



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, January 27th, 2017

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There is a Technical Coordinating and a Citizens Advisory Committee (TCC/CAC) meeting scheduled on February 22<sup>nd</sup> at 10:00 AM and the Mobile MPO will meet on March 15<sup>th</sup> in the SARPC Board Room, a Bicycle Pedestrian Advisory Committee (BPAC) meeting on February 15<sup>th</sup>, and talk of performance measures and Congestion Management, (please see *Mobile MPO Updates*). The I-10 Mobile River Bridge has two blows this week, see *In the News*. *Just For Fun* this week will make you think about toilets, and roundabouts.

**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](http://www.mobilempo.org)  check us out on FACEBOOK

## Mobile MPO Updates

### 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. We sent notifications this week to each MPO member. Please call Kevin if there are any questions.

### TCC/CAC Meeting 2/22/2017; MPO Meeting 3/15/17

There will be a TCC/CAC Meeting on February 22<sup>nd</sup> in the SARPC Board Room. We have several items to discuss including the Congestion Management Process (CMP) and it's 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 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

### 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 9<sup>th</sup> 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.

In terms of system performance, HERE Data was data that was made available to use through ALDOT. It is collected from cell phones,

on board GPS, and blue tooth devices. It provides us with the travel time (in seconds) for every 5 minutes of a day, for every day, for a year. It is a tremendous amount of data. Since we know the distance of the TMC (a section of road), and the amount of seconds it took to travel that link, we can derive a travel speed. This is extremely useful because previously, our Congestion Management Process required us to use GPS to collect the data. Below are the average PM Peak period travel speed for the majority of our arterials and interstates for the 2011 data that we collected using GPS, and the HERE data for 2015.



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

### **Senate Democrats Infrastructure Plan**

Senate Democrats released a Blueprint to Rebuild America's Infrastructure on Tuesday, pledging a trillion dollars over the next ten years to repair, modernize, and build infrastructure from ports to schools. Infrastructure spending as a percentage of GDP is lower than it has been in the past twenty years, and the Democrats proposal highlights areas where infrastructure spending is most needed. The blueprint targets sixteen discreet areas of investment and outlines potential options for spending. These investments include \$100 billion towards reconstructing roads and bridges, a \$10 billion TIGER Grant expansion, \$25 billion for community resilience projects, \$110 billion for water and sewer rehabilitation, and \$130 billion to repair and expand transit systems. The Democrats expect this federal investment to generate 15 million new jobs in industries like construction and manufacturing. To pay for these investments, Democrats suggest closing tax loopholes or relying on the generation of revenue through job creation, but ultimately left the question of how to fund their proposal to the administration.

### **News From House Speaker Paul Ryan**

House Speaker Paul Ryan (RWI) has invited President Trump to address a joint session of Congress on February 28. This speech traditionally takes the place of a State of the Union address during an inaugural year and gives the president a chance to outline his priorities to Congress. White House Press Secretary Sean Spicer has said that President Trump has accepted the invitation. Speaker Ryan also discussed President Trump's plan to introduce an infrastructure proposal in the first 200 days. Ryan indicated that the size of the package has yet to be determined and will depend on the fiscal space that is created in the spring budget. It is noteworthy that the speaker's outline for his legislative agenda does not include infrastructure in the timeline for the first 200 days.

### **Chao's Clear Path to Confirmation**

The Senate Commerce, Science, and Transportation Committee voted unanimously on Tuesday to send Transportation Secretary-designate Elaine Chao's nomination to the floor for a full Senate vote. Chao was approved by voice vote in committee and her confirmation vote is currently slated for Tuesday, January 31 at 12:20 PM ET.

## Executive Order to Expedite High Priority Infrastructure Projects

President Trump issued an executive order on Tuesday to expedite delivery of high priority infrastructure projects. The order references agency processes and procedures that “routinely and excessively” delay projects that address the U.S. electric grid and telecommunication systems, as well as upgrades and repairs to port facilities, airports, pipelines, bridges, and highways. Projects can be designated as high priority at the request of a governor or head of an executive department or agency and review and approval by the White House Council on Environmental Quality (CEQ). Any project designated as “high priority” in this manner requires coordination between CEQ and the head of the relevant agency “to establish, in a manner consistent with law, expedited procedures and deadlines for completion of environmental reviews and approvals for such projects.”

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## High Priority Infrastructure List

A list was flying around Washington recently that purports to indicate the priority projects for the new administration. The list includes 50 projects totaling \$137.5 billion as public/private partnerships and is based on a list compiled by the National Governors Association. We are providing a link to the list as reference, but it appears this does not come from the transition team.

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## Beyond Traffic 2045 National Freight Strategy Framework

This USDOT document reflects on the progress made to address freight challenges and provides thoughts on the future of freight and the role of the government with regard to freight policy. The Freight Strategy Framework includes lessons learned and synthesizes input from engaged citizens, business leaders, practitioners, operators, and planners, among others, as to what works, what does not work, and what future we should collectively work to achieve for the future freight economy.

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[50 YEARS OF US TRANSPORTATION CHECK IT OUT!](#)

# Funding Opportunities

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## 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

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## Public Works and Economic Adjustment Assistance Programs

Deadline: Rolling

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

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## Industrial Access Road and Bridge

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

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

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## Just For Fun

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*Down the drain...*



You know that old story about how northern hemisphere toilets flush counter-clockwise, and southern hemisphere toilets (and buckets, drains, and such) flush clockwise, due to the Coriolis effect? It's bogus! Today I [learned](#) that while the Coriolis effect is significant for hurricanes, it's not strong enough to make toilets flush in different directions at different points on the Earth. The real cause of "backwards"-flushing toilets is just that the water jets point in the opposite direction. *Mind blown, or is it?*

So being transportation people, we asked ourselves if the Coriolis effect is not strong enough for toilets, but strong enough for hurricanes, what about roundabouts? Sure enough, the Coriolis effect applies to traffic patterns in the southern hemisphere, toilets are not the only thing that swirls in the opposite direction in Australia, the roundabouts do to. *JUST FOR FUN*, which one is US and which one is Australia?



## In the News

### Alabama left off list of infrastructure projects submitted to Trump

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Email the author | Follow on Twitter

on January 25, 2017 at 1:12 PM, updated January 25, 2017 at 4:07 PM

No Alabama infrastructure project was included on a list of 50 priority projects nationwide that were submitted to President Donald Trump's transition team.

The list, which was first released by McClatchy's Kansas City Star and The News Tribune, is being described as "preliminary" compilation of projects that were provided to the National Governor's Association at the request of the Trump transition team.

A spokeswoman for Alabama Gov. Robert Bentley said that a list of Alabama priority projects was submitted to the NGA, which is serving as a liaison between the governor's offices around the country and the White House.

But, according to Yasamie August, there was "mixed communications" between Bentley's office and the NGA which led to an omission of any Alabama project.

"Yes, we did submit projects," said August. "There was mixed communication along the way and they reached out to us and they are backtracking with us. (The NGA) is working through the process and are seeing where the miscommunication occurred."

A NGA spokesperson did not immediately respond for a request for comment. The organization was asked by the transition team about two months ago to compile a list of "shovel ready" projects that the Trump team could reference.

Tony Harris, a spokesman with the Alabama Department of Transportation, said his office submitted the priority list to Bentley's office, but that it was up to the governor's office to "take it from there."

The Bentley priority list submitted to AL.com names the \$850 million Interstate 10 Mobile River Bridge project as the state's top priority. The Birmingham area's Northern Beltline project is included, which is a 52-mile bypass that carries a \$5.2 billion price tag.

The other two recommended highway projects submitted by Bentley's office were located in Tuscaloosa and Montgomery counties.

To read the governor's letter listing the state's top infrastructure priorities, click here: [Alabamas Infrastructure Projects FINAL.pdf](#)  
Also included on the list were wastewater and drinking water projects in Uniontown, Hayneville, Triana, Bayou La Batre, Marion and Childersburg.

Bentley's office is also pushing the Trump transition team to consider increased focus and funding for advance broadband services and to provide enhanced Internet connectivity to rural and underserved communities.

"This is still very preliminary," said Todd Stacy, a spokesman for U.S. Rep. Martha Roby, R-Montgomery. "Any funding for a major infrastructure construction initiative would need to be approved by Congress. There are many Alabama infrastructure projects worthy of consideration."

Torrie Matous, spokeswoman for Republican U.S. Sen. Richard Shelby, said that her office has already reached out to the Trump administration to "reiterate the senator's interest in working with them on infrastructure investments in our state."

But the absence of any Alabama road projects on the national priority list released by McClatchy alarmed coastal Alabama officials who have been in contact with the U.S. Department of Transportation to promote the I-10 Mobile River Bridge project.

Among them is U.S. Rep. Bradley Byrne, R-Fairhope, who has been championing the I-10 Bridge and Bayway expansion project for several years. The project calls for a new six-lane bridge with 215-feet of air draft clearance across the Mobile River along with a widening of I-10 from four to eight lanes in Mobile and Baldwin counties.

"As soon as we heard about the situation, my office reached out to the new staff at the federal Department of Transportation to emphasize the need for the I-10 Bridge," Byrne said in a statement, adding that he got a quick response from the Trump Administration about the omission. "We have been reassured they are aware of the project and that the project list is not final or comprehensive. I believe our efforts have succeeded in assuring the I-10 Bridge will be on the list." Continue [HERE](#) and [HERE](#)

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## 1 of the worst traffic bottlenecks on US highways is in Alabama

Leada Gore  
[lgore@al.com](mailto:lgore@al.com)

There are plenty of traffic hot spots in Alabama. There's one, however, that's among the worst in the country.

The American Transportation Research Institute, a trucking industry group, used GPS data to determine the 100 worst bottlenecks in the country.

Overall, the states with the most traffic tie-ups were Texas (14 bottlenecks on the list) and Washington state (9). California, Connecticut and Georgia all had seven trouble spots.

Coming in at number 79 on the list was the I-65 and I-20 intersection in Birmingham. Research showed substantial dips in traveling speeds at the intersection during rush hours: 7 a.m.-8 a.m. and 5 p.m.-6 p.m. In non-peak hours, the average speed in the area was 54 mph; that dropped to 47 mph during heavy traffic periods.

That's not good, of course, but nowhere near as bad as the worst bottleneck in the country - Atlanta's I-285 at the I-85 junction. During non-peak hours, the average speed for drivers was 44 mph; dropping to about 31 mph from 8 a.m.-9 a.m. and then all the way down to a little more than 15 mph from 5 p.m.-6 p.m. [HERE](#)

*(as a side note: The Wallace Tunnel is not on this list. SARPC staff is challenging the methodology, once again, of this ATRI Bottleneck report. When a GPS unit goes into the Wallace Tunnel, it loses its signal. Because of that there is inclusive data for the Wallace Tunnels, and they exclude it from their data, and cannot be in the report. We are using ATRI methodology and conducting our own bottleneck score to send to ATRI in protest. If anyone wants a copy of this, just let Kevin know.)*

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## Mott MacDonald To Lead The One Mobile Project

The City of Mobile has selected Mott MacDonald to lead the One Mobile project funded by our TIGER Grant award. They were chosen due to their experience in large transportation construction and vast knowledge of TIGER Grant administration. Mott MacDonald's expertise will ensure we successfully implement a crucial project that will draw people to the heart of our community. Once completed, we will provide safe, pedestrian and bicycle-friendly access, beautify the landscape and stimulate economic activity throughout the [City of Mobile](#).



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## Elon Musk: 'Without tunnels, we will all be in traffic hell forever'

DMs with Elon  
by Jordan Golson@jlgolson Jan 25, 2017, 5:32pm EST

Elon Musk thinks being stuck in traffic is "soul-destroying" — but, [he has a solution](#): tunnels. Musk has been tweeting about tunnels for a month now, and even said he's going to build a tunnel boring machine and [start digging](#). In developed cities, we can't widen

roadways, and elevated highways are ugly. So, we dig.

"Without tunnels, we will all be in traffic hell forever," Musk told *The Verge* via Twitter DM today. "I really do think tunnels are the key to solving urban gridlock. Being stuck in traffic is soul-destroying. Self-driving cars will actually make it worse by making vehicle travel more affordable."

No word on if "[The Boring Company](#)" is a real thing (or part of SpaceX or Tesla) or not — we've asked Musk for some additional details — but we know he dreams big and it wouldn't be wise to count him out. Musk tweeted yesterday that he was going to start digging in "a month or so," starting across from his desk at SpaceX in Los Angeles. Somehow I suspect Musk's tunnel boring won't be boring.

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## Iconic Sequoia 'Tunnel Tree' Brought Down By California Storm

January 9, 2017 8:13 AM ET  
CAMILA DOMONOSKE



A powerful winter storm in California has brought down an ancient tree, carved into a living tunnel more than a century ago.

The "Pioneer Cabin Tree," a sequoia in Calaveras Big Trees State Park, saw horses and cars pass through it over the years. More recently, only hikers were allowed to walk through the massive tree.

Over the weekend, a powerful winter storm slammed into California and Nevada, prompting flooding and mudslides in some regions. The Associated Press reports it might be the biggest storm to hit the region in more than a decade.

On Sunday, a volunteer at the state park reported that Pioneer Cabin had not survived.

"The storm was just too much for it," the Calaveras Big Tree Association wrote on Facebook.

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## A bus that straddled traffic was supposed to solve this Chinese city's traffic woes. What could go wrong?

The contraption straddles half of a four-lane road. Arctic blue and nearly a quarter the length of a football field, the bus-train hybrid looks like a prop built for a "Transformers" sequel. A passenger compartment hovers above the asphalt, designed so cars can zip beneath as riders glide above the gridlock. The Transit Elevated Bus landed in this northern coastal city last summer, delivering new fame to a place hitherto known primarily for its annual holiday gathering of Communist Party leaders.

By early December, a brown film had settled on the bus' windshield — until the carwash guys showed up with a platform ladder to scrub the 16-wheeler back to its former glory. Residents don't know why the motionless vehicle still occupies one side of the street. The security guards hired to watch the bus rarely leave their heated hut. City officials can't reach the company, TEB Technology. The doors to its Beijing headquarters are locked, although three disgruntled employees linger in hopes of getting paid.



A Transit Elevated Bus in Qinhuangdao, China, in December 2016. (Jessica Meyers / For The Times)

A project intended as a revolutionary solution to China's traffic-choked cities now faces missing executives and allegations of financial wrongdoing. The town hates it. But was it a swindle or simply the recklessness of the Chinese business landscape, where projects start in a snap and then just as quickly evaporate? "Useless," said Kong Lingchuan, 36, as he stocked shelves at his crammed grocery store across the street. "It would be better if someone just removed it."

The idea of a road-straddling bus dates back nearly half a century to an architect in New York who daydreamed during his daily commute on the Staten Island Ferry. The ride was leisurely, pleasant even, as he wandered the decks.

"I thought, 'Wouldn't it be great if this was the way travel was on land?'" said Craig Hodgetts, now a principal at Hodgetts + Fung

Design and Architecture in Culver City.

That led to the Landliner, a futuristic concept he and a friend created in 1969. New York Magazine put the design on its February front cover with the headline, "This Machine Swallows Buses While Going 60 mph. And Could Make The City Livable."

Neither could pursue the project, which transportation agencies ignored. Now building this kind of model is "a piece of cake," he said. "Sometimes it takes a force from outside to do it." Continue [HERE](#)

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The [Mardi Gras Eco-Team Volunteer Registration](#) is now live! The Mardi Gras Eco-Team is in its 4<sup>th</sup> 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

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### **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.

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### **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](http://www.transportation.gov/beyondtraffic).

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### **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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## 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

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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.