

Trump's Commerce pick backs public spending on transportation

BY MELANIE ZANONA - 01/18/17 02:22 PM EST

Amid concerns from rural Republicans on Wednesday, President-elect Donald Trump's nominee to lead the Commerce Department voiced support for public investments in transportation.

Wilbur Ross, who co-authored the private funding-focused infrastructure proposal that Trump floated on the campaign trail, assured senators during his confirmation hearing that the concept of using private financing was not the "be all and end all" solution.

The comments are raising hopes from transportation advocates that Trump's infrastructure plan could include some direct federal spending on the issue.

"The infrastructure paper I put out was meant to provide another tool, not to be the be all and end all," Ross told the Commerce, Science and Transportation Committee. "There will be some necessity for [direct federal spending on transportation], whether it's in the form of guarantees or direct investment or whatever."

"But it's really for the Congress and the president to figure out what should be the quantity of it and what should be the nature of the projects," he added. Continue [HERE](#)

Pence: Trump planning 'big' infrastructure bill

BY MELANIE ZANONA - 01/17/17 04:08 PM EST

Vice President-elect Mike Pence doubled down Tuesday on President-elect Donald Trump's pledge to upgrade the country's ailing transportation system with a massive infrastructure package when he takes office.

"I called [Trump] this afternoon to tell him I was coming by," Pence said at the annual U.S. Conference of Mayors winter meeting. "In addition to urging me to send along greetings, he said, 'Tell them we're going to do an infrastructure bill — and it's going to be big.'"

Pence added that the package would contain funding to "help communities and states all across America meet the needs that face too many communities and oftentimes stifle growth."

The comments come as doubts have grown about the size and timing of Trump's infrastructure bill. The real estate mogul promised to deliver a proposal to Congress within his first 100 days in office, but that timing is expected to slip amid competition with other GOP priorities. Trump told The New York Times that infrastructure would not be a "core" part of his agenda, while incoming White House chief of staff Reince Priebus told radio host Hugh Hewitt that infrastructure would likely take a backseat to ObamaCare repeal and tax bills.

Although Trump has not yet sketched out his promised infrastructure package in detail, he proposed a blueprint on the campaign trail that would offer \$137 billion in federal tax credits to private firms that back transportation projects.

Trump claims such a proposal would unlock \$1 trillion in investment over 10 years and would be quicker and cheaper than having the federal government in charge of rebuilding projects. [HERE](#)

50 YEARS OF US TRANSPORTATION CHECK IT OUT!

Funding Opportunities

FHWA Soliciting INVEST Implementation Projects - Round 3

The Federal Highway Administration (FHWA) is pleased to announce an applied research funding opportunity for transportation agencies to use the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to evaluate the sustainability of their projects and programs, identify areas for improvement, analyze options for improving sustainability, and document results.

The funding opportunity is available to State Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and Federal land management agencies (FLMAs). Funding levels for applied research projects may vary depending on the depth and extent of analysis proposed as well as the potential benefit to FHWA and the recipient. FHWA anticipates making approximately four to six awards.

Agencies that would like to apply should send letters of interest to Robert Hyman (Robert.hyman@dot.gov) and their corresponding FHWA Division Office by January 5, 2017. For more information about eligibility and funding, please visit: www.sustainablehighways.org.

DOT seeks proposals for Beyond Traffic Innovation Centers

Posted by Secretary of Transportation Anthony Foxx

Our release of the draft [Beyond Traffic](#) report in early 2015 launched a national conversation around the critical challenges that our country's transportation system will face over the next 30 years. Our educational institutions are critical to helping us solve these challenges, and today, building on that conversation, I am announcing a call for applications for entities who want to join this effort as officially designated U.S. DOT Beyond Traffic Innovation Centers.



[Continue Reading DOT seeks proposals](#)

FHWA Offers New Funding for Innovative Demonstration Projects

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

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

Public Works and Economic Adjustment Assistance Programs

Deadline: Rolling

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the Federal Funding Opportunity (FFO), the Economic Development Administration (EDA) solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions. EDA is employing a new two-phase review process for proposals/applications submitted under this FFO. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

Just For Fun

By the time most of you read this, we will have a new president; it is Inauguration Day. One of President Trump's promises is to reduce Federal Regulations. I am sure most of these will have to do with business and trade, but *JUST FOR FUN*, let's do some research on removing some regulations, like speed limits!!!! *I WANNA GO FAST*



Setting speed limits in the United States has always been a responsibility of State and local governments (minus a 55 MPH law repealed in 1995). Every State and local government has a basic speed statute requiring drivers to operate their vehicles at a speed that is reasonable and prudent for conditions. Those speed limits are generally done by speed studies, so people traveling at safe, prudent speeds eventually determine the speed limit. Want to know more? [Here is 500 pages](#) on how to determine a speed limit.

What happens if you get rid of speed limits? Just For Fun, the State of Montana did in what is now known as the [Safety Paradox](#). In 1995, the State of Montana removed all non-urban speed limits in their state. A few years later, engineers working with the state decided to crunch some numbers. What they found was that on the roads where they removed the speed limits, fatalities didn't go up at all. Turns out most people use common sense, and the crazy ones who don't would ignore the speed limits anyway.

Summary of the effects of no daytime speed limits:

1. Fatal accident rates on these highways reached an all time low in modern times.
2. On 2 lane highways with no posted limits the frequency of multiple vehicle accidents dropped 5 percent.
3. Seat belt usage rose to 88% percent, with only a secondary enforcement law.
4. Posted limits and their enforcement, had either no or a negative effect on traffic safety.
5. As predicted by the engineering models, traffic speeds did not significantly change and remained consistent with other western states with like conditions.
6. The people of Montana and its visitors continued to drive at speeds they were comfortable with, which were often speeds lower than their counter parts on high density urban freeways* with low posted limits.
7. The theory behind posting speed limits on this classification of road is to reduce conflicts in traffic flow, thereby reducing accidents.
8. During this 6 year period, Montana's rural interstates daytime speeds (no speed limit) were consistently lower (on average 5–10 mph and more) than the speeds being reported on many sections of Southern California's 65 mph posted urban interstates

MONTANA'S SAFETY PARADOX: *Is that the desired safety effect from posting speed limits, was achieved by removing them.*

In the News

New Alabama gas tax proposed to help local transportation infrastructure

By wrblalexderencz

Published: January 18, 2017, 6:52 pm Updated: January 19, 2017, 11:44 am

LEE COUNTY, Ala. — Folks in Alabama could be paying a little bit more at the gas pump if the Association of County Commissions of Alabama's proposal for a three-cent per gallon gasoline tax is passed.

This proposal comes on the heels of Governor Robert Bentley's Alabama Transportation Rehabilitation and Improvement Program, which is wrapping up now. That program helped Lee County receive 23 projects. Of those 23 projects, 15 were bridge improvements and eight were road improvements. This program helped the county address 41 miles of roadway.

The ACCA's proposal is called ATRIP-2.

The Lee County Commission has already passed a resolution supporting the initiative.

County Engineer, Justin Hardee said the county hopes to continue the momentum of that program, and find the next initiative to help continue addressing local roads that need help.

This initiative would be a \$0.03 per gallon gas tax, which would fund a \$1.2 billion bond issuance that would only be used for the repair of local roads and bridges. Each county would receive a minimum of \$10 million, and 20% would be split up among all the municipalities based on their population. The tax would automatically end once the bonds are repaid.

Lee County is expected to receive \$29 million, and after the money for municipalities is taken out, the county would have \$23 million to use for local road improvement projects. If passed, and if the county commission prioritizes the funds for resurfacing, it would cover 125 miles of the county's 675 miles of paved road infrastructure in the county, which equates to 18.5%.

Hardee said federal and state funds the county receives have strings attached and do not allow them to address some of the roads in need of help. Lee Road 852 is one of the roads needing help. It is riddled with cracks and patchjobs. It does not qualify for federal or state and federal funds, only county funds. [HERE](#)

"Stopping I-210: A Look Back"

Thursday, January 26th, 5:30 p.m.

Historic Mobile Preservation Society

300 Oakleigh Place

Grassroots preservation lies at the heart of every historic community. Learn from the group of activists who stopped the construction of a raised expressway over Water Street.

City of Mobile to Create Three Mile Creek Greenway Trail Management Plan

Tuesday 1/17/17, the Mobile City Council approved a professional services contract with Moffatt & Nichol for the Three Mile Creek Greenway Trail Management Plan.

Mobile, Ala. — The City of Mobile is creating a Three Mile Creek Greenway Trail Management Plan that will be the framework for the multi-model pathway. It will identify next steps, cost estimates, community benefits, easement needs and logical project section priorities.

The City will utilize the plan to foster community partnerships, seek grant funding for trail design and construction and effectively incorporate plan implementation into the Capital Improvement Plan.

Last year, Mayor Stimpson announced his plans to build a twelve-mile greenway that would stretch from the University of South Alabama to Mobile Bay. The City is now leading the planning and construction efforts that will use a phased approach that builds the trail in sections over time.

The Mobile City Council is expected to vote on the \$46,530 professional services contract during Tuesday's regular City Council meeting.

This includes a \$20,000 Grant received from the Community Foundation of South Alabama. Pending Council approval, the management plan will be spearheaded by Moffatt & Nichol and is expected to be completed in June.

"This is a monumental step to restoring Three Mile Creek to its historic significance," said Mayor Stimpson. "Three Mile Creek was Mobile's drinking water source before World War II, and now it can once again connect communities throughout Mobile. This new trail will encourage fitness, beautify a vital waterway and educate citizens."



City of Mobile Three Mile Creek Greenway Section 1

Work is still moving forward towards a ground breaking of the first leg of the Greenway. The project is in the final stages of ironing out all of the details of the grant agreement with ADECA. Once that is signed then the contractor will be able to break ground.

Secretary Foxx's Farewell Message

Dear colleagues:

Today marks my last day of service as Secretary of the Department of Transportation. This is a Department steeped in a rich history of excellence and deep commitment to improving the overall quality of life for the American people. It has been one of the privileges of my life to work with so many talented, dedicated, and passionate public servants. I want to thank each and every one of you for your continued dedication, hard work, and support during my time leading this great Department.

During this incredible journey we've been able to accomplish so much. It's been through our shared efforts that we have been able to not just keep the standards of safety held high, but also push forth some of the most bold, innovative, and game-changing ideas for the transportation industry and for our country as a whole.

We were able to get the first long-term transportation bill in more than a decade. We made great strides toward embracing technology by advancing the utilization of autonomous vehicles, capitalizing on vehicle to vehicle communication, integrating Unmanned Aircraft Systems into our national airspace system, and more. We pursued a future vision for transportation with Beyond Traffic and challenged cities across the country to embrace technology and engage their communities in decision-making. We have put forth rules and standards that will protect our environment for future generations to come. And most importantly, every day we are working to make transportation accessible for all.

As many of you know, since my first day as Secretary I have made it a leading priority to ensure that we are using transportation in ways that connects historically underserved communities and people with opportunities, jobs, education, and more. I'm honored by the zeal this approach has fully taken hold in all of the Department's modes and is incorporated into many of our approaches and planning. Our transportation system has the power to transform the lives of millions of Americans simply by making it readily available, safe, and reliable. Now I leave this charge in your capable hands to continue to carry forward.

The future is bright for everyone here at USDOT. I want to thank you, again, for your unwavering support and efforts during my time here. Without you our accomplishments would not have been so frequent and our successes so many. I will miss the opportunity to work with this group of professionals who are of such high caliber, but I am confident that there are great things ahead for everyone at the Department.

With sincere admiration,

Anthony R. Foxx

The [Mardi Gras Eco-Team Volunteer Registration](#) is now live! The Mardi Gras Eco-Team is in its 4th year of recycling and needs your help to create a cleaner, greener carnival atmosphere! Volunteers are needed for the final four days of the Mardi Gras season, Saturday, February 25 through Tuesday, February 28, and a variety of shift options are available. Please [sign up](#) to be a part of this fun and festive volunteer opportunity.

Transportation Research

New USDOT Report on Highway, Transit Conditions Reveals America's \$926 Billion Infrastructure Investment Need

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today announced that a new report on the state of America's transportation infrastructure, "[2015 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance](#)," confirms that more investment is needed not only to maintain the nation's highway and transit systems but to overcome a nearly trillion-dollar investment backlog.

"We have an infrastructure system that is fundamental to the nation's economic health, and it needs greater attention and resources," said Secretary Foxx. "Improving our nation's roads, bridges, and transit helps create jobs, connects communities and ensures that our nation is equipped for the future."

Secretary Foxx added that the Congressionally mandated report confirms the projections outlined in "Beyond Traffic," a U.S. Department of Transportation study issued in early 2015 that examined the challenges facing America's transportation infrastructure over the next 30 years, such as a rapidly growing population and increasing freight traffic.

"Conditions and Performance" is a biennial report to Congress that provides information on the physical and operating characteristics of the highway, bridge and transit components of the nation's surface transportation system.

The new report – commonly known as the "Conditions and Performance" report – identifies an \$836 billion backlog of unmet capital investment needs for highways and bridges, or about 3.4 percent more than the estimate made in the previous report. Addressing the growing backlog—while still meeting other needs as they arise over the next two decades – will require \$142.5 billion in combined transportation spending from state, federal and local governments. In 2012, the most recent year in which the report's data were available, federal, state and local governments combined spent \$105.2 billion on this infrastructure – 35.5 percent less than what is needed to improve highways and bridges.

"The case for more investment in our nation's transportation system is clear," said Federal Highway Administrator Gregory Nadeau. "A strong transportation system will make businesses more productive and freight shippers safer and more efficient while improving America's quality of life."

The report also indicates that \$26.4 billion is needed per year to improve the condition of transit rail and bus systems. In 2012, total spending to preserve and expand transit systems was \$17 billion. If transit investment is sustained at those levels, overall transit system conditions are expected to decline over the next 20 years, and increasing the transit system preservation backlog from an estimated \$89.8 billion to \$122 billion.

"This report shows the impact of the lack of investment in infrastructure," said Acting Federal Transit Administrator Carolyn Flowers. "The results of that neglect can be seen throughout our country as both reliability and safety suffer. We must increase investment in public transportation nationwide, because we must take immediate action to bring our transit infrastructure into a state of good repair and provide the world-class service that Americans deserve."

Between 2002 and 2012, the report found that:

- The percentage of structurally deficient bridges decreased from 14.2 percent to 11 percent.
- Road quality improved, with the share of travel taking place on smooth pavement increasing from 43.8 percent to 44.9 percent.
- Delays in traffic cost the average commuter more time than ever, with an estimated 41 hours of delay per year in 2012, up from 39 hours in 2002.
- Transit route miles increased by 32 percent, with light rail growing faster than any other transit mode.

Secretary Foxx Releases Beyond Traffic 2045 Final Report on Future of Transportation

DOT Designates 18 "Beyond Traffic Innovation Centers" to Study Transportation Challenges

WASHINGTON – U.S. Transportation Secretary Anthony Foxx today released the final *Beyond Traffic 2045* report highlighting transportation challenges the United States will face over the next three decades. The report finds that the U.S. transportation system, and the current planning and funding mechanisms, will not meet the demands presented by trends including population growth, climate change, and new technologies like driverless cars.

"Beyond Traffic started a long overdue conversation about whether our transportation infrastructure will keep pace with our changing country," said Secretary Foxx. "The final report again shows that if we do not invest in our infrastructure, we will let conditions move us backwards."

Beyond Traffic 2045 was the product of more than two years of research and study by the U.S. Department of Transportation (USDOT). A draft of the report, published in February 2015, was downloaded over 500,000 times from the USDOT website, and the agency received thousands of comments from the public through workshops, webinars, and online feedback. Secretary Foxx and USDOT leaders also held public meetings in eleven cities across the country in late 2015 to explore the challenges facing each of the

emerging megaregions.

The report is a comprehensive study of the major trends that will shape our nation's transportation system over the next thirty years. The report looks at broader trends, such as population growth and increasing freight volume, as well as issues of economic opportunity, transportation funding, and emerging technologies, to identify the key transportation challenges that the United States will face.

Questions and trends explored in *Beyond Traffic 2045* include:

- How we move – America's population is expected to grow by 70 million by 2045, and by 2050, three-quarters of Americans could live in eleven emerging megaregions – larger geographic clusters in spanning multiple cities and communities.
- How we move things – Freight volume is expected to increase by more than 40 percent, partly driven online shopping, adding extra demand to our transportation networks.
- How we adapt – Predicted rises in global temperatures and mean sea levels, and more frequent and intense storm events, could drastically affect highways, bridges, public transportation, coastal ports, and waterways.
- How we move better – Automation and robotics will affect all modes of transportation, improving infrastructure maintenance and travel safety, and enabling the mainstream use of autonomous vehicles.
- How we grow opportunity – Middle- and low-income American households spend, on average, nearly 20 percent of their income on transportation and 40 percent on housing—higher shares than for wealthier Americans.
- How we align decisions and dollars – Federal gasoline-tax revenues have failed to keep up with our transportation needs and could decline further as vehicle fuel efficiency improves, and inflation further erodes purchasing power.

As the title suggests, one of the key issues examined in *Beyond Traffic 2045* is the cost of increasing traffic congestion. It finds that the average American driver in a city or a suburb will spend an entire work week sitting in traffic, the annual cost of congestion delays and lost fuel is \$160 billion, and that truck congestion alone will cost \$28 billion in wasted time and fuel this year.

In his introduction to the report, Secretary Foxx outlines three strategies that need to be employed to ensure that America is able to meet the challenges of the next thirty years: take better care of our legacy transportation systems to keep our roads, bridges, and ports in good repair; fund and prioritize new projects based on future projections, not outdated models of how people moved in the past; and use technologies and better design approaches that will allow us to maximize the use of our old and new transportation assets.

DOT Designates Beyond Traffic Innovation Centers

In conjunction with the release of *Beyond Traffic 2045*, Secretary Foxx today designated 18 Beyond Traffic Innovation Centers across the country to lead research on the transportation challenges outlined in the report. The centers are non-profit institutions of higher education and non-profit organizations which convene leaders and other key decision-makers in each of eleven megaregions around the United States, as well as in rural communities, to discuss these challenges and coordinate related research, curriculum, outreach, and other activities.

The Beyond Traffic Innovation Centers are:

- Cascadia/Pacific Northwest megaregion: University of Washington
- Florida megaregion: Florida International University
- Front Range megaregion: University of Denver
- Great Lakes/Midwest megaregion: Center for Neighborhood Technology, Ohio State University and University of Michigan
- Gulf Coast megaregion: Texas Southern University
- Northeastern megaregion: Northeastern University and Rutgers University
- Mid-Atlantic megaregion: University of Virginia
- Northern California megaregion: University of California, Berkeley
- Southern California megaregion: California State University, San Bernardino
- Piedmont/Southern megaregion: Clemson University
- Sun Corridor megaregion: University of Arizona
- Texas Triangle megaregion: University of Texas, Austin
- Centers serving rural areas: Montana State University, University of Alaska-Fairbanks, and Michigan Tech University

The full list of Beyond Traffic Innovation Centers and more information about *Beyond Traffic 2045* is available at: www.transportation.gov/beyondtraffic.

Transportation Department Issues Report on Economic Growth Due to Transportation Investments During Recovery Act

WASHINGTON – Today, the U.S. Department of Transportation released a new report introduced by Vice President Joe Biden, *Shovel Worthy: What the Recovery Act Taught Us About Investing in Our Nation's Infrastructure*, to review the impact of the American Recovery and Reinvestment Act (Recovery Act) in advancing economic recovery and job creation after the worst recession since the Great Depression.

"Investment in America's transportation network during the economic crisis was a critical part of the President's effort to stabilize the economy. This report shows that the investments not only delivered what was expected, it delivered far more," said Transportation Secretary Anthony Foxx. "The Recovery Act pioneered a new model for investing in game changing projects and transformed the way that the Department delivers projects, setting a new standard for providing transparency and accountability to the American taxpayer."

The Recovery Act invested more than \$48 billion in transportation infrastructure during the country's severe economic crisis to help

create jobs, boost economic growth, and reduce a substantial backlog of transportation maintenance projects that would sustain or improve the conditions of roads, bridges, transit facilities, and other infrastructure assets.

The new report reviews the metrics for success for that funding in all sectors of the nation's transportation systems as well as the long-term impact those dollars made on improving the lives of Americans across the country including:

- Nearly 42,000 miles of roads were rebuilt. Over 2,700 bridges were strengthened and bridge quality improved over twice as much during the six years after the implementation of the Recovery Act.
- Recovery Act-related transit investments constructed or rehabilitated 850 new facilities and provided nearly 12,000 new buses and nearly 700 new rail cars.
- About 800 airport improvement projects addressing repairs to runways, airport facilities, and air traffic tower needs.
- Businesses have added 15.8 million jobs since early 2010, with the longest streak of total job growth on record.
- Since its peak during the recession, the unemployment rate has been cut by more than half and now stands at 4.7 percent, reaching that level far sooner than expected.

"Using modern technology and tracking tools that focused on transparency and accountability of taxpayer dollars, the majority of Recovery Act funds were structured to immediately prioritize 'shovel ready' projects such as fixing roads and bridges, which helped to clear a long backlog of unfinished projects," said Shoshana M. Lew, Chief Financial Officer and Assistant Secretary for Budget and Programs. "Beyond these measurable and lasting benefits, the Recovery Act is a model that will continue to inform and influence future investments in our transportation system."

For more information about the report, click [HERE](#).

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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.