



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 19, 2015

Volume 14, Number 1

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## Recently Completed Planning Studies

Origin Destination Study Using Cell Phones

Mobile County Comprehensive Bicycle and Pedestrian Plan

Intelligent Transportation System Diversion Route Planning Study

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The Mobile MPO Policy Committee met this week, The Mobile Urban Area Transportation Alternative Program Grant Selection Committee met this week also (*See MPO Updates*). And there are a couple of transit funding opportunities out there, (*See Funding Opportunities*). We hope you have a safe and enjoyable weekend!

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



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

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## Mobile MPO Updates

### MPO Policy Board meeting this past Wednesday

Items on the agenda for the Mobile MPO Policy Board included a review of the Draft 2016 Unified Planning Work Program (UPWP) which is essentially our budget for next year. This is a draft document that will be adopted in August. Also, they reviewed the Draft 2016-2019 Transportation Improvement Program (TIP) which will include a self-certification resolution. This resolution was tabled until we have further clarification from the Federal Highway Administration regarding the member governments having ADA Transition Plans. There was a discussion pertaining to scheduling our Urban TAP Funds, and a brief summary of the Non-motorized Mobility Study for Downtown Mobile.

Both the draft UPWP and the draft TIP are being submitted to ALDOT for comment prior to public review. Once we receive comments from ALDOT, both documents must go through the public involvement process, and the TCC/CAC and MPO Policy board will see these documents again this summer.

### FY 2015 Transportation Alternative Program (TAP) Grants Awarded

The TAP Project Selection Committee met yesterday. Three applications were recommended to be funded.

- Mobile County - Sidewalks on Old Pascagoula Rd. from Horseshoe Lane to Theodore Dawes, sidewalks on Howell's Ferry Rd. from Allentown Elementary to Snow Rd.
- City of Semmes - Sidewalks along US 98 from Illinois St. to Firetower Rd., Along Illinois St. from US 98 to Public Works Facility, along Church St. from Illinois St. to Wulff Rd., and along Park Ave. from Illinois St. to Wulff Rd.
- City of Mobile - Sidewalks along DIP from Levene Rd. to Cedar Park Drive

Six applications were received. Unfortunately, due to funding limitations, there was only enough funding available to fund three projects. We thank everyone for their submissions and congratulate those that were recommended to be funded. The applications will be submitted for ALDOT for final approval.

### GIS online

We are upgrading and starting to utilize our online GIS capabilities. Please check out some of the current interactive maps we have been working on. Many more to come...

<http://mobilempo.org/maps.html>

### DESTINATION 2040

The Mobile MPO [Long Range Transportation Plan](#), Destination 2040, has been adopted, subsequent comments from ALDOT, FHWA, and FTA. The DRAFT document that was out for public review and reviewed with MPO and TCC/CAC members may have some slight modifications in the FINAL Document. The FINAL will be out next week.

The plan is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle/pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to other

modes of transportation such as bicycling and walking. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region. You can learn more about the plan [HERE](#).

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### **I-10 Mobile River Bridge**

ALDOT has released the I-10 Mobile River Bridge Corridor Hearing Report Summary and it is now available online at [www.mobileriverbridge.com](http://www.mobileriverbridge.com). This report summarizes all of the comments that were received during the Draft Environmental Impact Statement public comment period in the Fall of 2014. The document suggests most of the support was for the B prime route. Although we are moving closer and closer to having a bridge, there are still several hurdles to cross, including funding, [tolling is an option](#).

For more information on the I-10 Mobile River Bridge:

ALDOT'S Web Site: <http://www.mobileriverbridge.com/>

Build The I-10 Bridge Coalition Web Site: <http://www.buildthei10bridge.com/>



Stayed Tuned for all of the details [http://mobilempo.org/Mobility\\_Study.html](http://mobilempo.org/Mobility_Study.html)

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## **Projects Within Region Let June 26<sup>th</sup>, 2015**

### Mobile County

None at this time

### Baldwin County

None at this time

### Escambia County

For constructing the Resurfacing and Traffic Stripe on Various Routes in Brewton as indicated in the plans. Length 4.038 mi. the Bracket Estimate on this project is from \$619,367 to \$757,004 .

### What's Under Construction?

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## **Legislative Updates**

### **Senate EPW Markup Next Week**

Next Wednesday, the Senate Environment and Public Work Committee is scheduled to mark-up a long-term transportation reauthorization bill. Though language has not been released, initial indications from staff indicate the bill will provide six years of funding and an increase relative to current funding levels, mainly tied to inflationary growth. We will share a complete analysis of the bill shortly after language is released next week.

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### **House and Senate Hold Funding Hearings**

On consecutive days this week, the [House Ways and Means Committee](#) and [Senate Finance Committee](#) held hearings to explore long-term funding solutions for the nation's Highway Trust Fund (HTF). Additional funding is required because the primary source of receipts, the federal fuel tax, collects billions of dollars less than current spending. House Ways and Means Chairman Paul Ryan (R-WI) stated unequivocally his belief that a gas tax increase is entirely off the table, though the witnesses felt the gas tax remains the best vehicle for increased funding. Senate Finance Committee Chairman Orrin Hatch (R-UT) was nearly as resolute, but did leave a small door open that could allow for the possibility of a gas tax increase. Otherwise, the conversation at both hearings offered little in the way of new ideas, and mostly centered on how to offset a massive transfer from the General Fund into the HTF, with the idea of taxing off-shore corporate holdings (repatriation) as a popular contender.

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## **Funding Opportunities**

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### **CALL FOR PROJECTS FOR FUNDING TRANSIT SERVICES FOR FY 2016 (July 1<sup>st</sup> deadline)**

**Proposed budgets should have been emailed to ALDOT by June 12, 2015.**

The Alabama Department of Transportation (ALDOT), Modal Programs Bureau is now accepting Applications for funding consideration through the Section 5316 Job Access and Reverse Commute (JARC) Program and the Section 5317 New Freedom (NF) Program. These Federal Transit Administration (FTA) programs provide funding for transit related services that assist the state's population of low income and disabled individuals.

The following organizations are eligible to apply for the Sections 5316 & 5317 programs:

1. Private nonprofit organizations
2. State or local governmental bodies; and
3. Operators of public transportation services, including private operators of public transportation services.

Federal funds administered through ALDOT are only extended to organizations providing transit services in the small urban and rural areas of the State.

Available federal funds for the Section 5316 JARC program are approximately \$550,762 for small urban areas and \$1,023,502 for the rural areas. Available federal funds for the Section 5317 NF program are approximately \$611,584 for small urban areas and \$690,884 for the rural areas.

A 50% local match is required for operating funds and a 20% local match is required for capital and planning funds.

The selection process will be based on the following criteria: statement of need and organizational capacity; project budget and cost effectiveness; coordination and program outreach; implementation plan; and customer service and accessibility. Projects funded through these programs must be derived from a locally regional coordinated transportation plan.

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and state management plan can be found at <http://www.dot.state.al.us/moweb/transit.htm>.

Completed grant applications must be submitted to the appropriate Regional Planning Council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed. Each Regional Planning Council must review grant applications to ensure compliance with federal coordination requirements prior to formal submission to ALDOT. Only those grant applications submitted for funding consideration by the Regional Planning Councils will be considered for funding. The deadline for submissions to the appropriate regional planning council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed is **5:00 P.M. on July 1, 2015**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

After applications are reviewed, prioritized, and approved by ALDOT, applications will be submitted to the FTA Region IV office for funding consideration.

For questions or comments concerning the grant application or if the information is needed in another language contact: Sharon Coats, ALDOT, Modal Programs Bureau, 1100 John Overton Drive, Montgomery, AL 36110; (334) 353-6443 or [coatss@dot.state.al.us](mailto:coatss@dot.state.al.us).

**Proposed budgets must be emailed to ALDOT no later than June 12, 2015.**

ALDOT does not discriminate against any individual because of race, color, or national origin.

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### **FY 2015 and FY 2016 FTA SECTION 5310 NOTICE OF FUNDING AVAILABILITY**

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 following organizations are eligible to submit an application for the Section 5310 program:

1. Private nonprofit organizations
2. Governmental agencies that provide certifications to SARPC that transit services furnished by nonprofit organizations are not readily available in the area
3. State or local governmental authorities
4. An operator of public transportation that receives a Section 5310 grant indirectly through a recipient. Private operators of public transportation that provide shared-ride taxi service are eligible subrecipients. Taxi companies that provide exclusive-ride service are not eligible subrecipients, however, may participate as contractors under contract to an eligible subrecipient or designated recipient.

### **TENTATIVE SCHEDULE FOR FY 2015 and 2016 GRANT CYCLE**

<b>Date</b>	<b>Activity</b>
• June 19, 2015	• Program announcement and dissemination of grant applications.
• July 8, 2015	• Human Services Coordinated Transportation Plan meeting 2:00 pm at GM&O Building. All applicants should attend.
• July 23, 2015	• Deadline for submission of applications
• July/August 2015	• Selection committee convenes to review applications; schedule site visits
• TBA	• Grant Application to FTA via TEAM
• TBA	• Awards Announced

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| <ul style="list-style-type: none"> <li>• TBA</li> <li>• TBA</li> </ul> | <ul style="list-style-type: none"> <li>• Vehicle Order Submission</li> <li>• Vehicle Deliveries</li> </ul> |
|--|--|

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>.

### Incentive Opportunities

As the third round of the Every Day Counts initiative moves into high gear, the Federal Highway Administration is offering incentives and technical assistance to help the highway community mainstream innovations.

Fiscal year 2015 assistance is now available from the [State Transportation Innovation Council Incentive program](#). The program provides resources—technical assistance and funds—to help STICs make innovations standard practice. States can get up to \$100,000 a year for activities such as implementing system process changes, organizing peer exchanges and developing guidance and specifications. Contact the state FHWA Division Office or Mary Huie at (202) 366-3039 for information.

The Accelerated Innovation Deployment Demonstration program continues to accept applications through Grants.gov. Incentive funding of up to \$1 million may be awarded for projects using innovation on any aspect of highway transportation, including planning, financing, environment, design, construction, materials, pavements, structures and operations. See the [AID Demonstration Web page](#) or contact Ewa Flom at (202) 366-2169 for details.

[Section 1304](#) of the Moving Ahead for Progress in the 21st Century Act allows an increase in the federal funding share of up to 5 percent on eligible projects that use innovations.

### Just For Fun

#### Amsterdam's new 3D-printed steel bridge is revolutionizing the building industry

by [Lucy Wang](#),

Heijmans, the innovative Dutch construction company behind the [smart highway](#) and glowing [Van Gogh-inspired bicycle paths](#), has unveiled their latest avant-garde project: a [3D-printed steel bridge](#) in the heart of Amsterdam. Created in collaboration with Dutch startup MX3D and designed by Dutch designer Joris Laarman, the 3D-printed pedestrian bridge is part of Heijmans' aspirations of building the "spatial contours of tomorrow." Multi-axis industrial robots will construct the pedestrian bridge using cost-effective and scalable technologies.

Read more: [Amsterdam's new 3D-printed steel bridge is revolutionizing the building industry 3D printed steel bridge by Heijmans and MX3D – Inhabitat - Sustainable Design Innovation, Eco Architecture, Green Building](#)

### In the News

#### Uber excitement wanes as Mobile council members challenge legality of its operations

By [Michael Finch II | mfinch@al.com](#)

Not long after it became widely-known the ride-hailing service Uber was looking for local drivers, city officials in Mayor Sandy Stimpson's office sensed an opportunity. It was decided [in April that they would try and bring the company's business](#) to Mobile.

After all, making government more "business friendly" is one of Stimpson's stated goals and Uber, bedeviled by rocky rollouts in the state, would make one fine gem should all his aims become crowning achievements.

Under scrutiny by some on the City Council, the mayor's administration is distancing itself from the company it worked to recruit. As Uber drivers roam city streets, the legislation to govern them has not been passed by the City Council.

When that point was raised by two lawmakers in an email sent to the mayor's office, Colby Cooper, the mayor's chief of staff, replied: "Please keep in mind, Uber launched its ridesharing services, not the Mayor's office."

He added later: "Your concerns are actually between you and Uber."

Proposed changes to the municipal law that regulates shuttles, taxis and limousines was introduced to the City Council this week, but was [sent to a public safety committee for further discussion](#) before a vote.

Put forth by the mayor, and sponsored by Councilman Levon Manzie, the amendment would insert a new definition for so-called "transportation network companies" to operate alongside all other forms of commercial transportation.

Uber was welcomed by the mayor, who announced [its arrival in Bienville Square last week at a press conference](#), going for a ride himself around the block in one of the cars. By that token, another set of questions have emerged about the legality of Uber's current operations in Mobile and who, if anyone, permitted them to come?

"The reality is we are dealing with a scenario where technology is outpacing regulations," Cooper wrote to each of the councilors in the email, "and is creating a lot of gray areas for municipalities across the country."

Addressing the mayor, Councilman John Williams said the actions were "beyond your authority -- if not completely illegal." Councilwoman Bess Rich agreed, saying it "equates to allowing a business to build on property prior to a rezoning on the property if required."

The mayor's office has not yet answered any questions about whether Uber falls under the existing vehicles for hire ordinance, and whether drivers will eventually have to stop giving rides. When asked, Cooper only said the mayor proposed the amended ordinance "so this gray area can be cleared up and this new technology regulated" in the city.

Test runs have occurred in as many as 42 of cities, said Councilman Manzie said, and that's what he believes this is. "But they didn't just show up in the middle of the city and just start dispatching cars out," he said. "Somebody in each of those respective cities had to give some kind of tentative OK for them to do business and I think that's what occurred here."

Cities around the country are grappling with the nuances of the Uber business model, a concept built around a still emerging "sharing economy," in which services are provided from one person to another, outside a traditional business.

Many council members said they were keeping an open mind to the service as its merits are debated in the near future. The committee meeting to discuss the "Uber" ordinance was scheduled for June 30 at 2 p.m., and it's expected back before the full council on July 7.

Councilman Joel Daves declined to comment on the current situation. Daves said he's willing to consider new ideas. "I'm going to withhold judgement on any of these matters until I get a hold of more facts than I have today," Daves said.

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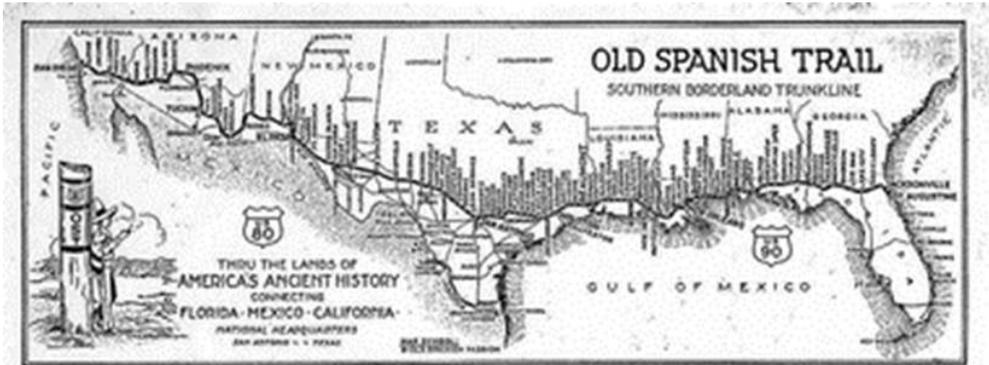
### How to get to the other side? Vintage photos document storied past of Mobile's tunnels and roadways

By [Angela Levins | alevins@al.com](#)

It's only been in the last century that men have connected Mobile and the Eastern Shore with a roadway. The plans were laid each time a new crossing was discussed with much political debate, much as seen today with the new Mobile River Bridge under consideration. Click [HERE](#) to see the photographs

#### Staying in the Loop

The Old Spanish Trail Association formed in Mobile in 1915 was concerned the development of north and south highways by the State Highway Department would cut Mobile and other coastal towns out of the loop.



*The Old Spanish Trail Association sought to create an transcontinental east to west corridor along the southern border and coast of the United States. The OSTA was formed in Mobile in 1915.*

The Old Spanish Trail Association spent nearly a decade exploring and proposing ways to create a transcontinental east to west corridor that would keep coastal towns between New Orleans and Jacksonville on the map.

It wasn't until 1922 that the idea caught a break with support from a group of southern senators and congressman. The group signed a declaration calling attention to the potential tourist and military importance of the Old Spanish Trail's east to west path.

With the support in place, attention turned to tackling the water obstacles facing the coastal-hugging thoroughfare including Mobile Bay. Before construction of the Cochran Bridge and Causeway began in 1927, Vehicles had to cross by Bay Boat for a staggering fee of \$3.50 to \$6 each for the 10-mile ride.

#### Mobile, Eastern Shore Connected

On June 14, 1927, the Bay Boats became a part of history as the first paved connection between Mobile and the Eastern Shore came to life. The multi-million dollar crossing included five bridges and a Causeway. The bridge was named for its dedicated advocate and president of the Mobile Chamber of Commerce, John T. Cochrane, Sr.

*"Speakers occupying positions high in official life praised the mammoth achievement as a benefit that will be monumental and far reaching, and commended the community enterprise that made a dream of many years-- a bridge across Mobile bay come true." -Mobile Daily Register, June 15, 1927*

*"I feel that I speak for more than the state of Alabama," said the governor (Bibb Graves). "As I stand here on this last link in the mighty chain binding the south and the greatest union on earth together permanently, I feel I am speaking for more than one commonwealth. It is with pride that I accept this bridge in the name of Alabama."*

*-Mobile Daily Register, June 15, 1927*

The crossing still came with a fee like the Bay Boats, but it was a bit less expensive with rates from \$1 to \$2 for vehicles and ten cents for pedestrians.

By the time the Bankhead Tunnel was under construction, nearly a million cars were traversing the Cochrane Bridge and Causeway each year.

### Bridge or Tunnel?

As traffic picked up, the desire for a new route, closer to the heart of downtown Mobile, was seen as a necessity with Government Street being the main artery.



Toll books could be purchased for drivers that frequented the Bankhead Tunnel. Toll rates were a quarter per most vehicles. (Angela [Levins/alevins@al.com](mailto:Levins/alevins@al.com))

Discussion for the new route began with talk of building a bridge over Mobile Bay. Opponents to the 1930s proposed bridge echo the arguments of 2015s bridge plans: impact to river traffic, interference with downtown Mobile's scenic beauty and displacing local businesses.

The conclusion: no bridge. Solution: build a tunnel.

The idea of a tunnel seemed unfeasible by many in the late 1930s. Opponents felt the project was unconstructable and unfinanceable and if begun it may not be finished.

Despite the tunnel naysayers, ground was broken on the Bankhead Tunnel on Dec. 29, 1938.

David Johnson, the Automated Transportation System Center Manager for ALDOT, has spent years researching the construction of Mobile's tunnels. Johnson said the plans were not laid for the Bankhead Tunnel until funding was secured, and part of the push to secure funding was a staged groundbreaking on Dec. 29, 1938.

"Only \$1.4 million remained in the PWA Act which expired at midnight on Dec. 31, 1938," Johnson said. "Hired guys with pick axes and shovels for groundbreaking on a sewer project and took a picture to document."

Johnson said the plan worked. With funding secured, Wayne F. Palmer worked on the design, bidding opened in April 1939 and dredging started in July.

**Related: Quick facts of Mobile Bay's tunnels and roadways with vintage photos**

Seven tubes were constructed in Mobile and launched into the Mobile River. Johnson said the tubes were moved over their respective spots and workers got to work on the inside of the tube.

Johnson explained as concrete was added to the tubes, they slowly sunk and barges were used to hold the tubes above water. Once the tube was complete, Johnson said the barges were moved and tunnel was dropped into the trench. The tunnel tubes were secured by a type of ratchet system and then sealed with a collar of concrete placed inside and outside of the seam.

The Bankhead Tunnel was the first continuous steel tunnel constructed in this way.

Pedestrians had the first chance to explore the newly constructed Bankhead Tunnel, an engineering marvel at the time. The tunnel was opened to traffic on Feb. 20, 1941.

**Second tube?**

An engineering report released in Mobile's City Hall on Sept. 15, 1951, references the eventual need of a second tube.

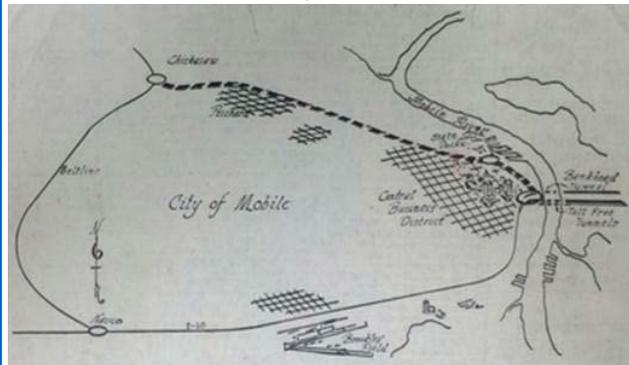
*"The probability of a twin tube adjacent to the heavily-used Bankhead Tunnel, connecting downtown Mobile with the Bay Bridge Causeway and a time-saving alternate toll route to U.S. Highway 90, was discussed in detail in a report written by Palmer & Baker, Inc., consulting engineers for Bankhead Tunnel." -Mobile Register, Sept. 16, 1951*

Twelve years after that report, Governor George Wallace announced on Dauphin Island a new \$27 million tunnel would be built 540 feet south of Bankhead Tunnel. The tunnel would serve eastbound traffic while the Bankhead would carry westbound traffic.

However, a year later, plans changed and two toll-free tunnels and a six-mile waterfront interstate was announced. The project was estimated to cost \$52 million.

**Wallace, more than just a tunnel**

The George Wallace Tunnel construction brought more to the Mobile area than just a four-lane route under the roadway onto a waterfront bridge going over the Mobile Bay. The plans also included a Water Street Expressway connecting I-65 in Chickasaw to I-10, what's known today as I-165.



*The Wallace Tunnel project included a Water Street Expressway to connect I-65 to I-10 creating a loop around the city of Mobile and Prichard. (Press-Register, July 19, 1969)*

*Mayor Joseph N. Langan has noted that the new tunnel-interchange project "will be the greatest single undertaking in the history of Mobile." -Mobile Register, July 19, 1964*

U.S. Representative Bob Jones helped to secure federal funding for the project. He cited the tunnel project as meeting the need for national defense along with modern traffic requirements.

While plans for the tunnel-interchange project were laid and funding secured, the project didn't begin construction until 1969. It was completed 1,000 days later on July 4, 1972.

The George Wallace Tunnel was designed and built the same exact way as the Bankhead Tunnel. The only difference was the twin tubes compared to a single tube.

**Tunnels congested, new route needed**

In the last year, a push to create a new route 'over' the Mobile Bay has gained steam.

Vince Calametti, the chief engineer with ALDOT's Southwest Region said the field of six design candidates for the project will be whittled down to three.

The proposed project includes construction of a new bridge over the Mobile River to tie into the existing I-10 Bayway. The Bayway would also get a makeover stretching to eight lanes from four lanes.

## Transportation Research

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### Model Inventory of Roadway Elements Reassessment Vetting Session

#### **FHWA is undertaking a reassessment of MIRE Version 1.0**

#### **Webinar Vetting Session: Tuesday, June 23, 2015 from 1:00 – 3:30 PM CDT**

FHWA released the current Model Inventory of Roadway Elements (MIRE) Version 1.0 in 2010. The MIRE is a guideline of recommended roadway and traffic data elements to develop a more robust roadway and traffic data inventory for safety analyses and other purposes. Since that time, several factors have changed, for example:

- Advances in safety analyses techniques have generated new data requirements
- Roadway data collection methods have advanced
- Data and performance measurement requirements for State and local agencies have changed with the passage of MAP-21

Because of these and other factors, FHWA will be reassessing how MIRE Version 1.0 is meeting the needs of roadway data users and determine if changes or modifications would help enhance MIRE's usefulness.

#### **MIRE Vetting Session**

The FHWA is conducting the reassessment of MIRE Version 1.0 to:

- Assess MIRE's compatibility with other FHWA databases
- Obtain feedback from roadway data practitioners on potential revisions to MIRE
- Discuss interest in a national roadway data model

Information about MIRE can be found at:

<http://safety.fhwa.dot.gov/rsdp/mire.aspx>

A copy of the MIRE Version 1.0 may be obtained from:

[http://safety.fhwa.dot.gov/tools/data\\_tools/mirereport/mirereport.pdf](http://safety.fhwa.dot.gov/tools/data_tools/mirereport/mirereport.pdf)

The first of three webinars for MIRE vetting will be held Tuesday, June 23, 2015 from 2:00 – 4:30 PM EDT. The days and times of the remaining two vetting webinars will be announced soon.

**Please follow the link below to register for June 23 webinar:**

<https://engage.vevent.com/rt/vanassehangerbrustlininc~062315>

**Please join us on the webinar to provide your feedback and help us shape the next version of MIRE to best meet the needs of its users. If you are unable to join, you may still provide input by email to:**

**Robert Pollack**

[Robert.pollack@dot.gov](mailto:Robert.pollack@dot.gov)

**Carol Tan**

[Carol.Tan@dot.gov](mailto:Carol.Tan@dot.gov)

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### EDC Exchange for Local and Tribal Agencies: Data-Driven Safety Analysis

**June 25, 2015 from 1:00 pm to 3:00 pm Central Standard Time**

How many crashes on a roadway are too many crashes? Today, there are methods to answer this question that has plagued transportation professionals for years. With limited funding available to address transportation needs, professionals are constantly challenged to make decisions maximizing the return on investment. Evaluating a roadway in terms of generally accepted guidelines is not sufficient. Decision makers need to determine if a roadway will perform satisfactorily in terms of crashes – now, and into the future. Advances in highway safety analysis can provide more reliable information for effective investment decisions.

A new initiative entitled Data-Driven Safety Analysis (DDSA) was created under the third round of the FHWA Every Day Counts (EDC). The objective of this EDC-3 initiative is to incorporate safety performance into all highway investment decisions, by broadening implementation of predictive and systemic safety analysis. DDSA has many benefits:

- **Informed Decision-Making:** By quantifying the safety impacts associated with roadway planning and design, transportation professionals, elected officials, and the general public can make more informed decisions by weighing safety with other project goals.
- **Optimizing Investment:** With limited resources, agencies need to maximize the safety benefit of every

transportation investment. By applying the most current analytical methods, agencies have powerful tools to optimize investments and the safety of all users.

- **Improved Safety:** State, Local, and Tribal agencies can proactively apply safety countermeasures at roadway locations identified as having the highest potential for improvement, effectively reducing fatalities and serious injuries.

This EDC Exchange will highlight how local agencies are integrating safety performance into highway investment decisions. This Exchange will be of interest to transportation professionals involved in design, environment, local public agency coordination, planning, and safety.

*Hosted by the Federal Highway Administration, the Alabama Local Technical Assistance Center Program and the Alabama Department of Transportation at these locations:*

Central Office, Conference Room 5&6 1409 Coliseum Boulevard Montgomery, AL 36130-3050	North Region- Tuscumbia (formerly 2nd Div) 295 Highway 20, East Tuscumbia, AL 35674
North Region- Guntersville (formerly 1st Div), Auditorium 23445 Highway 431 North Guntersville, AL	Southwest Region-Mobile 1701 North Beltline Highway Mobile, Alabama 36618
East Central – Birmingham (formerly 3rd Div) 1020 Bankhead Highway, West Birmingham, AL (205) 581-5659	

Register online: <http://eng.auburn.edu/continuing-education/seminar-conferences/index.html>

**PLEASE CONTACT LARRY SELLERS or GARRY HAVRON WITH ANY QUESTIONS:**  
*Office 334-844-4370; Direct Line 334-844-5714; Toll-free 800-446-0382*