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There is a Mobile MPO meeting scheduled for July 13<sup>th</sup> and The Mobile Urban Area TAP grants were just awarded. 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 on Old Shell Road from Union Ave to Hyland Avenue (please see *Mobile MPO Updates*). July 15<sup>th</sup> is the deadline for all FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) applications for the urban and rural areas (see *Funding Opportunities*). The first official State Law: 3-Foot Minimum signs will be going up on the Mobile Bay Causeway (see *In the News*) and the next time you're at the Alabama/Mississippi state line check out the newly renovated welcome center (see *Just for Fun*).

### Have a great weekend!

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

### MPO Policy Board Meeting Wednesday, July 13, 2016 at 10:00 a.m. in the SARPC Board Room

There is a MPO Policy Board meeting scheduled for Wednesday, July 13<sup>th</sup>, 2016 at 10:00 am. Please plan on attending. I know some of you cannot make it because of the Airshow; however, please be sure your proxy can attend.

The Technical Coordinating / Citizens Advisory Committee (TCC/CAC) met June 29<sup>th</sup>, reviewed the agenda, and made recommendations. The first item on the agenda will be another review the 2017 Unified Planning Work Program (UPWP) as it has been slightly modified since I reviewed it with you at the last MPO and TCC/CAC meeting. Also, we will be reviewing the 2016-2019 Transportation Improvement Program (TIP) as there have been some slight modifications to the STP Attributable Schedule of Funds, and there are several items to be added to the TIP:

#### 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 15<sup>th</sup>, please see *Funding Opportunities*. 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 deadline (July 20<sup>th</sup>, 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. There are several plans already adopted, and it looks like everyone else has either had a public meeting, or one is scheduled. 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. If you have any questions, please call Kevin Harrison.

## Projects Within Region Let June 24<sup>th</sup>, 2016

### Mobile County

For constructing the Bridge Replacement and Approaches on CR-63 (Wilmer-Georgetown Road) over Big Creek north of Wilmer. Length 0.672 mi. The Bracket Estimate on this project is from \$3,063,774 to \$3,744,613.

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the junction of Stimpson Lane to the intersection of SR-16 (US-90/Broad Street) in Mobile. Length 4.749 mi. The Bracket Estimate on this project is from \$1,724,649 to \$2,107,905.

#### **Baldwin County**

There are no projects at this time.

#### **Escambia County**

There are no projects at this time.

[What's Under Construction?](#)

## Legislative Updates

### **Sanctuary Cities Legislation Introduced in the Senate; EDA and CDBG Funding Targeted**

Last week, Senator Pat Toomey (R-PA) introduced legislation to withhold certain funding from cities and local jurisdictions that do not comply with federal enforcement laws pertaining to the reporting and detention of undocumented immigrants – otherwise known as “sanctuary cities.” The [Stop Dangerous Sanctuary Cities Act](#) (S. 3100) would withhold U.S. Economic Development Administration (EDA) and U.S. Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) funding from cities, counties, and other local jurisdictions that have sanctuary policies in place. The bill has been fast-tracked, bypassing the committee process, and a vote could come as early as next week.

### **FAA Extension Agreement Reached**

Wednesday, lawmakers in both chambers announced a 14-month [FAA extension agreement](#) that includes policy changes and funding through September 2017. Some important aviation safety provisions in the extension include stricter airport worker vetting requirements, stronger mental health screening for pilots, and a request to grow the TSA PreCheck program. On the consumer side, the extension requires airlines to refund baggage fees when items are lost or extensively delayed and also requires that children 13 and under are seated near an adult or older child traveling with them. The bill also establishes processes to detect, identify, and mitigate unauthorized drones near airports. While air traffic control privatization is not included, Chairman Bill Shuster (R-PA) of the House Transportation and Infrastructure Committee shows no sign of abandoning his position and will continue to push for this in future bills.

### **U.S. Department of Transportation Selects Projects to Receive FASTLANE Program Grant**

It appears we were not successful in securing a Fastlane grant for the Interstate 10 Mobile River Bridge in this funding cycle.

The U.S. Department of Transportation (U.S. DOT) has selected the following projects to receive a grant under the Nationally Significant Freight and Highway Projects Program, also known as the FASTLANE program. The FASTLANE program is a new competitive grant program that was included in the “Fixing America’s Surface Transportation Act” (FAST Act) to provide funding for nationally significant highway, bridge, and freight projects. Congress authorized \$800 million in funding for the FASTLANE program in the current fiscal year.

Under the terms of the FASTLANE program, U.S. DOT is required to give the House Transportation and Infrastructure Committee, the Senate Environment and Public Works Committee, and the Senate Commerce, Science and Transportation Committee at least 60 days’ notice before a grant is awarded to a project. During this 60-day period, Congress may pass a joint resolution of disapproval if a project is found objectionable.

[FY 2016 FASTLANE Project Selections](#)

## Funding Opportunities

### **ALDOT’s Rural FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Funding**

due July 15<sup>th</sup>

ALDOT has announced the annual grant application for federal assistance provided through the Federal Transit Administration (FTA) for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. The “Vehicle Inventory Form” is provided in the application in Microsoft Word, but is upon request also available electronically in Excel. Applications are turned into to the South Alabama Regional Planning Commission (SARPC) by July 15<sup>th</sup>, as SARPC must endorse the application.

Please note that the one-year sit out rule is waived for this grant application cycle.

All projects funded through Section 5310 must be derived from locally developed, coordinated public transit-human services transportation planning process. ALDOT has designated the 12 Regional Planning Councils to coordinate transportation services in their regions.

Please read the application in its entirety before starting to complete it. Immediate attention must be given to the public hearing requirements, authorizing resolution, and the required Planning Council endorsement (contact information is located in Appendix A).

ALDOT mailed the applications, and it will soon be available on the ALDOT web page. You can contact Kevin Harrison for ALDOT’s application for FTA 5310 Rural at [kharrison@sarpc.org](mailto:kharrison@sarpc.org).

Completed *ALDOT grant applications* must be submitted to the South Alabama Regional Planning Commission by **noon on July 15<sup>th</sup>, 2016**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

### **Mobile MPO Urban FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Funding** due July 15<sup>th</sup>

The Mobile MPO regular round of FTA 5310 Urban funding for FY 2016 was due June 3<sup>rd</sup>. Of the available \$110,000 of operating, we have \$342,000 applied for; *there are no more operating funds available* this FY. However, of the \$387,000 available for capital, we still have \$350,000 available. We have announced another round of CAPITAL ONLY funding due July 15<sup>th</sup> at noon.

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The Mobile Metropolitan Planning Organization (MPO) is the Designated Recipient for Federal Transit Administration (FTA) 5310 *Urban Area Funding* for the Mobile Urban Area. Our funding under the FAST ACT has been increased to \$314,000 annually.

The South Alabama Regional Planning Commission (SARPC) is now accepting Applications for funding consideration through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. FTA provides funding for transit related services that assist the Mobile Urban Area’s population of seniors & individuals with disabilities.

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and program management plan can be found at <http://www.mobilempo.org/5310.html>. (web site says June 3<sup>rd</sup>, but applications are due July 15<sup>th</sup>)

Completed grant applications must be submitted to the South Alabama Regional Planning Commission by **noon on July 15<sup>th</sup>, 2016**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

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### **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](mailto:dburnett@sarpc.org).

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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**

The new Welcome Center in Grand Bay on I-10 East Bound is now open. It is fantastic, and a tourist attraction itself. If you are driving back from Mississippi or Louisiana on I-10, you should stop by and check out the new Welcome Center, you know, *Just For Fun*.... [HERE](#) and [HERE](#)

There are aquatic sculptures:



Sculptures in the actual brick of the building:



And aquatic mosaics in the tile.



The grand opening of the Grand Bay Welcome Center located on I-10 @ the Alabama-Mississippi state line was held on July 1.

Governor Bentley, the Alabama Department of Transportation, the Alabama Tourism Department and other state officials participated in the ribbon cutting ceremony.

The project has taken approximately two years to complete, work began on May 29, 2014.

The old welcome center, built in the early 70s, faced multiple maintenance issues including mold and mildew growth, roof leaks, recurring plumbing problems and an undersized A/C system. The roughly 40-year-old state facility also suffered additional damage from many hurricanes along the Gulf Coast. The facility upkeep was both expensive and time consuming.

The new welcome center now features additional parking, a security station, multiple lighting upgrades, outdoor picnic areas, free Wi-Fi, an enhanced Alabama Tourism lobby display and is ADA compliant. As the first point of contact to the State of Alabama, the new facility is designed to incorporate coastal features unique to the Gulf Coast including nautical hand carved brick and bronze sea creature sculptures. The facility is also designed to withstand Category 5 hurricanes. Should a hurricane hit, the parking area is designed to be used as a staging area for semi-trucks and emergency response vehicles.

The Grand Bay Welcome Center is just one of 26 nationwide projects to receive an additional \$3.3 million in federal funding as part of the Federal Highway Administration's 2012 Interstate Maintenance Discretionary Award. The project is 90% federally funded through the Interstate Maintenance program and additional Interstate Maintenance Discretionary Award funds.

## In the News

### First official "State Law: 3-Foot Minimum" signs in the State of Alabama

Reveal Rally - Delta Bike Project and Alabama Department of Transportation invite the community to come together to celebrate the design and installation of the first official "State Law: 3 Feet Minimum" signs in Alabama.

**Location:** Café del Rio - 1175 Battleship Parkway, Spanish Fort, Alabama – Mobile Bay

**Date and Time:** July 13, 2016 – 6:00 pm

**Event Type:** Reveal Rally

**Background:** In August of 2015, the State of Alabama passed the first "3-Foot Law," which requires motorists to give three feet of clearance when overtaking and passing people on bicycles. Since then, Delta Bike Project's Volunteer Staff have been working with the Alabama Department of Transportation (ALDOT) to design and install the Alabama's first official "State Law: 3 Feet Minimum" signs in our own community – on the Causeway – where cyclists ride on a regular basis for exercise, transportation, and sightseeing. Additionally, this is a corridor for people on bikes traveling coast to coast via Adventure Cycling's Southern Tier Route, a source of tourism in our area.

#### Information about the Signage:

Cities within Alabama (including Mobile) have had "3-Foot" Laws in place for several years. However, with the passing of AL§32-5A-82, this law is now applicable on a State-wide basis, propelling Alabama forward with her surrounding southern states, and more than thirty-seven other states, that already possess the "3 Foot Law". As a result of the new law, DBP volunteers, people in the community, and ALDOT will install **the first six signs** (3 eastbound and 3 westbound) on the Causeway (Highway 90). More signs are planned for Mobile-area roadways in the near future.

#### Event Details:

Community members, cyclist, and transportation planners will gather at Café del Rio (1175 Battleship Parkway, Spanish Fort, AL 36527) at 6:00 pm on Wednesday, July 13<sup>th</sup> to witness this transformative moment, as we work to make cycling safer for all people – and a step in moving Alabama forward in livability and tourism – by unveiling the new "State Law: 3 Feet Minimum" signs. Café del Rio will provide drink specials from 6-7:30pm for people participating in the Reveal Rally on July 13<sup>th</sup> (wristband provided).

Jennifer Eubanks, Assistant Traffic Engineer with ALDOT in Mobile says "ALDOT'S goal is to provide safe routes for the traveling public by working with all modes of transportation. Working with our local cycling community to increase road user awareness is key to achieving this goal, and the new 3-foot bike law signs are a step in the right direction."

Delta Bike Project's Executive Director, Jeff DeQuattro says "When the public and private sector work together, all Alabamians benefit. The new 3-Foot signs will help educate drivers and make people on bikes safer. We're starting to catch up with the rest of the country, and that's an exciting thing."

#### About the DBP:

The Delta Bike Project envisions a world made healthier through the increase of people using bicycles for environmental, social, creative and practical purposes. They believe that cycling and its benefits should be made equally accessible to people from all walks of life and seeks to minimize economic and educational barriers by providing a shared community space for people to have access to the tools and knowledge for do-it-yourself bicycle repair and low cost access to donated and recycled bicycles.

Facebook event: <https://www.facebook.com/events/1811278285769191/>

Contact **Jeff DeQuattro** for additional inquiries at 251.272.9644 or at [jdequattro@deltabikeproject.org](mailto:jdequattro@deltabikeproject.org)

web: [www.deltabikeproject.org](http://www.deltabikeproject.org)

FB: [www.facebook.com/deltabikeproject](https://www.facebook.com/deltabikeproject)

Twitter: @delta\_bike #bikeMOB



## COME CELEBRATE OUR FUTURE!

Presenting the  
**PENINSULA OF MOBILE CORRIDOR MASTER PLAN**  
*The Heart of Dauphin Island Parkway*

**Tuesday, July 12, 2016**  
**6:00-8:00 pm**

**Fulton Road Baptist Church Sanctuary & Gymnasium**  
**1800 Dauphin Island Parkway**

The Peninsula of Mobile and Goodwyn Mills Cawood, Inc. invite you to join in the celebration of the Corridor Master Plan for the peninsula portion of Dauphin Island Parkway.

This plan began in 2013, with ideas, input, research and commitment from our local residents, community and business leaders, neighborhood organizers, city, county, state and Federal officials, to create a vision encouraging economic redevelopment of Mobile's unique community through flood resilience. Now, the Master Plan for our community is ready to be unveiled. Bring your friends and neighbors, and come be a part of this celebration!

**RSVP: Sher Graham, 251-404-3924, by Friday, July 8, 2016.**

*The Peninsula of Mobile is a 501(c)(3) non-profit organization dedicated to "Supporting the development of a clean and vibrant community while working to sustain the sensitive environment which IS ... The Peninsula." Visit [www.thepeninsulaofmobile.org](http://www.thepeninsulaofmobile.org) or "like" us on Facebook.*

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### **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.

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### **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

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### 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.

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### 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.

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### 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.

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### [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](mailto:Michael.Nesbitt@dot.gov).

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### 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.

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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.

### [See the Future of Transportation](#)