



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 15, 2016

Volume 18, Number 16

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET JULY 29th, 2016
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed

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

Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

Tom Piper
Senior Transportation Planner
tpiper@sarpc.org

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

South Alabama Regional Planning Commission
110 Beauregard St

The Mobile MPO met this week and today is the deadline for FTA 5310 applications (*see Mobile MPO Updates*). MPO's may be developing Joint Regional Plans, (*see Legislative Updates*). The new [Panama Canal is now open](#). Already, the shipping giants Maersk and MSC have announced a service to Mobile, Alabama, beginning early next month in anticipation of the opening. Other companies are likely to follow suit (*see In The News*). Also, you can now legally bike through the Bankhead Tunnel on Saturdays 5-7 (*please see In The News*). The zombie apocalypse is here in the form of a pokemon (*see Just for Fun*).

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

MPO Policy Board Met This Week.

There was a MPO Policy Board this week. Items on the agenda included a review the 2017 Unified Planning Work Program (UPWP), as it has been slightly modified to include the purchase of Inrix data to get a sample of truck Origin- Destination data. Also, we reviewed the 2016-2019 Transportation Improvement Program (TIP) and approved several amendments:

TAP FUNDS

- City of Satsuma; Sidewalk Improvements on Ryals Street, S. Vaughn Drive, Granada Avenue, Harrison Drive, Thomas Road and Powers Road; FY 2016; \$399,080 (Fed)
- Mobile County; ADA Compliance Tap Project; FY 2016; \$200,000 (Fed)
- City of Mobile; Sidewalks Along Bit and Spur from Old Shell Rd to University Blvd. FY 2016; \$159,574 (Fed)
- The City of Mobile; Old Shell Rd Sidewalk Improvements from Union Ave to Hyland Avenue; FY 2016, \$192,078 (Fed)

FTA 5310 FUNDS

- Independent Living Center; FY 2017; \$32,000 (fed) for capital
- Independent Living Center; FY 2017; \$40,950 (fed) for operating
- City of Satsuma; FY 2017; \$21,397 (fed) for operating
- Mobile ARC; FY 2017; \$47,695 (fed) for operating

INTERSTATE MAINTENANCE FUNDS

- I-65 NORTHBOUND/SOUTHBOUND BRIDGES (BIN #13807) OVER COTTAGE HILL ROAD MP 2.496 TO MP 2.728 PARTIAL BRIDGE DECK REPAIR/REPLACEMENT; FY 2016; \$1,700,828(total)

HSIP FUNDS

- DELETE Projects: CN, UT and ROW for Interchange Modification on SR-17 (US-45) at SR-158 Ramps To Install Roundabout Design; FY 2017

FTA 5310 FUNDING

The Mobile MPO is the Designated Recipient of the FTA 5310 Urban Area funding. Available this fiscal year was \$110,042 (federal) for operating and \$387,964 (federal) for capital. We had \$342,500 applied for operating, although we only had available \$110,042. We only had \$32,000 applied for capital, which leaves a balance of almost \$356,000 available this year! Please see Funding Opportunities below if you are interested in FTA 5310 URBAN capital as we have announced a second round of funding. The deadline is the same deadline as ALDOT's 5310 application, July 15th, TODAY. Congratulations to the applicants that were awarded operating funds; Independent Living Center, City of Satsuma, and the Mobile ARC.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

The Mobile MPO is also the Designated Recipient of Urban Area TAP funds. We had available this fiscal year \$551,000 in federal funds. Congratulations to Mobile County for their ADA Compliance TAP Project, and the City of Mobile for Sidewalks along Bit and Spur from Old Shell Rd to University Blvd and Old Shell Rd Sidewalk Improvements from Union Ave to Hyland Avenue.

ADA TRANSITION PLANS

The FHWA has required that every city and county in the state have an ADA Transition Plan, and Urban Areas will have a one year

Mobile, Alabama 36602
(251) 433-6541

deadline (July 20th, 2016). Each City in the Mobile MPO Study Area and Mobile County now has an appointed ADA Coordinator which creates a nine member ADA Subcommittee of the MPO.

The inventory is complete for all urban local governments within the Mobile MPO, and each City and Mobile County should have their draft ADA Transition Plan for Public ROW. We are on schedule and I want to thank everyone for getting these plans adopted as fast as you have been. Most of the plans are already adopted, and the deadline for Mobile County and the cities within the Mobile MPO to have an adopted ADA Transition Plan for public ROW, is this July 20th. **It looks like we will make the deadline.** If you have any questions, please call Kevin Harrison.

Projects Within Region Let July 29th, 2016

Mobile County

For constructing the Additional Lanes and Interchange Modifications (Grade, Drain, Base, Pave, Bridge Replacement, and Signals) on I-65 at CR-41 (Celeste Road) in Saraland. Length 0.207 mi. The Bracket Estimate on this project is from \$4,925,026 to \$6,019,476

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-16 (US-90) from the Mississippi State Line to east of the intersection of Ramsey Road (MP 5.730) east of Grand Bay. Length 5.729 mi. The Bracket Estimate on this project is from \$1,464,508 to \$1,789,954

For constructing the Installation of Centerline Rumble Strip along SR-42 (US-98) from a point near the Mississippi State Line (MP 0.290) to MP 7.089. Length 4.040 mi. The Bracket Estimate on this project is from \$66,183 to \$80,890

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-13 (US-43) from just south of the junction of SR-16 (US-90) in Prichard to just north of the intersection of SR-158 in Saraland. Length 4.691 mi. The Bracket Estimate on this project is from \$1,524,351 to \$1,863,095 .

Baldwin County

There are no projects at this time.

Escambia County

There are no projects at this time.

[What's Under Construction?](#)

Legislative Updates

This article below does not apply to South Alabama; however, if the Mobile Urbanized area expands to the Eastern Shore via the Causeway, this regulatory change would require one single document for both MPOs. This is a good idea if they can break the funding silos; now is your chance to comment.-KH

FHWA, FTA Propose Regulation to Require Multiple MPOs to Develop Joint Regional Plan

The Federal Highway Administration and Federal Transit Administration have proposed major regulatory changes in how metropolitan planning organizations coordinate with each other in their regions, saying they want "to promote more effective regional planning" by states and the MPOs.



In the June 27 Federal Register, the agencies issued a formal [notice of proposed rulemaking](#), and said they will take public comments on it through Aug. 26.

"The proposed rule would emphasize the importance of applying a regional perspective during the planning process, to ensure that transportation investments reflect the needs and priorities of an entire region," the notice said.

The proposed regulation would require MPOs to look beyond their current boundaries, working together both across their current urban areas but also across the area that is expected to grow into the larger urban zone over the next two decades.

Even if there are multiple MPOs in a given area, it said the changes "would result in MPOs developing a single metropolitan transportation plan, a single transportation improvement program (TIP) and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation

plan."

The organizations under the rule change "would jointly prepare these unified planning products. To accomplish this, the proposed revisions clarify that the metropolitan planning area must include the entire urbanized area and contiguous area expected to become urbanized within 20 years."

The FHWA and FTA said they "propose to phase in implementation of these proposed coordination requirements and the proposed requirements for MPA boundary and MPO boundaries agreements" over two years.

FHWA Continues Conversations on Freight Economy

Posted by FHWA Administrator Gregory Nadeau

In continuing our series of conversations with freight stakeholders nationwide, it is abundantly clear that freight movement impacts businesses everywhere in America. The economies of the three latest places I have visited – Des Moines, Iowa, Portland, Oregon, and Seattle, Washington – thrive on a wide array of industries, ranging from soybeans to steel to seafood. While the freight challenges are region-specific, other problems – such as bottlenecks and chokepoints – are common everywhere. What we know is that the interconnectivity of freight movement will expand, and that the future of transportation is one in which all forms of transportation—highways, rails, ports and airports—work together seamlessly.

Secretary Foxx's "Beyond Traffic" report from last year estimated that in the next 30 years freight volume will grow to 29 billion tons—an increase of 45 percent from 2014 levels—and he has said many times that the future of our economy rests on a robust transportation system to move materials and products.



Agriculture is a critical component of Iowa's economic future. In Des Moines, I learned of the overseas demand for soybeans and of the state's global competitiveness. The economic connection to transportation is easily made, since Iowa's many farm products rely on efficient freight movement to arrive at their destinations. About two-thirds of the freight moving through Iowa moves by truck, which puts tremendous pressure on interstate highways. This was most apparent at the crossroads of North American freight traffic, in Des Moines, where I-80 and I-35 intersect. Continue [HERE](#)

Funding Opportunities

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

Hey! POKÉMON GO walk a couple miles you lazy kids.....

The average human walks 900 miles per year, and drinks 22 gallons of beer, which means the average human gets 41 miles per gallon. That's pretty good. Now, go chase Pokémon's through Cathedral Square, USA Women's and Children's, GMO building, and our beloved cemeteries, and you have increased your MPH. This game is getting people off the couch and on to sidewalks, parks, and popular "gyms". In a recent conversation with a USA police officer, I asked if they had heard of Pokémon Go. He said the USA campus at 2:00 AM looks like zombies have taken over...



People are aimlessly, carelessly walking around staring at their phones trying to catch a "Legendary"; [and getting hurt...](#)



In San Diego, [two men walked straight off a cliff](#) playing the game!!!

They are in grocery stores:



People are driving around looking for these things:



And it is ruining relationships [HERE](#)..

The free augmented reality game uses a player's phone to turn their normal surroundings into a land where animated creatures called Pokémon can be caught using Poke Balls. It is genius and apparently addictive to young adults, but dangerous. So **Just For Fun**, we now have one more reason to upgrade all of our sidewalk ramps. So aimlessly young adult pedestrians staring at their phone hunting

Pokémon's, wont trip over the curb.

Please be careful out there and keep on the lookout for Go'ers, after all, these zombies are getting exercise.

In the News

Bankhead Open For Cyclists And Pedestrians This Saturday

By WKRG Staff

Published: July 14, 2016, 4:04 pm Updated: July 14, 2016, 4:53 pm

<http://wkrg.com/2016/07/14/bankhead-open-for-cyclists-and-pedestrians-this-saturday/>

Attention all cyclists, runners and walkers the Bankhead Tunnel will be open Saturday, July 16th just for you from 5-7 a.m. No motor vehicles allowed.

This is only a trial basis. If it is successful, it may be extended or the time modified to meet the needs of the community.

The Alabama Department of Transportation says the local cycling community and pedestrians have asked for the Bankhead to be open for their use for quite sometime now.

"ALDOT's goal is to provide a safe and efficient intermodal transportation system for all users," said Vince Calametti Region Engineer.

"Opening Bankhead to bicyclists and pedestrians will provide a new route that is both safe and unique."

Motorists traffic will be detoured between the hours of 5-7 a.m. Members of law enforcement, message boards and other traffic control measures will be implemented.

First ship to use new Panama Canal makes history in Florida

Updated: Jul 14, 2016 - 5:30 AM



© 2016 Cox Media Group. Photo courtesy of the Jacksonville Port Authority

JACKSONVILLE, Fla. —

The first cargo ship to pass through the new Panama Canal, the MOL Majesty, made history this week when it docked in Jacksonville to unload. The 991-foot ship brought with it 6,724 cargo containers the Jacksonville Port Authority said. The ship departed Sri Lanka on May 4, passed through the canal July 4 and 5, and finally arrived in Jacksonville Wednesday, according to the ship's automatic identification system information. After unloading and reloading in Jacksonville, the Majesty then departed for Charleston, South Carolina.



(Photo courtesy of the Jacksonville Port Authority)

"The arrival of the MOL Majesty through the new (Panama Canal) locks is a reminder that this is a time of great growth potential for (the Jacksonville Port Authority)," CEO Brian Taylor said. The \$5.3 billion Panama Canal expansion project, which started construction in 2007, allows more, and larger, ships to pass through the 50-mile, 102-year-old canal. It was completed about two years behind schedule. According to Bloomberg, the canal expansion made room for ships with the capacity to carry 12,600 cargo containers, almost three times the previous limit.

[An Expanded Canal means and Expanded Economy](#)

Posted by MARAD Administrator Paul 'Chip' Jaenichen

Just two weeks ago, the world watched as the first commercial vessel, M/V COSCO SHIPPING PANAMA, successfully navigated the Panama Canal's new expanded locks. The inaugural event was broadcast live to a worldwide audience as the Panamanians in attendance cheered and waved flags in celebration of their country's newest engineering marvel.

Along with numerous heads of state and with representatives from many nations, I had the opportunity to attend the ceremony to congratulate the Panama Canal Authority (ACP) and the citizens of Panama on a successful expansion. Given that two out of

every three ships that transit the Panama Canal are headed to or from the United States, our nation is the largest market served by the canal, so we have a strong interest in the canal's long-term success. The project to build a third set of expanded locks doubled the canal's capacity and nearly tripled the size of ships that can transit through it.

In this new age of increasingly larger vessels - necessary in the ultra-competitive global shipping market - the opening of the new locks should ensure the canal's viability for years to come.



The new Panama Canal could have a big impact on this major US industry



[William Fierman](#)

Jun. 26, 2016, 12:49 PM

On October 9, 1913, President Woodrow Wilson opened the Panama Canal by dynamiting the final dikes holding the water at bay. He did it from the comfort of the White House, keying a telegraph transmitter that set off the explosion from over 2,000 miles away. In the 103 years since Wilson pushed that button, the Panama Canal has become an international shipping bottleneck, as container ships grew too large for its aging locks.

Much of that will change this weekend, when a \$5.25 billion effort to expand the canal reaches its long-delayed conclusion, allowing ships more than 2 1/2 times the size of the current limit to pass through the waterway. The increased capacity could have profound effects on the US transportation industry, as the cost of shipping from Asia to ports in the eastern US would drop significantly. Simply put, bigger ships are more economically efficient and have lower per-unit costs. Larger ships and lower costs meant importers traditionally chose to bring in goods from Asia at West Coast ports and then to the eastern US by rail.

But if the canal's increased capacity lowers shipping costs to the East Coast by enough, it could mean a sizable loss of freight volume over time for western American railroads. Nerijus Poskus, an expert on international shipping at the booking company Flexport, told Business Insider. If shippers chose to go through the canal, western railroads such as BNSF, best known as a subsidiary of Warren Buffett's Berkshire Hathaway, and Union Pacific could suffer a drop in freight volume, while eastern railroads like Norfolk Southern, CN, and CSX could see an increase, Poskus said. Places in the US likely to see the biggest change are Louisville, Kentucky; Memphis, Tennessee; Nashville, Tennessee; and, most immediately, the Gulf Coast.

"Cargo going to Houston used to go to the West Coast," Poskus said, adding that it "will now be going through the Panama Canal."

Already, the shipping giants Maersk and MSC have announced a service to Mobile, Alabama, beginning early next month in anticipation of the canal expansion. Other companies are likely to follow suit. The ports at Los Angeles and at Long Beach, California, whose port is undergoing a \$4.6 billion expansion, may see a drop-off in traffic.

Continue [HERE](#)

State's first "3 Feet Minimum" sign unveiled on Causeway to protect cyclists

MOBILE, AL (WALA) -

Even though it was passed last summer, it's taken the better part of a year to get signs warning motorists of the "three feet minimum" law when passing cyclists. The first of six signs in the state went up in Mobile Wednesday afternoon.

The unveiling of the first sign on the Causeway is a huge step for Alabama cyclists

<http://www.fox10tv.com/clip/12591062/3-feet-minimum-signs-put-up-to-protect-cyclists>

"It's amazing. I'm very proud of our volunteers. Having this on the road helps to legitimize cycling as a mainstream form of transportation -- it's no longer an alternative form of transportation -- people use it to get everywhere," said Jeff DeQuattro, Delta Bike Project Executive Director.

It didn't happen overnight. The Delta Bike Project not only designed the sign but was the driving force behind fundraising efforts.

"It's actually kind of surreal even though the law was passed in September -- all of a sudden you realize there's no money allocated to put up the signs. So we have been selling stickers and magnets to pay for them. It's just great to finally see it up," said Monica Warren, cyclist.

Warren prays the signs get the attention of drivers. Her husband was hit while cycling back in August. Since getting back on the road, he's mounted a camera to the back of his bike. Footage from last month shows several motorists getting very close when passing -- what cyclists like to call "buzzing."

"I don't think people understand that cyclists can hit a rock or divot in the roadway and veer into the car as it passes. So does someone want to be responsible? It's very scary. And it just happens so quickly," said Warren.

As the cycling community continues to grow in Mobile and Baldwin counties, expect to see more signs going installed. Another takeaway they want to instill in drivers -- is these cyclists are not only your neighbors and friends but someone's family member.

"Honestly, three feet is nice, but I would rather you pass me like you would want someone to pass your daughter or wife -- somebody you love," said Warren.

According to the League of American Bicyclists -- Alabama is currently ranked dead last for bicycle friendly states. While they still have long way to go, the Delta Bike Project hopes its efforts promotes change.

"Every step along the way, there is going to be a little bit of a push back. That's okay, we are ready for it... And we are ready to help that learning curve get smaller," said DeQuattro.

The signs cost \$250 each, which includes installation. While DOTD does have some money in its budget, the Delta Bike Project is fundraising to place more signs on roadways throughout the area. [Click here](#) for more information.

Cash-Strapped Towns Are Un-Paving Roads They Can't Afford to Fix

In an era of dismal infrastructure spending, where the American Society of Civil Engineers gives the country's roads a D grade, rural areas all over the country are embracing this kind of strategic retreat. Transportation agencies in at least 27 states have unpaved roads, according to a new report from the National Highway Cooperative Highway Research program. They've done the bulk of that work in the past five years. Click [HERE](#) for the full story.

TRIP Report: Long-Term Funding Plan Needed to Maintain Mobility on Interstates

The Interstate Highway System at 60 years old "faces increasing congestion, unprecedented levels of travel -- particularly by large trucks -- and insufficient funding to make needed repairs and improvements," the TRIP research group said in a new report.

TRIP called the network of interstates "the nation's most critical transportation link," and said it "continues to save lives with its enhanced safety features and is largely well-preserved."

However, the group [warned in a June 27 press release](#), "an aging interstate system will increasingly require more long-term, costly repairs." June 29 was the 60th anniversary of the law that launched construction of the interstate highways.

"The system is increasingly congested, with truck travel growing at a rate twice that of overall interstate travel," TRIP said. "And, while the nation's interstates tend to be in better condition than other roads and bridges, the aging system lacks the required funding for needed improvements and repairs."

In its opening section [the TRIP report said](#): "If Americans are to continue to enjoy their current level of personal and commercial mobility on Interstate highways and bridges, the nation will need to make a commitment to identifying a long-term funding source to support a well-maintained Interstate Highway System able to meet the nation's need for additional mobility."

The report's conclusions will not be a surprise to industry officials and organizations that support stronger federal, state and local infrastructure investments. But the June 29 60th anniversary of the law that launched the interstate system was an occasion for TRIP to update its analysis of that roadway network. It also comes as some major candidates in the November elections are calling for major new federal investments in transportation systems and other infrastructure.

"The long-term vision that helped establish the current interstate system 60 years ago is needed again today," said Will Wilkins, TRIP's executive director. "In order to maintain personal and commercial mobility, transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority."

TRIP said 12 percent of interstate lanes are in poor or mediocre condition, while three percent of its bridges are structurally deficient and another 18 percent are functionally obsolete. Although still safe for vehicle travel, TRIP said bridges rated structurally deficient have significant deterioration of the major components of the bridge, while the functionally obsolete structures no longer meet modern design standards, often because of narrow lanes, inadequate clearances or poor alignment.

Bud Wright, executive director of the American Association of State Highway and Transportation Officials, said in the TRIP announcement that "the United States moves in large part thanks to the efforts of many elected officials, organizations and citizens whose shared foresight led to the construction of the national interstate system. Now, as we commemorate the 60th anniversary of the interstate act, it's clear that our investments in preserving the system are not keeping up even as our nation continues to grow."

TRIP also described the growth in system usage. "Since 2000 travel on the interstate system is increasing two times faster than new lane capacity is being added. As a result, 43 percent of urban interstate highways are considered congested during peak hours . . . Travel by combination trucks on the interstate increased by 29 percent from 2000 to 2014, more than double the 14 percent rate of growth for all interstate vehicle travel during the same period."

Ed Mortimer, executive director for transportation infrastructure at the United States Chamber of Commerce, said the 1950s vision of President Eisenhower to develop interstate highways "enabled economic mobility throughout our nation and showed we can accomplish big things." Now, Mortimer said, "as we work to maintain and in many cases rebuild this great system, let's continue to think big as we work to fund and finance an improved, smarter network."

Transportation Research

FHWA has just published the [Bike Network Mapping Idea Book](#).

This resource highlights ways that different communities have mapped their existing and proposed bicycle networks. It shows examples of maps at different scales, while also demonstrating a range of mapping strategies, techniques, and approaches. It is intended to serve as a resource as communities work to identify, plan, and improve their bicycle networks.

AASHTO Releases Federal Surface Transportation Authorization Portal

AASHTO has developed a portal for information on federal surface transportation authorization. This is a regularly updated resource

on MAP-21 reauthorization and implementation of the **Fixing America's Surface Transportation (FAST) Act**. Click [HERE](#) for more information.

Advancing Collaborative Planning: Summary of a Focus Group on Transportation and Economic Development

by Carrie Kissel

In March 2016, the NADO Research Foundation held a focus group on the link between transportation and economic development, and how state departments of transportation and regional planning and development organizations can work together to better plan for those issues in an integrated way. The focus group participants included regional, state, and federal agency staff and others with experience in both transportation and economic development programs. During the conversation, the focus group participants developed a definition of economic development that emphasizes doing economic development and transportation planning differently, and can be used to help frame related planning efforts:

Economic development in transportation involves deliberate interventions to produce tangible benefits that are specific to the context, are sustained over time, and make a place more resilient.

This new report, [Advancing Collaborative Planning: Summary of a National Focus Group on Transportation and Economic Development\(PDF\)](#), explores how the participants' definition of economic development can be applied in transportation planning. The report documents the themes of the focus group discussion, including economic development impacts, resilience, and state department of transportation (DOT) and regional planning and development organization roles in working together. Read about the highlights of the discussion and about noteworthy practices shared by participants that can institutionalize consideration of transportation and economic development together.

[Let's Talk Performance: Basics of Target Setting](#) (Click here to register for the webinar and receive more information)

WEBINAR DATE:

Tuesday, July 12, 2016 from 2:00-3:30 pm Eastern Time

DETAILS:

The Federal Highway Administration (FHWA), in cooperation with the Federal Transit Administration and several national stakeholder groups, would like you to join us for the [Let's Talk Performance: Basics of Target Setting](#) webinar. The webinar is scheduled for Tuesday, July 12, from 2:00 PM to 3:30 PM (ET). This event is open to FHWA and FTA staff, State DOTs, MPOs, transit providers, and other stakeholder agencies.

Presenters include:

- Jessie Jones- Arkansas State Highway and Transportation Department
- Carl Mikyska- Florida Metropolitan Planning Organization Advisory Council
- Brian Betylon- FHWA Resource Center Planning Team

During this webinar, participants will learn how funding scenarios are used to help establish targets via lessons learned from the Arkansas DOT. There will also be a presentation on how Florida MPOs are working with FDOT to set targets, along with a brief overview on the basics of target setting.

FOR MORE INFORMATION:

Contact Michael Nesbitt at 202-366-1179 or Michael.Nesbitt@dot.gov.

BTS Releases Geographic Databases for 2016

The U.S. Department of Transportation's [Bureau of Transportation Statistics](#) (BTS) released the 2016 edition of the [National Transportation Atlas Database](#) (NTAD) this week. The NTAD is a compilation of datasets representing the nation's transportation infrastructure, including more than 500,000 miles of roadway, over 600,000 bridges, and in excess of 19,000 airports. This year's NTAD consists of over 60 individual data layers, most of which have been updated within the last year. The NTAD also includes several new features: the U.S. portion of the North American Rail Network, truck parking, and road and airport noise layers. The 2016 NTAD marks the end of the traditional annual update. BTS will now begin using a dynamic publication cycle, making updated data available throughout the year, allowing for more timely delivery to users. Also new this year, NTAD will be available exclusively online. To offer larger and more complex data sets and enhanced functionality, DVDs have been eliminated. The enhanced online NTAD datasets allow for customizable downloads and APIs. They are available as GeoJSON and GeoServices (REST) services and are also available for download as shapefiles, kml and csv files.

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.

[See the Future of Transportation](#)