



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, January 22, 2016

Volume 17, Number 3

In This Issue

- MOBILE MPO UPDATES
- RPO UPDATES
- PROJECTS LET January 29th, 2015
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed Planning Studies

Origin Destination Study Using Cell Phones
 Mobile County
 Comprehensive Bicycle and Pedestrian Plan
 Intelligent Transportation System Diversion Route Planning Study

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Laissez les bon temps rouler, and Happy Mardi Gras; IT IS HERE! Members of Alabama's Joint Transportation Committee will be here next week to discuss raising Alabama's gas tax, while California taxes drivers by the mile; please see *In The News*. Why is gas so cheap right now? [HERE](#) is a good explanation. You have one week to finish your TAP Application for ALDOT, see *Funding Opportunities*. Have a great weekend.

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

SARPC received the first vehicle purchased with Urban 5310 Funds, as the Mobile MPO is the Designated Recipient (DR) of the Urban FTA 5310 Funds (Enhanced Mobility of Seniors and Individuals with Disabilities). The vehicle was awarded to Mercy Life of Alabama with FY 2014 Funds with a purchase price of \$53,062. The MPO is apportioned about \$320,000 annually and the FY 2017 call for projects will be this summer.



ADA Transition Plans

Staff is meeting with the consultant today to get a full update of where the project is. It looks like the majority of the data collection is complete.

The Alabama Transportation Planners Association (ATPA) hosted an ADA Day in Birmingham on October 29th. The Federal Highway Administration gave a presentation on the Americans with Disabilities Act and Transition Plans, then each urban area in the State gave a brief benchmark report as to where they are in developing the Transition Plans for each local government in an Urban Area, if they did not already have them. The afternoon was a question/answer period with a panel of ALDOT and FHWA officials. For a copy of those questions and answers, and the FHWA ADA Presentation, please see [HERE](#).

SARPC has contracted with Neel-Schaffer to conduct the municipal ADA Transition Plans for Public Rights of Way, and assist Mobile County in conducting their ADA Transition Plan for Public Rights of Way. The consultant is well underway in the surveying of the sidewalks and ramps for condition and compliance in terms of the Americans with Disabilities Act within the MPO Study Area. ALDOT has provided us with State and US "shielded" routes and cross sections that they have inventoried.

Please keep in mind, that every city and county in the State, should have an ADA Transition Plan for not just public Rights of Way (sidewalks), but all public buildings and open spaces. It is your responsibility to have the ADA Transition Plans in place.

Rural Planning Organization Updates

In October of 2015, the Alabama Department of Transportation (ALDOT) adopted the “Non-Metropolitan Local Officials Cooperative Process. This process includes notification to non-metropolitan local officials of the periodic development of the State Transportation Improvement Program (STIP) and review and revisions to the Alabama Statewide Transportation Planning Process (ASTPP). ALDOT will review and consider the comments and suggestions received before the development of the draft STIP and ASTPP and commencing the public involvement process. After adopting the STIP and modified ASTPP, ALDOT will advise non-metropolitan local officials of the comments received and the resultant actions. For any proposed modification not adopted, ALDOT will provide its reasoning. ALDOT is soliciting comments from local government officials on the effectiveness of this process. The comments may be submitted to Mr. Jim Doolin at doolinj@dot.state.al.us or Bureau of Transportation Planning and Modal Programs, 1409 Coliseum Boulevard, Montgomery, Alabama 36110. The comments should be received no later than February 1, 2016.

Projects Within Region Let January 29th, 2015

Mobile County

None at this time

Baldwin County

- For constructing the Intersection Improvements (Roundabout Installation) on CR-48 (Fairhope Avenue) at the intersection of CR-13 in Fairhope. Length 0.135 mi. The Bracket Estimate on this project is from \$1,245,603 to \$1,522,404.

Escambia County

- For constructing the Resurfacing and Traffic Stripe on SR-3 (US-31) from north of the intersection of Tiger Drive/Douglas Lane (MP 71.961) to just south of the Conecuh County Line (MP 81.196) in Brewton. Length 9.235 mi. The Bracket Estimate on this project is from \$1,761,504 to \$2,152,950 .

What's Under Construction?

Legislative Updates

FHWA Notices Clear FAST Act Highway Funds for States in Fiscal 2016

The Federal Highway Administration issued the formal apportionment notice and other documents that let states begin using funds allocated to their highway programs under the Fixing America's Surface Transportation Act.



Although the FHWA had already issued estimates that told state departments of transportation how much to expect from the FAST Act, the agency's [Jan. 8 issuance of the formal documents](#) clears the way for states to now begin tapping that money for the fiscal year that ends Sept. 30.

In all, the FHWA said, the FAST Act provides \$39.727 billion in federal-aid highway funding, of which the agency set aside \$3.5 million for safety-related activities. That leaves \$39.724 billion to be distributed to the states in 2016, under the allocation formula that lets states control 92 percent of the FAST Act's highway funds, up from \$37.798 billion last year.

The [state-by-state apportionments](#) show how much each can spend in federal funds in seven categories that include the largest – the National Highway Performance Program – and the new category of the National Highway Freight Program.

A related notice spells out the limits on [how much contract authority each state has](#) for this year. The highway program's overall obligation limitation has risen from \$40.256 billion in fiscal 2015 to \$42.361 billion this year.

The FHWA has set up a [FAST Act website](#) that include presentations on its features, along with the funding notices.

U.S. Department of Transportation Launches New Public Awareness Campaign

The "Safe Cars Save Lives" campaign urges consumers to check for open recalls at least twice a year

WASHINGTON – The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today launched a new public awareness campaign called [Safe Cars Save Lives](#) that urges consumers to check for open recalls at least twice a year and to get their vehicles fixed as soon as parts are available. Last year, there were close to [900 recalls affecting 51 million vehicles nationwide](#). Every year, on average, 25 percent of recalled vehicles are left unrepaired.

"Recalls are a serious safety issue that should be promptly addressed," said U.S. Transportation Secretary Anthony Foxx. "An informed consumer is one of our strongest allies in ensuring recalled vehicles are repaired. Do not wait to act if your car is under recall and the parts are available."

The *Safe Cars Save Lives* campaign features online [banner ads](#) illustrating that safety should never take a back seat and that checking for a recall could help save a life. Consumers are urged to get into the habit of checking their vehicle identification number (VIN) twice a year at a minimum using NHTSA's free [VIN look up tool](#). To remember to check, NHTSA suggests timing it with day light savings – every November when setting clocks back and every March when setting clocks forward. If there is an open recall, the safety agency advises owners to contact their local dealer to schedule an appointment and bring their vehicle in for repair as soon as possible.

The recall awareness campaign also includes a [suite of safety videos](#) to help inform consumers on how to check their VINs, how recalls and investigations work, and information on what every car owner should know. Continue [HERE](#)

Funding Opportunities

2015 Diesel Emissions Reduction Act (DERA) Diesel Emissions Reduction Grant Program

Approx. Grant Amount: \$155,000

The DERA program provides public and/or private on-road and off-road diesel fleet owners and operators funding to help reduce diesel emissions within the State of Alabama. Reducing diesel emissions, such as carbon monoxide, hydrocarbons and particulate matter will help improve air quality and human health in Alabama. We would like to partner with fleet owners/managers to retrofit 2006 or older on-road diesel engines and 2009 or older off-road engines with diesel emissions control devices and/or anti-idling systems.

Diesel Emissions Exhaust Control Devices and Anti-Idling Systems Used in Previous Projects:

- Diesel Oxidation Catalysts (DOC)
- Closed Crankcase Ventilation (CCV)
- ZTR Smartstart II (Locomotive Anti-idling System)
- Tri-Pac (Long Haul Truck Anti-idling System)
- Arctic Breeze (Long Haul Truck Anti-idling System)

All devices and systems must be EPA and/or CARB-certified.

Entities awarded funding under this program must secure vendors and contractors through a competitive bidding process required by the U.S. EPA and the State of Alabama.

Interested parties should contact:

Anthony Smiley
Office Number: 334-271-7803
Email: asmiley@adem.state.al.us

Dale Hurst
Office Number: 334-271-7882
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Alabama Department of Environmental Management
1400 Coliseum Boulevard
Montgomery, Alabama 36110-2059

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2016.

This year you will find the TAP application and instructional information for completing the application on the ALDOT web site. The web site address is: http://www.dot.state.al.us/moweb/specialprograms_section.htm. After clicking on this page you will see the TAP Application listed. The types of improvements eligible for TAP funding are listed on page 2 of the instructional information. The deadline date for submittal of FY 2016 TAP applications and support documents is Friday, January 29, 2016 at 5:00 PM.

Some major application requirements of the TAP are as follows:

- Only cities, towns and county commissions can apply for funding ;
- Due to limited funding, there is a cap on the amount of Federal Funds that a sponsor can apply for and that amount is \$400,000.00;
- Due to limited funding, an eligible sponsor can submit only one application for possible funding;
- The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds and the sponsor is responsible for the cost of the required preliminary engineering;
- Public involvement is optional;
- Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population and fifty (50) percent is distributed to any area of the state by ALDOT;
- All TAP projects have to be selected by a competitive application process administered by ALDOT ;
- Landscaping as an independent project is not eligible;
- Transportation museums are not eligible;
- For cities/towns that are located within the six largest MPO's (Birmingham, Huntsville, Montgomery, Mobile, Columbus, GA and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the stated MPO's.

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

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.

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

Quick quiz about driving in the winter

Do you have your winter tires installed? Do you have extra items in your vehicle in case you are stranded in snow? Of course you don't, we are blessed to live in South Alabama. But to see what other people have to go through this time of year, well that is *Just For Fun*...<http://on.wusa9.com/1RTXOHT>

Quiz about driving in the winter

1. **When should you begin preparing for winter?**
 - a) After the first snowfall
 - b) Before the first snowfall
 - c) You don't have to, just keep doing what you're doing
 - d) When the authorities say to do so
2. **After it snows, how much of your vehicle should you clear off?**
 - a) Just enough to see out the front
 - b) Only the windows
 - c) All of it
 - d) None of it. The wind will blow off enough
3. **If the roads are covered in snow and ice and you begin to slide, you should;**
 - a) Do nothing and wait for the vehicle to stop
 - b) Steer where you want to go
 - c) Look and steer where you want to go
 - d) Adjust your speed, look and steer where you want to go
4. **How should you position your vehicle in traffic on snow covered roads?**
 - a) It doesn't really matter
 - b) Beside another vehicle so the driver knows I'm there
 - c) Next to open space
 - d) Slightly ahead of the driver in the next lane so they can see me
5. **What extra items should you keep in your vehicle during the winter season?**
 - a) Bacon
 - b) Snowbrush, shovel and washer fluid
 - c) Snowbrush, shovel, washer fluid, extra warm clothes
 - d) Way too many items to list here
6. **Why should you use winter tires in winter weather?**
 - a) Better grip to slow down
 - b) Better grip to accelerate
 - c) Better grip to steer
 - d) All of the above
7. **You're planning to going out but the weather just got worse, should you...**
 - a) Drive slower but keep going
 - b) Drive with your hazard lights on
 - c) Stay home until the road conditions are better
 - d) Just drive on the main roads behind the snow plow
8. **When should you put on your winter tires?**
 - a) After the first snowfall
 - b) When the temperature drops to 7 degrees Celsius (44 Fahrenheit) or below
 - c) When you find a sale on tires
 - d) During the first snowfall
9. **Where does ice form the most in winter weather?**
 - a) On any road when it's cold
 - b) In your kitchen freezer
 - c) Shaded areas such as bridges and tunnels
 - d) Intersections
10. **Four-wheel drive vehicles give you...**
 - a) Traction to go
 - b) Traction to stop
 - c) No need to install winter tires
 - d) More power to go

Answers are at the bottom of this newsletter...

In the News

Five public meetings planned on Alabama gasoline tax (*Tuesday Jan. 26th 10:00AM at the Mobile Marriott*)



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

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

on December 15, 2015 at 6:01 PM

A legislative committee plans to hold five regional meetings in January about a possible proposal to increase the state gasoline tax to support road construction and maintenance.

Rep. Mac McCutcheon, chairman of the Permanent Joint Transportation Committee, said the committee will meet in Birmingham, Huntsville, Mobile, Montgomery and Tuscaloosa as it considers whether to propose raising the state gasoline tax for the first time in 24 years.

McCutcheon, a Republican from Huntsville, said there's not yet a final draft of a bill. He said the purpose of the meetings is to collect facts and figures about road projects and determine the level of need.

"I want to make sure we're sensitive to needs and we're not just trying to use low fuel prices to get more revenue," McCutcheon said.

The legislative session begins Feb. 2.

Gov. Robert Bentley last week told the Alabama Asphalt Pavement Association that he would support an increase in the gasoline tax.

The state gasoline tax hasn't changed since 1992, when the Legislature raised it by a nickel, to 16 cents a gallon.

"We're operating and trying to build and repair roads on 1992 revenue," McCutcheon said.

Also, improved vehicle fuel efficiency means that drivers pay less per mile than they did two decades ago because the tax is based on volume, not price.

Sen. Gerald Dial, R-Lineville, vice chairman of the Joint Transportation Committee, said that trend is bound to continue.

The Obama administration has issued standards requiring cars and light duty trucks to get the equivalent of 54.5 miles per gallon by model year 2025.

"We eventually have got to do something," Dial said.

There is some support in the business community for raising the gas tax.

Business Council of Alabama President William Canary said the BCA "believes that it is past time for Alabama to address this growing problem with a reasonable long-term solution that puts Alabama's transportation infrastructure back in working order and allows us to invest in our future."

"Specifically, we support a solution to fix our roads and bridges and invest in Alabama's future that includes reforms and is dedicated to road and bridge construction and maintenance," Canary said in a statement.

Tom Layfield, executive director of the Alabama Road Builders Association, said if the gasoline tax had been indexed for inflation in 1992, it would be 11 cents higher today.

"It's coming up on 24 years since the last time we addressed transportation infrastructure funding," Layfield said. Continue [HERE](#)

The Alabama Legislature's Joint Transportation Committee's Southwest Region meeting in Mobile on Tuesday, January 26, 10 a.m. to 12 noon at the Mobile Marriott, 2nd floor ballroom, 3101 Airport Blvd, Mobile, AL 36606

For additional information:

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Administrative Assistant
Community and Governmental Affairs
Mobile Area Chamber of Commerce
PO Box 2187, Mobile, AL 36652-2187
251-431-8621 Fax: 251-431-8646
chunt@mobilechamber.com

The Mobile Area Chamber of Commerce and Coastal Alabama Partnership will host the Alabama Legislature's Joint Transportation Committee's Southwest Region meeting in Mobile on Tuesday, January 26, 10 a.m. to 12 noon at the Mobile Marriott, 2nd floor ballroom, 3101 Airport Blvd, Mobile, AL 36606

Come get an update on the state of Alabama's infrastructure and share your thoughts on the needs for our region with the Joint Transportation Committee members and invited guest ALDOT Director John Cooper.

Nothing is more important to our region as infrastructure, which is directly linked to our safety, economic prosperity, and quality of life. This meeting will provide information and collect input about local needs related to surface transportation.

http://www.al.com/news/index.ssf/2015/12/sen_gerald_dial_says_public_wi.html

Members of the Permanent Joint Transportation Committee
Rep. Mac McCutcheon, Chairperson

Sen. Gerald Dial, Vice Chair
Sen. Phil Williams
Sen. Slade Blackwell
Sen. Trip Pittman
Sen. Jimmy Holley
Sen. Gerald Allen
Sen. Arthur Orr
Rep. Ralph Howard
Rep. Mark Tuggle
Rep. Kerry Rich
Rep. Joe Faust
Rep. Dexter Grimsley
Rep. Allen Farley

California to test taxing drivers by the mile

By [Keith Laine](#) - 01/21/16 03:33 PM EST

Some drivers in California will soon pay taxes based on how many miles they travel, instead of how many gallons of gas they buy, The Associated Press [reports](#).

The plan, known in transportation circles as Vehicle Miles Traveled (VMT), has faced opposition in Washington, where it has been floated as alternative to the 18.4 cents per gallon gas tax that is currently used to pay for infrastructure projects.

California is moving ahead with a pilot program that will involve 5,000 drivers who will volunteer to track their mileage via one of five manual and automated means, according to the report.

State officials have stressed that participants in the mileage fee pilot program will not be forced to install GPS trackers on their cars.

"Participants do not need to purchase or install any new technology to be part of the pilot, and many can use existing technology such as smartphones and their vehicle odometer," the California Department of Transportation says in a frequently asked questions section of its Road Charge [website](#).

"The pilot will give participants several options for reporting mileage, including those which do not require technology in the vehicle or mileage reporting," the website continued.

Transportation advocates in Washington have suggested moving to a mileage-based fee system as receipts from the gas tax have dwindled in recent years, but found little support in Congress.

The normal source for transportation projects is revenue collected by the federal gas tax. The tax has not been increased since 1993, however, and the pace of infrastructure expenses is outpacing it, as cars become more fuel efficient.

The federal government typically spends approximately \$50 billion per year in road and transit spending, but the gas tax only brings in about \$34 billion per year.

The [\\$305 billion](#) transportation bill approved by Congress last year included a package of offsets from other areas of the federal budget that totaled about \$70 billion to close the gap long enough to pay for five years' worth of highway and transit projects. Continue [HERE](#)

Federal Highway Administration Asks Public for Comments on the Future Editions of National Traffic Control Manual

WASHINGTON – The Federal Highway Administration (FHWA) is seeking input from State and local traffic experts nationwide – including traffic engineers, traffic control device technicians, and other stakeholders – to help shape future editions of the “Manual on Uniform Traffic Control Devices for Streets and Highways” (MUTCD). The Manual is the national standard for signs and other tools used to improve mobility and make travel for drivers, pedestrians and bicycle riders as safe and efficient as possible.

In recent years, the transportation community has expressed concerns related to the size and complexity of the MUTCD, which has grown too large to print cost-effectively since its creation 80 years ago. FHWA is laying the groundwork for future MUTCD editions that can reflect the growing number and application of traffic control devices and advances in traffic control technology. FHWA is also seeking input on improving the ability to view content in the 862-page MUTCD and developing a structure to make it easier to use.

In a [Federal Register notice](#) (FRN) published on December 22, 2015, the FHWA asked:

- Should MUTCD content continue to be written with a traffic engineer as the intended audience?
- In future editions, should the FHWA strive to reduce the amount of explanatory language included in the

MUTCD and if so, what types of explanatory language should be removed?

- If explanatory and supplementary information is removed, should it be retained in a separate document?

The MUTCD was incorporated by reference into the Code of Federal Regulations beginning with the publication of the 1971 edition and includes three levels of provisions – “shall,” “should” and “may” – which afford local transportation authorities a high degree of leeway to accommodate differing roadway environments. Ten editions have been published since 1935. The most recent edition of the MUTCD, published in 2009, subsequently incorporated Revisions 1 and 2 and was finalized in 2012. It is available online at http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/pdf_index.htm.

FHWA is accepting online comments through Feb. 18, 2016, through the Federal eRulemaking portal at <http://www.regulations.gov>. The next edition of the MUTCD is tentatively slated to be published in late 2018 and FHWA is preparing to publish a separate Notice of Proposed Amendments on the content for that edition of the MUTCD. Depending on the nature and extent of comments submitted in response to the December 22nd Federal Register Notice, FHWA may incorporate suggestions related to the MUTCD’s audience and structure in the next edition of the manual.

ALDOT Director Breaks Down Mobile River Bridge Project

Updated: Wed, Jan 13 2016, 12:50 PM | Taren D Reed

BALDWIN COUNTY, Ala. (WPML) Alabama Department of Transportation Director John Cooper was in Daphne Wednesday morning, talking about projects that impact local motorists. The director met with Eastern Shore Chamber members.

Finding the money to widen major arteries, two lane highways like U.S. 98 in Mobile and 181 and 31 in Baldwin County were talked about. But the big one was the proposed Mobile River Bridge. Cooper said right now the Wallace Tunnel is the worst bottleneck in the country.

Cooper said the state will pay for engineering and design cost for the bridge project. The Mobile River Bridge has been estimated at \$800 million to one billion dollars.

Cooper said the state is committed to getting the project started, but it's a long way for securing all the money needed and from making any promises on a completion date.

"We have committed that during the governor's term we will bring that project to the point where the engineering is done the only thing needed is to find the money. I believe that can be done when we get to that point," Cooper said. The cost for the engineering and design of the project has been estimated at \$70 million and was awarded to Mobile-based Thompson Engineering back in July.

Follow this link for the City of Mobile Final FY2015-FY2016 Capital Improvement Plan

http://www.cityofmobile.org/2015_cap_imp_projects.php

Transportation Research

Study: States wasting billions on highways

By Keith Laing - 01/19/16 11:07 AM EST

State governments are wasting \$24 billion on highway projects that are unnecessary, according to a new study released Monday by the United States Public Interest Research Group Education Fund.

The study "details how despite America's massive repair and maintenance backlog, and in defiance of America's changing transportation needs, state governments continue to spend billions each year on new and wider highways," according to the group, which typically pushes for more transit investment.

"Many state governments continue to prioritize wasteful highway projects that fail to effectively address congestion while leaving our roads and bridges to crumble," John Olivieri, the national campaign director for 21st Century Transportation at the United States Public Interest Research Group Education Fund, said in a statement.

"This in turn saddles future generations with massive repair and maintenance backlogs that only grow more painful and expensive to fix the longer we wait to do so," he continued.

The finding comes after Congress passed a five-year, \$305 billion highway measure last fall. The measure, known as the Fixing America's Surface Transportation (FAST) Act, calls for spending approximately \$205 billion on highways and \$48 billion on transit projects over the next five years.

The authors of the study said state governments are too focused on using the money to build new highways, however.

"America's long-term travel needs are changing, especially among Millennials, who are driving fewer miles, getting

driver's licenses in fewer numbers, and expressing greater preferences to live in areas where they do not need to use a car often," Tony Dutzik, senior policy analyst at Frontier Group, said in a statement.

"Despite the fact that Millennials are the nation's largest generation, and the unquestioned consumers of tomorrow's transportation system, states are failing to adequately respond to these changing trends," he added.

The study recommended that states "adopt fix-it-first policies that reorient transportation funding away from highway expansion and toward repair of existing roads and bridges." [HERE](#)

Pedestrians and Cyclists: Cities, States, and DOT Are Implementing Actions to Improve Safety

The Government Accountability Office released a new [report](#) highlighting the growing number of traffic fatalities to pedestrians and cyclists. The report interviewed cities and states to learn more about their challenges with this problem and how to solve it.

[See the Future of Transportation](#)

1. b 2. c 3. d 4. c 5. d 6. d 7. c 8. b 9. c 10. d