



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, January 26th, 2018

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There is a **Mobile MPO Policy Committee meeting** on **ASH WEDNESDAY at 2:00PM**. Also the Mobile MPO TCC/CAC will meet on January 31st at 10:00 am, please see *Mobile MPO Updates*.

The White House Infrastructure proposal was leaked and **we have it**; also, *what is the reason for AL SB 99?* We are sure it is a good and logical reason, but it is curious; read it in *Legislative Updates*. Today is the deadline for the 2018 Safe System Innovation Grant; see *Funding Opportunities*. This week's *Just For Fun* has no moon pies, and Alabama Traffic Laws get graded in *the News*. Happy Mardi Gras!

Have a great weekend!

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

MOBILE MPO Meeting 2/14/2018 at 2:00PM

Safety Performance Measures

The Mobile MPO, and the Eastern Shore MPO, will have to adopt Safety Performance Measures by February 27th, 2018. The Alabama Department of Transportation has already developed performance measures for the State of Alabama, and the MPO has the option of supporting the state's Safety Performance Measures or adopting their own. The performance measures are baselines and targets for:

- Number of Fatalities
- Fatality rate (VMT)
- Number of Serious Injuries
- Serious Injury rate (VMT)
- Number of Bicycle/Pedestrian injuries

All of the federally funded transportation projects must work towards the goals set by the MPO, and the State of Alabama. These will be discussed and adopted at the upcoming TCC/CAC and MPO Policy board meetings. Also, project 100060153 (CN) SR-158 Extension from 0.5 Mile East of Glenwood Road to West of Lott Road (SR-217). Grade Drain, Base, Pave has a new cost estimate from \$17,721,177 to \$30,005,229 that requires a MPO resolution. This cost estimate increase is a result of creative shifting of federal funds within ALDOT.

If you cannot attend these meetings, please be sure MPO staff has a proxy for you.

US 45 Feasibility Study

There were six submittals for the US 45 Feasibility Study last month. The Consultant Selection Committee reviewed the six firms RFQ's, and graded them accordingly. The three firms that were shortlisted by the Consultant Selection Committee were, Burk-Kleinpeter, Neel-Schaffer and Volkert. Presentations and interviews were last Friday and the committee selected Volkert to compete the work. The contract will soon be under negotiation and we can begin work soon after; we will keep you posted.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

The Alabama House Convenes: 01/30/2018 1:00 PM; Senate Convenes: 01/30/2018

Alabama Senate Bill 99: *This bill would create the Alabama Federal Fund Exchange Program to provide eligible entities and the Alabama Department of Transportation with greater flexibility in funding transportation projects.*

A BILL
TO BE ENTITLED
AN ACT

To establish the Alabama Federal Fund Exchange Program; to provide authority for the Alabama Department of Transportation or political or governmental subdivision or public corporation to enter into agreements with a political or governmental subdivision or public corporation to exchange federal transportation funds; to allow the Alabama Department of Transportation to set an appropriate exchange rate; to require a political or governmental subdivision or public corporation to submit required documentation for the exchange program; and to require the Alabama Department of Transportation to report annually to the Joint Transportation Committee on any agreements entered into during the previous fiscal year.

BE IT ENACTED BY THE LEGISLATURE OF ALABAMA:

Section 1. This act shall be cited as the Alabama Federal Fund Exchange Program.

Section 2. The Alabama Department of Transportation, on behalf of the state, and any political or governmental subdivision or public corporation of this state shall have the authority to enter into agreements with each other whereby an entity may purchase from another entity the federal transportation funds made available to such entity. Such funds may be purchased at an appropriate discount rate determined by the department to be in its best interest. Such agreements shall provide that the funds obtained from such sale by the political or governmental subdivision or public corporation be expended for the cost of construction, reconstruction, maintenance, and repair of public highways, streets, roads, or bridges and facilities, appurtenances, and structures deemed necessary in connection therewith.

Section 3. All entities which sell federal transportation funds shall provide proof to the department that the proceeds of the sale were expended for the described purposes. The manner in which the proof shall be provided and the time at which proof shall be made shall be at the discretion of the department and shall be set forth in the agreement.

Section 4. An eligible entity that participates in the program shall comply with applicable public purchasing laws and competitive bidding requirements with respect to projects funded through the program.

Section 5. Except as otherwise prohibited by Federal law, all contracts funded with revenue or bond proceeds which are authorized pursuant to this act shall be performed by a workforce which consists of only legal residents of the State of Alabama.

Section 6. Not later than November 1 of each year, the department shall submit a report on the program to the Joint Transportation Committee. A report submitted under this section must include:

- (a) a summary of the exchange agreements entered into during the State's previous fiscal year; and
- (b) a status report on the implementation of projects funded through the program.

Section 7. This act shall become effective on the first day of the third month following its passage and approval by the Governor, or its otherwise becoming law.

White House Infrastructure Proposal

A document was leaked Wednesday [HERE](#) that contains an outline of what might be contained in a long-promised White House infrastructure proposal. Heavy caveats are required, as we do not know who prepared this document, who leaked it, or whether it reflects the administration's thinking. When asked about the document, a White House spokesperson declined to comment on a leaked source. She did not, however, indicate the document was fabricated.

The document contains two major sections: "Funding Principles" and "Principles for Infrastructure Improvements." The document does not contain principles as much as a set of policy ideas and proposed regulatory changes, with varying degrees of detail. The draft outline leaves much to be answered. There is no proposed funding amount, just percentages of the total that would be committed to the proposed programs. Since no funding level is proposed, nothing indicates how the bill would ultimately be paid for.

The changes proposed appear to be separate from the current transportation authorization, which relies mostly on fuel tax revenues to fund projects primarily through discretionary, formula-based programs. The program outlined in the leaked document would do a little of that (for dollars to rural areas), but primarily relies upon grant awards through a competitive process controlled by federal agencies.

Shutdown Ends

After a weekend shutdown, Congress came to an agreement Monday to reopen the government. Senate Republicans and Senate Democrats ironed out an agreement to get Deferred Action for Childhood Arrivals (DACA) legislation to the Senate floor before the new short-term continuing resolution expires on February 8, the fourth continuing resolution to fund the federal government this fiscal year. The bill includes a six-year extension of the Children's Health Insurance Program (CHIP), but does not include disaster relief funds for Puerto Rico, raising the caps for defense and non-defense discretionary programs, nor permanent protections for DREAMers in the DACA program.

Funding Opportunities

The Road to Zero Coalition's 2018 Safe System Innovation Grant

The deadline to submit is Jan 26, 2018. Target applicants are locals who will implement the activities and treatments in the list of Proven Safety Countermeasures.

[Click here](#) 2018 grants applications

[The Road to Zero Grant Program:](#)

The focus of the Road to Zero Grant Program is to support the implementation of innovative evidence-based highway safety countermeasures.

- Proposals shall cite the evidence of effectiveness of the selected countermeasure and describe the innovative implementation approach.
- Proposed projects that link behavioral, roadway and/or vehicle elements will be given special consideration (e.g., incorporating roadway or vehicle strategies to change safety behaviors).
- Proposed projects shall have measurable objectives and generalizable results. Projects shall demonstrate innovative approaches that could be replicated in other locations.
- There is no limit on the number of grant proposals an organization can submit.
- Proposals from past awarded Road to Zero grants are eligible acceptable but they must include new elements to be considered. For example, an additional innovation to the project is eligible but a continuation of the past project is not eligible to be considered for funding.
- **Eligibility**
 - Applicants must be a [Road to Zero Coalition Member](#). (There is no charge for membership.)
 - Applicant must be a non-profit organization such as a 501(c)(3), 501(c)(4) or 501(c)(6).
 - State, local and municipal Governments Governors' safety offices, state and local departments of transportation, universities, law enforcement, public health, etc. are eligible to apply.
 - Proposed programs must operate within the United States.

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.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with [Grants.gov](#) during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

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](#).

To stay up to date on all of the many grants that are available click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

IT'S THAT TIME OF YEAR AGAIN

Since the Dauphin Island parade kicked off this Mardi Gras season, and tonight is the first parade in Mobile, *Just for Fun* let's look at how other countries around the globe do Mardi Gras. I don't see a single moon pie...



While most cities celebrate Carnival for a few weeks, Cologne, Germany, begins on Nov. 11, and keeps partying all the way to Fat Tuesday



Venice, Italy's Carnival is best known for elaborate costumes, masks and balls



Rio de Janeiro, famous for skimpy costumes and glittery parades, holds the world's biggest Carnival party



In Canada, Quebec City's winter Carnival includes ice and snow sculptures, dog sled races and a snow bath with celebrants partying outdoors in bathing suits.



Nice, France, claims to have the world's oldest Carnival, dating to 1294. It builds its 15-day festival around flowers



The Portuguese brought Carnival to Goa, India, and over the centuries the coastal resort city has put its own spin on the holiday

In the News

Alabama's traffic laws good, but need improvement, group says

Updated Jan 22; Posted Jan 22



Homeward bound commuter traffic heads west on Interstate 565 west of Huntsville on Friday, Nov. 3, 2017. Traffic is similar heading eastbound in the mornings on this stretch where the interstate is only two lanes wide, but the road will have to wait for widening until two big jobs get done first. (Lee Roop/Iroop@al.com)

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By [William Thornton](#)
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A traffic safety advocacy group says Alabama has some significant traffic safety laws on the books, but needs more to curb a rising tide of highway fatalities happening nationwide.

Advocates for Highway and Auto Safety released its 58-page [2018 Roadmap of State Highway Safety Laws](#), ranking all 50 states and the District of Columbia. Alabama was one of 31 states receiving a "yellow" rating, indicating that improvement is needed because of gaps in the advocacy group's recommended optimal laws.

Only six states and the District of Columbia received "green" ratings, meaning their laws had significant effects on traffic safety. 13 states got the "red" rating, meaning they are dangerously behind.

Catherine Chase, the group's president, said stronger laws are needed to safeguard teen drivers and reduce the deadly consequences of alcohol impairment and distraction.

"It is time for state elected officials to take leadership roles in pushing enactment of laws that protect every occupant on every ride in every seating position," she said.

Alabama has about half of the 16 laws the group is pushing for nationally. The state's rating is based on its passage last year of an upgrade to its graduated driver's license laws, which include restrictions on the number of passengers allowed in the vehicle with 16 and 17-year-olds.

According to the group, Alabama needs laws mandating rear facing booster seats through the age of two, a minimum age of 16 on its learner's permit, stronger supervised driving requirements and nighttime restrictions on younger drivers, and restrictions on using cellphones until 18 while driving.

The Advocates say the laws they seek nationally address distracted and impaired driving, teen driving, seat belts, motorcycle helmets and child safety seats.

According to the report, Alabama has seen more than 9,000 people die over the last decade due to motor vehicle crashes, resulting in an annual economic cost to the state of \$4.4 billion. In putting together its report, the Advocates relied on national traffic safety statistics, advocacy groups and academic sources. According to ALEA, troopers investigated 598 traffic deaths in 2017, [73 fewer than 2016's 671 traffic deaths](#).

Nationally, highway fatalities went up 8.4 percent in 2015 and another 5.6 percent in 2016

The City of Mobile starts a Wayfinding, Signage and Streetscape Design Initiative

The City of Mobile is inviting qualified consultants to submit a statement of qualifications (SOQ) in response to this RFQ for a wayfinding signage program and streetscape design standards and/or guide.

2.0 BACKGROUND

It has been nearly two decades since the last wayfinding program (focused solely in the downtown area) was implemented. Recently, the goal of creating a city-wide integrated system of wayfinding style guide and streetscape design standards plan has become a top priority, as there are a number of transformational projects underway. These include:

- Three Mile Creek Greenway Trail
An effort to create a 12-mile, multi-modal pathway connecting Langan Park in West Mobile to Downtown Mobile.
- One Mobile Project (TIGER grant)

With a \$14.5M TIGER grant (total project investment of \$21M), the City will reconstruct Broad and Beauregard Streets in downtown Mobile to maximize mobility for all users and encourage revitalization of the corridor.

- Water Street Complete Streets Project

This project focuses on creating a multi-modal corridor along Water Street by removing of two lanes of traffic, adding of bike lanes, and upgrading crosswalks and traffic signals.

- Government Street Traffic Signalization Project

Updated signalization between Broad Street and Water Street will improve traffic flow along the corridor.

Continue [HERE](#)

Statewide regulations for Uber, Lyft approved by Senate

Updated Jan 25, 5:41 PM; Posted Jan 25, 4:36 PM



Gov. Kay Ivey speaks at a rally in support of statewide regulations for transportation network companies on Jan. 11. (Mike Cason/mcason@al.com)

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By [Mike Cason](#)

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A bill to set up a statewide regulation framework for Uber, Lyft and similar transportation network companies passed the Alabama Senate today.

Uber and Lyft have advocated for the bill, sponsored by Sen. Bobby Singleton, D-Greensboro. It has bipartisan support, including [an endorsement by Gov. Kay Ivey](#) and passed the Senate by a vote of 28-0.

Alabama is one of only six states with no statewide regulations for ride-sharing companies, advocates for the bill say. Fifteen Alabama cities license and regulate ride-sharing companies. But uniform regulations are needed to expand the availability across the state, supporters of the bill said.

"Those that want to have ride-share can have ride-share in the state of Alabama, with a unified law that will allow all municipalities to play on a level playing field," Singleton said.

The statewide regulations would replace the city regulations. Cities could not charge the companies a tax or license fee. Municipalities could choose not to allow transportation network companies to originate rides within their city limits.

Under Singleton's bill, transportation network companies would have to obtain a permit from the Public Service Commission. They would collect a 1 percent fee on each fare that would go to the PSC. The PSC could keep up to 50 percent of that money to cover the cost of regulation and would distribute the rest back to cities and counties based on where rides originate. [HERE](#)

Committee recommends extending sales tax hike, discusses property tax increase

Posted by [Dale Liesch](#) | Jan 23, 2018 | [Bay Briefs, News](#) | [2](#) |

A Mobile City Council committee voted to recommend extending for five years the sales tax increase funding the city's capital improvement program.

The ad-hoc committee chaired by Councilman C.J. Small and including Councilman John Williams and Councilman Joel Daves voted unanimously to recommend the additional one-cent sales tax be extended until Sept. 30, 2023. Other councilors in attendance at the meeting on Tuesday were supportive of the move as well.

The five-year extension would help the administration plan for projects in the future, Executive Director of Planning and Urban Development Dianne Irby said. Although whether the tax was extended for three years or five years wouldn't make too much of a difference.

"You're going to have a rolling plan anyway," Irby said. "It's helpful if you know you have money available for grants."

Executive Director of Finance Paul Wesch told councilors he expects sales tax revenues to remain flat for the next few years. He added that there would be pressures on those revenues, though, from both natural and unnatural forces.

"The future is a little bit uncertain," Wesch said. "We'll do our best to ensure tax revenues are not eroding. I anticipate we would be able to hold our own over the next couple years."

One concern is the impact online sales could have on revenue. At Tuesday's council meeting, Wesch used Tuscaloosa as an example, saying the college town has experienced revenue loss due to internet activity, forcing cuts to every department budget by 5 percent.

"We can expect that unless we make sure unnatural erosion doesn't take place," Wesch said of the effects of online sales. "We have not seen any erosion from last year to this year."

There is growth in Mobile, Wesch said. Job growth and other activity is filling some holes left by lost sales tax revenue, he said.

With an eye to the future and with concerns over the availability of sales tax revenue, councilors discussed bringing back an ad-hoc committee on taxation to review the possibility of other forms of revenue. Previously, an ad-hoc committee chaired by Councilwoman Bess Rich came up with a proposal for a hybrid, which used a decrease in sales tax, an increase in property tax and usage fees to make up

revenue shortfalls.

Mike Johnson, a member of that committee, told councilors the concept is still good. As an example of declining sales tax revenues, Johnson said the city collected \$142 million in sales tax revenue in 2006. Ten years later, the city only collected \$1 million more total, without the benefit of the additional penny.

“The sales volume didn’t increase over 10 years,” Johnson said.

In comparison, property tax revenue went up 50 percent during the same period, he said. Wesch also brought up the possibility of use fees for local residents and businesses.

An increase in property tax would be a hard sell to residents for typical CIP funding, like ditch closures and street repavement, “as opposed to large infrastructure projects.”

In order to use an increase in property tax to fund capital projects, the city would have to get the state Legislature to approve it. It would then go to a referendum.

Wesch told councilors to consider service fees. Fifty years ago the city used service fees instead of sales tax as its main form of revenue, Wesch said. A few years back, Wesch said, the council passed a fee ordinance to pay for drainage repairs. The council never actually enforced the fees, though, and the state has capped fees to make it harder for the city to use them.

Wesch added that Mobile is the only city beside Mountain Brook and Alabaster that doesn’t charge a garbage fee, he said.

Transportation Research

PM3 Analysis Tools and Enhanced NPMRDS Datasets

INRIX and the University of Maryland Center for Advanced Transportation Technology (UMD CATT) Laboratory have created tools and additional datasets to simplify PM3 target-setting, tracking, and reporting. The three available options provide a range of functions for analyzing the NPMRDS dataset and include access to a peer network user group. An informational webinar will be held February 14

February 14, 1:00 – 2:30 PM ET

Every state DOT and MPO has several new responsibilities with the May 2017 federal rule regarding congestion and freight system performance reporting requirements (PM3). FHWA has made the NPMRDS travel time dataset – created and delivered by the INRIX/UMD CATT Laboratory team – available to DOTs and MPOs at no cost. Still, there is much to do to translate this dataset to meet the PM3 reporting requirements. INRIX and the UMD CATT Laboratory have extended their partnership beyond generating NPMRDS datasets to offering tools and additional datasets that simplify PM3 target-setting, tracking, and reporting.

2018 USDOT Webinar Series: What’s New in Intelligent Transportation Systems (ITS) Deployment

February 20, 1:00 – 2:00 PM ET

March 6, 1:00 – 2:00 PM ET

March 27, 1:00 – 2:00 PM ET

USDOT ITS Joint Program Office will host a new three-part webinar series highlighting the latest trends and developments in ITS deployment. To measure the deployment of ITS technology nationally, the USDOT’s ITS Deployment Tracking Project surveys transportation agencies in the largest U.S. cities on a regular basis. The ITS Knowledge Resources Portal summarizes the benefits, costs, deployment levels, and lessons learned for ITS deployment and operations from over 20 years of ITS evaluation studies, research syntheses, handbooks, journal articles, and conference papers tracking the effectiveness of deployed ITS. The webinar series will provide an overview of these resources to support informed decision making on ITS investments, highlight recent additions to the survey, and solicit feedback from participants on how best to redesign the portal to improve its usability and value.

BTS Releases Pocket Guide to Transportation Mobile App

The Bureau of Transportation Statistics (BTS) has released a new dynamic mobile app for the [Pocket Guide to Transportation 2018](#) – a quick reference guide to transportation statistics. This popular guide provides the latest transportation statistics at your fingertips in mobile app and printed formats. It covers data on major trends, moving people and goods, system use and performance, the economy, safety, infrastructure, and the environment. [Download](#) the app now to access all the features of the classic Pocket Guide plus enhanced navigation, sharable graphics to social media and email, and dynamic data updates to highlight the most recent up-to-date statistics. The app is available on the App Store and on Google Play (keyword: BTS Pocket Guide). To access the *Pocket Guide*, go to [BTS Pocket Guide to Transportation](#) or text USDOT BTSPG to 468311. This publication can also be obtained by [ordering online](#), by contacting BTS by phone at 202-366-DATA or by e-mail at answers@dot.gov

For inquiries other than placing orders contact Dave Smallen: david.smallen@dot.gov or 202-366-5568.

FTA Joint Procurement Clearinghouse

This [new tool](#) will enable FTA grant recipients to communicate about procurement needs and solicit partners interested in pooling resources for a joint purchase. USDOT was directed to create this forum under the FAST Act to allow public transit operators to engage in joint procurements for rolling stock (including buses, railcars, and ferries) to achieve economies of scale. FTA produced training materials, which can be found on the JPC webpage, to help users navigate the tool.

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a “base year” and comparing the outputs to observed data. In this [FHWA project](#), two model versions for each of two metropolitan areas were run twice each: 1) the more recent version for its base year and a backcast scenario (for the base year of the earlier model version), and 2) the earlier version for its base year and a forecast scenario (for the base year of the later model version). This research was intended to produce useful data on which model components are most stable over time and their sensitivities to the factors affecting travel demand that vary over time. The report includes lessons learned and

recommendations for planning agencies.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
 - Download from Apple Store or Google Play
 - Collect information at your pace
 - Gathers ADA Compliance inventory and condition information
 - Location is automatically collected in GIS
-

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.