



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, March 10th, 2017

Volume 21, Number 8

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South Alabama Regional

Congressman Bradley Byrne went before the House Appropriations Committee Transportation, Housing and Urban Development, and Related Agencies Subcommittee. PLUS, President Trump says that if you get Federal Funds, you have 90 days to start the project: please, please, please see *Legislative Updates*. The Mobile MPO will meet next week on March 15th in the SARPC Board Room to adopt the new Congestion Management Process (CMP) and other items on the agenda (please see *Mobile MPO Updates*). Since we have a MPO meeting on *the Ides of March*, it is this week's *Just For Fun*. MS says AL should be ashamed in a guest column and **Amtrak committed to reviving Gulf Coast Service: In The News**

Have a great weekend! And check out [ALGO Traffic](#) before you travel!

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

www.mobilempo.org  check us out on FACEBOOK

Mobile MPO Updates

MARCH 15th, 2017 10:00 AM, MPO POLICY MEETING

The Mobile MPO Policy Board will meet on Wednesday, March 15, 2017 at 10:00 am at the GM&O Building in the Board Room at 110 Beauregard Street. The purpose of the meeting is to approve the modification of the 25 year Long Range Transportation Plan (LRTP) and the 2016-2019 Transportation Improvement Program (TIP) to create a funding program for the Congestion Management Process (CMP). The CMP will be funded through the Mobile MPO and will be for intersection type improvements that aim towards alleviating congestion. The program will be an annual federal funding amount of \$500,000. In order to accommodate this program, a large interchange at Airport Blvd and McGregor Ave will be removed from the LRTP.

Also, the MPO will vote to approve the following modifications to the FY 2016-2019 Transportation Improvement Program:

TIGER FUNDS

100066564 (PE) ONE MOBILE - COMPLETE STREET INITIATIVE TIGER GRANT FOR THE BROAD STREET CORRIDOR; \$1,570,000.00; 4/1/2017

100066565 (CN) ONE MOBILE - COMPLETE STREET INITIATIVE TIGER GRANT FOR THE BROAD STREET CORRIDOR; \$21,000,000; 2/15/2019

CONGESTION MANAGEMENT PROCESS FUNDS

100066702 (PE) CMP Corridor Government St, from Broad Street to Bankhead Tunnel; FY 2017; \$62,500
100066703 (CN) CMP Corridor Government St, from Broad Street to Bankhead Tunnel; FY 2017; \$562,500

100066704 (PE) CMP Corridor Dauphin St, from Sage Ave. to Springhill Hospital; FY 2018; \$62,500
100066705 (CN) CMP Corridor Dauphin St, from Sage Ave. to Springhill Hospital; FY 2018; \$562,500

100066706 (PE) CMP Corridor Airport Blvd. from University Blvd to Hillcrest Rd; FY 2019; \$62,500
100066707 (CN) CMP Corridor Airport Blvd. from University Blvd to Hillcrest Rd; FY 2019; \$562,500

Recent Scheduling Changes This Week for Mobile

Project : 100052449 (UT)

Project Description : MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.

Old Target start date : September 01, 2017

New Target start date : September 01, 2018

Project : 100066219 (MC)

Project Description : RELOCATION OF MOVABLE BARRIERS AND GATE ARMS AT J.A. WINTZELL MEMORIAL BRIDGE ON SR-188 IN BAYOU LA BATRE, AL

Target start date : 11/3/2017

Engineers Estimate : \$594,131.00

Project : 100052600 (RW)

Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

Old Target start date : May 01, 2017

New Target start date : August 01, 2017

Project : 100052448 (RW)

Project Description : MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.

Old Target start date : May 01, 2017

New Target start date : August 01, 2017

Project : 100052450 (CN)

Project Description : MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.

Old Target start date : December 01, 2017

New Target start date : December 07, 2018

SAFETY PERFORMANCE MEASURES

By of July 1, 2017, ALDOT Should have developed the statewide performance measures for safety. The Mobile MPO, and the all MPO's including the Eastern Shore MPO, will have until February 27th, 2018 to either adopt ALDOT's methodology for performance measures, or adopt their own. There are five safety performance measures: number of fatalities, rate of fatalities, number of serious injuries, rate of serious injuries, and number of non-motorized fatalities and serious injuries combined. The Mobile MPO will have to develop targets for these five performance measures (using ALDOT's methodology or our own) and create an annual *System Performance Report*, and then decide on whether we have met our targets or not. Statewide, if ALDOT does not meet the targets of the performance measures, they will lose the flexibility of their safety funding. At the MPO level, if we do not meet are targets, well, we must try harder. The LRTP and the TIP must be modified as it must be explained how each project in both documents are working towards achieving the targets. Please contact Kevin Harrison if you have any questions pertaining to Safety Performance Measures.

3-C Agreement To Be Updated

To all members of the Mobile MPO, we have to update our 3-C agreement. This is the agreement between SARPC, ALDOT, the WAVE Transit, the eight Urban Area cities and Mobile County that actually creates the Mobile MPO. In order to execute this agreement, we will need a resolution from Mobile County and each city in the next month or so. If you are a new mayor, your staff is familiar with this as we did this last Spring. Because there is a new federal transportation act "the FAST ACT", the language has changed and we must update the agreement. We sent notifications last week to each MPO member. Please call Kevin if there are any questions.

Performance Measures

On January 18, the Federal Highway Administration (FHWA) published in the Federal Register final rules for the last two national performance management measure regulations. One rule establishes regulations to assess the condition and performance of bridges on the National Highway System (NHS) and of pavements on the Interstate and non-Interstate NHS. The other establishes regulations to assess the performance of the NHS, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. All MPOs will have 6 months after each State finalizes their state Performance Measures. The performance measures used by the Mobile MPO, and the Eastern Shore MPO will be discussed at length in the next several months, and the topic is on the agenda at the Alabama Transportation Planners Association Conference (ATPA) March 23-24 in Florence, AL

Projects Within Region Let February 24, 2017 *(The next project letting date is April 7th)*

ESCAMBIA COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-3 (US-31) from the intersection of Florida Highway west of Canoe to MP 55.300 in Flomaton. Length 10.299 mi. The Bracket Estimate on this project is from \$1,941,862 to \$2,373,387 .
- For constructing the Planing, Resurfacing, Bridge Rail Retrofit, and Traffic Stripe on SR-3 (US-31) from the Baldwin County Line to the intersection of Florida Highway west of Canoe. Length 11.000 mi. The Bracket Estimate on this project is from \$2,254,214 to \$2,755,150 .

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-16 (US-90) from east of the intersection of Ramsey Road in Grand Bay to the west end of the Fowl River Bridge west of Theodore. Length 7.310 mi. The Bracket Estimate on this project is from \$1,674,778 to \$2,046,951.
- For constructing the Precast Concrete Pavement System on I-165 (Southbound Service Road Left Turn Lanes) just west of the intersection of Bay Bridge Road (SR-16/US-90). Length 0.121 mi. The Bracket Estimate on this project is from \$673,347 to \$822,980.
- For constructing the Bridge Girder Repair (Collision Damage) on CR-39 (McDonald Road) over I-10. Length

0.340 mi. The Bracket Estimate on this project is from \$306,703 to \$374,860 .

BALDWIN COUNTY

- For constructing the Planing, Widening, Resurfacing, and Traffic Stripe on CR-13 from the intersection of CR-48 in Fairhope to the roundabout at CR-30 (Site 1) and from north of the roundabout at CR-64 to the junction of Ottawa Drive in Daphne (Site 2). Length 1.646 mi. The Bracket Estimate on this project is from \$510,400 to \$623,822

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

One of the greatest videos of the year....

Yesterday Congressman Bradley Byrne (R-AL) testifies before the House Appropriations Committee Transportation, Housing and Urban Development, and Related Agencies Subcommittee in support of the I-10 Bridge project. He makes some extremely valid points concerning money and the I-10 Mobile River Bridge; you will have to watch the video: [HERE](#)



Lawmakers urge support for infrastructure financing tool

BY NAOMI JAGODA - 03/09/17 04:27 PM EST

A bipartisan group of more than 150 House members is expressing support for the municipal bond tax exemption as congressional Republicans and President Trump make tax reform one of their top priorities this year.

"For more than a century, states and local governments have depended on this reliable and efficient means of financing," the lawmakers wrote this week in a letter to House Ways and Means Committee Chairman Kevin Brady (R-Texas) and ranking Democrat Richard Neal (Mass.).

Municipal bonds are used by state and local governments to finance infrastructure projects such as roads, schools, and water and sewer facilities. Interest on municipal bonds is exempt from federal income taxes, allowing municipalities to borrow money at a lower cost.

Preserving the municipal bond tax exemption has been a top tax reform priority for state and local government officials. In December, Trump told a group of mayors that he supports the exemption, but it's unclear if the preference will ultimately be maintained in reform legislation. The House Republican tax blueprint does not explicitly mention municipal bonds.

In their letter, the House members highlighted the types of projects that are financed by municipal bonds.

"They are the roads we drive on, schools for our children, affordable family housing, water systems that supply safe drinking water, courthouses, hospitals and clinics to treat the sick, airports and ports that help move products domestically and overseas, and, in some cases, the utility plants that power our homes, businesses, and factories," the lawmakers wrote. "These are the pro-growth investments which spur job creation, help our economies grow, and strengthen our communities."

The lawmakers also said that bonds are "fiscal federalism at its finest," since they are approved by local officials or through referenda. And they said that people buy municipal bonds because they are low-risk investments.

"Any changes under consideration to the tax exempt status that would increase the cost of financing for states and local government should be provided very careful consideration," they said. "We believe the current tax-exempt status contributes to efficient economic growth that benefits all Americans."

Reps. Randy Hultgren (R-Ill.) and Dutch Ruppersberger (D-Md.) took the lead on the letter and have led similar letters in previous years. The letter was signed by 95 Democrats and 61 Republicans.

"Municipal bonds are a lifeline to local communities looking to expand a hospital or repair their infrastructure," Hultgren said in a news release.

"If the federal income tax exemption is eliminated or limited, states and localities will pay more to finance projects, leading to less infrastructure investment and fewer jobs," Ruppersberger said.

GOP chairman focused on moving infrastructure package this year

BY MELANIE ZANONA - 03/09/17 12:59 PM EST

The head of the House Transportation and Infrastructure Committee reiterated Thursday his commitment to moving President Trump's infrastructure proposal through Congress this year despite growing concerns that work on the legislation may get pushed into 2018.

"The sooner the better. ... I'm looking at sometime maybe this summer, early fall," Chairman Bill Shuster (R-Pa.) told Bloomberg TV on Thursday. "Hopefully we'll get it done this year."

Shuster acknowledged, however, that infrastructure will take a backseat as other top GOP priorities are addressed.

"We've got Obamacare up first, and then tax reform has to go forward to figure out where the dollars are going to come from," Shuster said. "And then after that, infrastructure."

The comments come amid reports that Republican leadership and the White House are considering punting on infrastructure legislation until next year, which would give lawmakers more breathing room to work on their top issues during the packed legislative year.

Trump made infrastructure investment one of the cornerstones of his campaign and initially promised to deliver a proposal to Congress within his first 100 days in office. But the debate over repealing and replacing ObamaCare is hogging the spotlight for now.

During a joint address to Congress last month, he called on lawmakers to advance a \$1 trillion package that will be funded through public and private financing.

Some conservatives have been reluctant to back massive federal spending on transportation, and Trump had to personally ask House Speaker Paul Ryan (R-Wis.) to add an infrastructure bill to the Republican agenda.

The White House has begun to hold meetings on the issue and has directed a team to start crafting a plan, though a timeline and further details on the proposal have yet to take shape.

Shuster has assured that funding for the package won't all come in the form of direct federal dollars. He said the administration is eyeing things like public-private partnerships, tax reform and toll ways.

"It's not all going to come from the government," Shuster said. "There are other places to find those dollars to cobble together a \$1 trillion."

Trump suggests 90-day deadline for states to start infrastructure projects: report

BY MAX GREENWOOD - 03/08/17 06:40 PM EST

President Trump is eyeing a plan that would require states to begin infrastructure projects within 90 days of receiving federal funding, The Wall Street Journal reported Wednesday.

Trump's plan would be aimed at pressuring states to streamline their local permitting process, emphasize renovation of roads and highways over the construction of new ones and prioritize projects that are ready to quickly begin construction, according to the report.

"We're not going to give the money to states unless they can prove that they can be ready, willing and able to start the project," Trump said during a private meeting with aides and business executives, according to the newspaper.

"We don't want to give them money if they're all tied up for seven years with state bureaucracy," he added.

Among the infrastructure projects Trump reportedly expressed interest in is the construction of high-speed railways.

The Journal also reported that Trump sought more information on Tesla CEO Elon Musk's "Hyperloop," a transportation concept aimed at moving passengers at extremely high speeds through low-pressure tubes.

"America has always been a nation of great promise, because we dream big," Trump said. "We're going to really dream big now."

During an address to a joint session of Congress last week, Trump called for \$1 trillion in infrastructure spending. The president said he would address that plan after lawmakers tackle healthcare and tax reform.

USDOT Proposes New Rule to Improve 'Mega-Region' Transportation Planning

The U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly proposed a new rule last week that would improve coordination of multi-modal transportation planning by metropolitan planning organizations (MPOs) serving the nation's urban areas. The proposed rule, which would affect about a third of the nation's 409 MPOs, would promote more effective regional prioritization of multi-modal investments through better coordination among local governments with planning responsibilities in the same urbanized areas, as designated by governors. Its goal is to improve the effectiveness of transportation planning for multi-modal projects addressing regional needs. It would revise the definition of "Metropolitan Planning Area" (MPA) to align with its statutory definition, requiring the MPA to include the entire urbanized area. Where there are multiple MPOs in a single MPA, the proposed rule would also require that those MPOs and their states' governors decide whether to consolidate, adjust their boundaries or to prepare unified planning products. The Notice of Proposed Rulemaking appeared in the [Federal Register](#) this week. The public is invited to submit its comments through www.regulations.gov during the 60-day public comment period. Contact: FHWA's Doug Hecox (202) 366-0660 or FTA's Sarah Clements (202) 366-3062

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

Funding Opportunities

Department of Agriculture invites applications for Technical Assistance grants for Rural Transportation Systems

The Department of Agriculture invites applications for grants to provide technical assistance for Rural Transportation (RT) systems under the Rural Business Development Grant (RDBG) program for fiscal year 2017.

Completed applications must be received in the USDA Rural Development State Office no later than 4:30 p.m. (local time) on March 31, 2017. For more information, please go to [the application website](#).

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation

FY 2017 NOAA Coastal Resilience Grants Program

Proposals Due: March 15

The National Oceanic and Atmospheric Administration (NOAA) [Coastal Resilience Grants Program](#) is intended to build resilience by reducing the risk to coastal communities, economies, and ecosystems from extreme weather events and climate-related hazards. Projects that build resilience include activities that protect life and property, safeguard people and infrastructure, strengthen the economy, and/or conserve and restore coastal and marine resources.

NOAA has identified \$15,000,000 to support projects in a new funding round, and anticipates that typical awards will range from \$250,000 to \$1,000,000. The NOAA Coastal Resilience Grants Program will support two categories of activities:

- **Strengthening Coastal Communities:** activities that improve capacity of multiple coastal jurisdictions (states, counties, municipalities, territories and tribes) to prepare and plan for, absorb impacts of, recover from, and/or adapt to extreme weather events and climate-related hazards; or
- **Habitat Restoration:** activities that restore habitat to strengthen the resilience of coastal ecosystems and decrease the vulnerability of coastal communities to extreme weather events and climate-related hazards.

Proposals focused on improving capacity of multiple coastal jurisdictions should identify and describe how the project will address: the vulnerability, issue(s) or problem limiting the resilience of coastal jurisdictions to be addressed; the proposed project's expected outcomes and the actions to be undertaken; and how the proposed actions will enhance resilience within the jurisdictions expected to benefit from the project.

Industrial Access Road and Bridge

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

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

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

Just For Fun

THE IDES OF MARCH ARE UPON US

Rumor has it, that the “Ides of March” were a time of the year when a warm, dry wind would blow in Rome, which was known to cause people to tend to act oddly. Maybe even create some wind powered cars...



BUT, during Roman times, the first full moon of the year occurred in March; and no, there weren't fewer Full Moons back then. The Ides of March was the first because *March used to be considered the first month of the New Year*. Have you ever noticed that the last four months of the year have numbers in their names? September, October, November, and December come from the Latin words seven, eight, nine, and ten. Those names do not make much sense when you consider that they are the ninth, tenth, eleventh, and twelfth months of the year. When you shift the beginning of the year from January to March, though, those names suddenly make perfect sense.

[Beware the Ides of March](#) has nothing to do with wind, it has to do with an old fortune teller that told Julius Caesar to beware of March 15th, the Ides (or split) of March: “*et tu Brute?*”

In the News

Food Delivery via Robot? Company Trying to Revolutionize Deliveries

THU, MAR 09

You no longer have to put on your active wear to go to the grocery store; your groceries will come to you. These ground-delivery robots will deliver take-out food, groceries and parcels within a two-mile radius. [HERE](#)



Guest column: The pleasures of driving I-10

Mac Gordon, Guest Columnist Published 10:29 a.m. CT March 9, 2017 | Updated 10:29 a.m. CT March 9, 2017

I never expected to become so enthralled with an interstate highway, but if there is a better one in the Eisenhower system than I-10, I haven't had the pleasure of riding that roadway.

My favorite section is the Florida Panhandle, which I engage on forays to-and-from Mississippi and Georgia. Another version of that trip is from our home in Southwest Georgia to Montgomery, Alabama, where I connect with U.S. highways 80, 84 and I-55 to McComb.

That route covers a lot of bad highway and wild country with deer and other species to dodge. Staying awake is a major undertaking and decent pit-stops are practically non-existent.

I-10 is another story, where it's clear sailing westward to Pensacola and Mobile. Florida offers a welcome center every 40 miles, keeping them extraordinarily clean and with security personnel 24/7. All have a walking track to stretch one's weary driving legs. Florida also knows how to maintain highways -- none of this bouncy-bouncy roadway encountered in Alabama, Mississippi and Louisiana.

Alabama really should be ashamed of the dreadful stretch of U.S. 98 from Mobile through the small towns of Semmes and Wilmer to Mississippi. The notorious route then clears through Lucedale and on to Hattiesburg and points beyond. Thousands

of vacationers grudgingly use this scheme annually on their way to the southern beaches along the Gulf of Mexico.

There once was a plan by Alabama officials to bypass Semmes and Wilmer with a toll road that would save motorists at least an hour of drive time. The road bed was started and is still evident in a remote area north and west of Mobile. Somebody's money ran out. There are no known plans now to complete it in this era of thin state budgets.

Alabama has, however, recently completed two major strides in its highway system. One is the opening of the I-65 North and I-22 West interchange on Birmingham's northern end. Before, to go west on the new I-22 (old U.S. 78), one had to leave I-65 in downtown Birmingham and traverse small towns to U.S. 78. That was an additional 30 minutes added to the trip. Now, it's a third of that.

Another is final four-laning of U.S. 80 from Montgomery to the Alabama-Mississippi line near Meridian. It may seem like wasted money due to lack of traffic, but what a nice ride.

While Florida never slows down on improving and maintaining its entire road system, and Alabama struggles to work on its program, Mississippi remains in the transportation wilderness, not exactly breaking news.

A recent news story quoting the Mississippi Economic Council said an additional \$345 million a year would be the cost of adequate roadway maintenance in this state. Deficient bridges have been closed, complicating daily travel for thousands of workers and students. Sanderson Farms' top man, Joe F. Sanderson Jr., desiring a better path from chicken houses to processing plants, and other business leaders have begged state leaders for help to no avail.

In olden days, the major thrust for highway advancement in this state came from the roadbuilding industry, with contractors working the halls of the state capitol (and the House speaker's and lieutenant governor's offices) to push lawmakers toward myriad projects. That influence has waned in recent years.

One move to raise maintenance funds by taxing internet sales has failed in the Legislature. Talk of raising our lowest-in-the-country gasoline tax never gets beyond the talk. Perhaps state lawmakers are waiting on President Trump's promise to rebuild the nation's infrastructure. That could be a long wait considering the turbidity in Trump's Oval Office. And penny-pinching congressional Republicans' may balk at spending that kind of money anyway.

Moorman: Amtrak committed to reviving Gulf Coast service



Passenger-rail service between New Orleans and Orlando, Fla., has been suspended since 2005. Photo – Southern Rail Commission

[Amtrak](#) President and Chief Executive Officer [Wick Moorman](#) has pledged support for restoring service from New Orleans to Orlando, Fla., along the Gulf Coast.

Service along the corridor has been suspended since Hurricane Katrina hit the region in 2005.

In a March 3 [letter](#) to Southern Rail Commission (SRC) Chairman Greg White, Moorman emphasized Amtrak's "firm commitment to the Gulf Coast project," along with the railroad's interest and support for other projects underway in the region.

SRC also is pushing to implement Amtrak service between New Orleans and Baton Rouge, La., and to extend the railroad's long-distance Crescent service west of Meridian, Miss.

Although those two projects "are not as close to fruition," Amtrak strongly supports them and will continue working with the commission and Gulf Coast states to obtain necessary commitments from host railroads to advance them, Moorman wrote.

"We are committed to operating both the long-distance and corridor services on the Gulf Coast route as soon as the necessary funding can be arranged, and the necessary agreements are in place to implement the service," Moorman said.

SRC officials hailed the letter as "what may be Amtrak's strongest showing of support in print" for Gulf Coast service.

The letter also was presented to Louisiana Gov. John Bel Edwards at the SRC's first quarterly meeting this year. Edwards has voiced support for the commission's work, SRC officials said in a press release.

The SRC advocates for passenger-rail service in Louisiana, Mississippi and Alabama.

Save the Date!

Crepe Myrtle Trail Ride 2017
April 1 - Arlington Park
www.crepemyrtleride.com

Transportation Research

Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study

Call for participants ends May 31

Transportation agencies across the country are seeking ways to improve pedestrian and bicyclist safety and mobility. However, existing research programs that advance innovation, such as the National Cooperative Highway Research Program, cannot meet the growing needs for pedestrian and bicyclist research. This Transportation Pooled Fund (TPF) study will supplement existing research venues and fill an important missing gap by emphasizing short turnaround practical research on issues immediately relevant to practitioners. It will address national goals and priorities identified through input from local, state, and national partners in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation. The pooled fund will provide a mechanism for federal, state, regional, and local transportation agencies; academic institutions; foundations; private firms; and other stakeholders to collaboratively fund and implement pedestrian and bicycle research.

Regional Models of Cooperation Handbook

FHWA recently released their [Regional Models of Cooperation Handbook](#). The Regional Models of Cooperation program is facilitated through FHWA and FTA and is a part of the Every Day Counts 3 Initiative. The handbook includes numerous case studies and examples of regional and statewide collaboration and partnership where agencies are working together to save money, be more efficient, and have a greater impact than they could individually.

Safety Council Estimates 2016 U.S. Motor Vehicle Deaths at Highest Level Since 2007

The National Safety Council said its preliminary 2016 data indicates [as many as 40,000 people died in U.S. motor vehicle crashes last year](#), or the most since 2007.

It estimated that the number of crash fatalities rose 6 percent over 2015, and 14 percent from 2014. That would mark "the most dramatic two-year escalation since 1964," the council said.

It also said that "an estimated 4.6 million roadway users were injured seriously enough to require medical attention in 2016," with a cost to society of \$432 billion.

The NSC released a survey with the estimates that it said "provides a glimpse at the risky things drivers are doing. Although 83 percent of drivers surveyed believe driving is a safety concern, a startling number say they are comfortable speeding (64 percent), texting either manually or through voice controls (47 percent), driving while impaired by marijuana (13 percent), or driving after they feel they've had too much alcohol (10 percent)."

The council noted that the fatality estimates are subject to slight increases and decreases "as data mature." It uses data from the National Center for Health Statistics, an arm of the Centers for Disease Control, so that deaths occurring within 100 days of the crash and on both public and private roadways – such as parking lots and driveways – are included in the estimates.

"Our complacency is killing us. Americans believe there is nothing we can do to stop crashes from happening, but that isn't true," said NSC President Deborah Hersman. "The U.S. lags the rest of the developed world in addressing highway fatalities. We know what needs to be done; we just haven't done it."

The council called for immediate implementation of measures it said "would set the nation on a road to zero deaths."

They are:

- Mandate ignition interlocks for convicted drunk drivers, plus better education about the nature of impairment and when it begins.
- Install and use automated enforcement techniques to catch speeders.
- Extend laws banning all cell phone use – including hands-free – to all drivers, not just teens; upgrade enforcement from secondary to primary in states with existing bans.
- Upgrade seat belt laws from secondary to primary enforcement and extend restraint laws to every passenger in every seating position in all kinds of vehicles.
- Adopt a three-tiered licensing system for all new drivers under 21, not just those under 18.

-Standardize and accelerate fleet automotive safety technologies with life-saving potential, including blind-spot monitoring, automatic emergency braking, lane departure warning and adaptive headlights.

-Pass or reinstate motorcycle helmet laws.

-Adopt comprehensive programs for pedestrian safety.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



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

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

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.