



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, November 20th, 2015

Volume 16, Number 8

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Whaddayaknow, a new deadline for Federal Transportation Bill. Please see *Legislative Updates*. The Mobile MPO met this week; please see *Mobile MPO Updates*. Land and Water Conservation Fund application workshop and ALDOT's TAP Grants (See *Funding Opportunities*). There will be no Transportation Friday E-newsletter next week as it is Thanksgiving Weekend, which is *Just For Fun* this week ("gobble gobble", said one turkey).

Have a great weekend.

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

Mobile MPO Met Wednesday, November 18th

The Federal Highway Administration (FHWA) was at the Mobile MPO meeting this week, and presented the findings of the certification review of the Mobile MPO Planning Process that was conducted in March of 2015. The certification review is every four years, and is somewhat of an audit of everything the MPO should be doing; the review was a positive review. The Mobile MPO has some noteworthy practices in terms of organizational structure and public involvement (this E-newsletter included), but did have some recommendations from the FHWA:

1. Bike and Pedestrian Planning Activities: The MPO should perform a gap analysis and transit stop overlay to connect bike paths and pedestrian walkways. The analysis should identify needed connections to transit, as well as, identify critical pinch points such as railroads, bridges, overpasses, and other type of intersections to ensure any additional multimodal accommodations are included in the current Bicycle and Pedestrian Plan.
2. Transit: The MPO's long range transit planning and Transportation Improvement Program should be fully developed for the Mobile urbanized area transit program to include all capital projects, as well as, operation and maintenance costs. Fiscal constraint should be demonstrated based on the 25 year projection of historical revenues and 4 year projections, respectively.
3. Outreach and Public Participation: The MPO should keep their website contents updated.
4. Title VI and Related Requirements: The MPO should create a link on the home page of their website with point of contact information for the public to file Title VI and ADA related complaints, in addition to submitting questions and comments.
5. ADA Self-Evaluation and Transition Plans: The MPO should coordinate with ALDOT on procedures of compliance planning to meet ADA documentation requirements.
6. Transportation Alternatives Program (TAP): The MPO TAP program should include projects throughout the TIP. The MPO should program for two years at the beginning of the TIP, and have a call for projects each following year to maintain a two year program of projects.
7. Inactive Projects: The MPO and ALDOT should evaluate and improve the process to maintain and track the status of all MPO projects as well as State projects that take place within the MPO planning boundary. As part of the process, the MPO and ALDOT should work to re-scope and/or close projects that are not in the current L RTP.
8. Unified Planning Work Program (UPWP): Tasks must specify a schedule in sufficient detail to describe the activity completion or timeframe. The MPO should avoid using "NA," and provide a more specific brief description of timeframe activity/task is to be completed for all activities/tasks.

9. Congestion Management Process (CMP): The MPO should reevaluate and update their current CMP to make it a more valuable tool for the MPO and locals.
10. Transportation Improvement Program (TIP): The MPO should follow procedures outlined in new STIP MOU for TIP revision, include a description of the 1% inflation rate of project cost estimate (Year of Expenditure) for transparency, and coordinate with ALDOT of new procedures to format Transit funds.

In addition to the certification review findings, the MPO approved the following items to be included into the 2016-2019 Transportation Improvement Program:

STP Any Area Funds

- Widening, resurfacing, guardrail and striping Dawes Rd (CR-33) from Three Notch Rd (CR-32) to pavement joint south of Scott Dairy Loop Rd; 12/4/2015; \$1,010,000
- Resurfacing on SR-16 (US 90) from AL.MS state line to pavement joint just east of Ramsey Rd; 5/27/2015; \$2,524,016

National Highway Funds

- Resurfacing on SR-13 (US 43) form joint just south SR-16(US 90) to joint just north of SR-158; 2/26/2015; \$2,302,241

State Funds

- Additional lanes on Schillinger Rd South (CR-31) from Three notch Rd (CR-32) to south of Halls Mill Creek; 10/15/2015; \$10,000,000

In addition, the MPO adopted the Human Service Coordinated Transportation Plan (please see *Rural Planning Organization Updates* below)

Transportation Alternatives Program (TAP)

There was a discussion pertaining to the TAP Program in terms of recent FHWA certification review findings. ALDOT's call for TAP projects has a deadline of January 2016 (see *Funding Opportunities* below). Typically the MPO TAP call for projects has coincided with ALDOT's. The TCC/CAC decided that it would make more sense to have an June 2016 deadline for MPO TAP applications. We will officially announce the Mobile MPO TAP call for Projects in January. It looks like the TAP program will remain, as it is included in the House version of the new Transportation Bill; see *Legislative Updates* below.

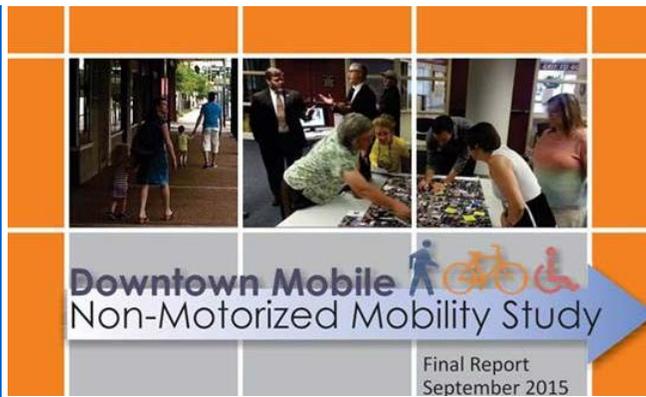
ADA Transition Plans

The Alabama Transportation Planners Association (ATPA) hosted an ADA Day in Birmingham on October 29th. The Federal Highway Administration gave a presentation on the Americans with Disabilities Act and Transition Plans, then each urban are in the State gave a brief benchmark report as to where they are in developing the Transition Plans for each local government in an Urban Area, if they did not already have them. The afternoon was a question/answer period with a panel of ALDOT and FHWA officials. For a copy of those questions and answers, and the FHWA ADA Presentation, please see [HERE](#).

SARPC has contracted with Neel-Schaffer to conduct the municipal ADA Transition Plans for Public Rights of Way, and assist Mobile County in conducting their ADA Transition Plan for Public Rights of Way. The consultant is well underway in the surveying of the sidewalks and ramps for condition and compliance in terms of the Americans with Disabilities Act within the MPO Study Area. ALDOT has provided us with State and US "shielded" routes and cross sections that they have inventoried.

The ADA Transition Plans are moving along, and we will keep you posted. Please keep in mind, that every city and county in the State, should have an ADA Transition Plan for not just public Rights of Way (sidewalks), but all public buildings and open spaces. It is your responsibility to have the ADA Transition Plans in place.





Toole Design Group has finalized the *Non-Motorized Mobility Study for Downtown Mobile*. Thank all of you that had a part in creating this important plan for downtown Mobile.

For anyone interested in the Power Point given by Ernie Boughman with Toole Design Group, please see [HERE](#)

For anyone interested in the FINAL REPORT (large document), please see [HERE](#)

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](#).

Rural Planning Organization (RPO) Updates

Human Services Coordinated Transportation Plan (HSCTP)

Staff recently completed the FY 2016-2019 Human Services Coordinated Transportation Plan. Meetings were held in July and August - one in each county of the region to gather input about the current transportation services and needs. Federal Transportation Law Moving Ahead for Progress in the 21st Century (MAP-21) requires that specialized transit projects for the elderly, the disabled, and people with low incomes be included in a locally developed, coordinated human service transportation plan. The goal of the Plan is to enhance access to transit service in Southwest Alabama through the coordination of existing and future services. The key elements of a Coordinated Plan include the following:

- Identify common origins and destinations for targeted populations
- Inventory existing transit services
- Identify unmet needs
- Identify possible wasteful duplication of efforts
- Recommend provisions for cost-efficient transit services

The final document is available on our website [HERE](#).

Projects Within Region Let December 4th, 2015

Mobile County

None at this time

Baldwin County

- For constructing the Bridge Replacement (Bridge Culvert) and Approaches on CR-55 over an Unnamed Branch of Polecat Creek west of Summerdale. Length 0.151 mi. The Bracket Estimate on this project is from \$828,021 to \$1,012,026.
- For constructing the Grade, Drain, Base, Pave, and Drainage Structure Replacements on CR-32 at various sites from the intersection of CR-73 to the junction of CR-83 in Summerdale. Length 0.173 mi. The Bracket Estimate on this project is from \$733,627 to \$896,655.
- For constructing the Bridge Replacement and Approaches on CR-34 over Negro Creek east of Summerdale. Length 0.317 mi. The Bracket Estimate on this project is from \$1,303,136 to \$1,592,722 .

Escambia County

None at this time

[What's Under Construction?](#)

Legislative Updates

President Obama has signed into a law a bill that extends federal transportation funding through Dec. 4.

By [Keith Laing](#) - 11/20/15 09:33 AM EST

Funding had been set to expire tonight.

Obama has railed against short-term transportation funding patches, but he signed the bill that was sent to him on Friday morning to prevent an interruption in the nation's road and transit funding ahead of the busy holiday travel season.

"The House and Senate are making good progress in resolving differences between their respective multi-year surface transportation reauthorization proposals," House Transportation and Infrastructure Committee Chairman Rep. Bill Shuster (R-Pa.) said in a statement when the highway patch was introduced in the House on Monday.

"The conference committee needs the time necessary to meet in public, complete negotiations, and produce a final measure that helps improve America's infrastructure," Shuster continued. "This clean extension provides time for that process to occur and for the House and Senate to vote on the final legislation, without shutting down transportation programs and projects in the meantime."

The temporary highway bill does not include any new money because lawmakers included enough road funding in the three-month transportation bill that was approved in July to last until the end of the year, in case they needed more time to finish work on a multi-year fix.

The earlier patch was extended in October until Friday. But lawmakers were running out of time to reach a bicameral agreement before the scheduled interruption in road and transit spending, so they rolled out another temporary extension.

Congress has not passed a transportation funding bill that last longer than two years since 2005, much to the chagrin of infrastructure advocates in Washington.

Both chambers have passed highway bills that contain at least three years of guaranteed transportation funding, but lawmakers are still haggling over a potential bicameral agreement on the disparate measures.

The highway bill that was approved by the House calls for spending up to \$261 billion on highways and \$55 billion on transit over six years. The legislation authorizes highway funding for six years, but only includes enough money to pay for the first three of them.

The Senate passed a similar piece of legislation that also contained three years' worth of guaranteed highway funding in July.

Lawmakers had hoped to be able to get a multi-year highway bill to Obama's desk by Thanksgiving, but the goalpost has now been moved to the first week of December.

The Department of Transportation had warned that it would have had to stop making payments to states and local governments for infrastructure projects in November if Congress did not reach an agreement on at least a temporary transportation funding extension by Friday.

The Congressional Budget Office has estimated it will take about \$100 billion, in addition to the annual gas tax

revenue, to pay for a six-year transportation funding bill.

Dems seek to boost annual road spending

By [Keith Laing](#) - 11/19/15 10:28 AM EST

Democrats are calling for an increase in the federal government's annual spending for infrastructure projects in House and Senate negotiations on a new highway bill, even if it results in a shorter overall road funding package.

Lawmakers are working on a multiyear highway bill that would authorize six years of federal transportation funding, although lawmakers have only cobbled together enough money to pay for three of them so far.

Democrats are coalescing around the idea of shortening the length of the highway bill to stretch the transportation dollars further on an annual basis as the committee that was set up to negotiate on a potential bicameral highway bill agreement is beginning to meet publicly to conduct talks on the measure.

"As you begin conference negotiations to reconcile House and Senate proposals for a multi-year surface transportation reauthorization bill, we urge you to consider the urgent need for an increase in infrastructure investment around the country, and report a final proposal that can best address these needs by maximizing annual investment levels for all surface transportation programs over a shorter authorization period," a group of 26 senators led by Sens. Tom Carper (D-Del.) and Cory Booker (D-N.J.) wrote in a letter to members of the highway bill conference committee.

"Both the House and Senate versions of the legislation contain numerous policy reforms that will help to address America's infrastructure challenges," the senators continued. "However, no set of policy reforms can substitute for what is truly needed to make significant progress toward rebuilding and modernizing our nation's infrastructure: funding."

Lawmakers are working to hash out a bicameral agreement on the highway bill after the chambers passed disparate measures that each contained three years of guaranteed road and transit funding. The highway bill that was approved by the House on Thursday calls for spending \$261 billion on highways and \$55 billion on transit over six years. The legislation authorizes highway funding for six years, but only if Congress can come up with a way to pay for the final three years.

The Senate similarly passed a bill that contains three years' worth of transportation funding, with an three extra conditional years, in July. Continue [HERE](#)

Funding Opportunities

Land and Water Conservation Fund

The Alabama Department of Economic and Community Affairs is sponsoring a Land and Water Conservation Fund (LWCF) application workshop on **Thursday, December 10, 2015**, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7th Floor Auditorium. Registration will begin at 12 noon and the workshop will begin at 1:00 p.m. and end by 5:00 p.m. Participants can access the Center for Commerce parking deck from the South Decatur Street entrance by entering the code 2133#. Everyone interested in competing for LWCF grant assistance during this funding cycle is encouraged to attend.

Registration is required. To register, please call Kim Martin at (334) 353-3151 or email her at kim.martin@adeca.alabama.gov by Friday, December 4, 2015. Please provide the name(s) of the workshop attendees and the organization they will be representing. The maximum capacity for the meeting location is 100. Should registration exceed 100, a second workshop will be scheduled.

The workshop will be accessible to all persons. If you have a disability that requires special services, materials, or assistance please notify Ms. Martin when you preregister. We look forward to working with you during the next funding cycle.

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2016.

This year you will find the TAP application and instructional information for completing the application on the ALDOT web site. The web site address is: http://www.dot.state.al.us/moweb/specialprograms_section.htm. After clicking on this page you will see the TAP Application listed. The types of improvements eligible for TAP funding are listed on page 2 of the instructional information. The deadline date for submittal of FY 2016 TAP applications and support documents is Friday, January 29, 2016 at 5:00 PM.

Some major application requirements of the TAP are as follows:

- Only cities, towns and county commissions can apply for funding ;

- Due to limited funding, there is a cap on the amount of Federal Funds that a sponsor can apply for and that amount is \$400,000.00;
- Due to limited funding, an eligible sponsor can submit only one application for possible funding;
- The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds and the sponsor is responsible for the cost of the required preliminary engineering;
- Public involvement is optional;
- Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population and fifty (50) percent is distributed to any area of the state by ALDOT;
- All TAP projects have to be selected by a competitive application process administered by ALDOT ;
- Landscaping as an independent project is not eligible;
- Transportation museums are not eligible;
- For cities/towns that are located within the six largest MPO's (Birmingham, Huntsville, Montgomery, Mobile, Columbus, GA and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the stated MPO's.

Please contact Bob Kratzer with ALDOT at (334) 353-6442 if you have questions regarding this matter

Industrial Access Road and Bridge

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

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

Just For Fun

It's Thanksgiving time, and you know what that means... Yep, time for turkeys to chase vehicles in protest of the tradition of eating turkey every Thanksgiving. All across the United States this weekend, turkeys will be trying to fight moving vehicles headed to the grocery stores. One protesting turkey was overheard "I want to be dressed in my final resting place, NOT STUFFED". Others are protesting that "biscuits should be fried and served with gravy, not turkeys".

In an unforgettable moment, one turkey just stared and said "gobble... gobble", which was the underlying chant that could be heard from most turkeys.

While the turkeys are protesting, the potatoes are getting smashed, and the cranberries are just chilling... yet feeling unwanted. Please be careful out there, nobody is safe.

(ctrl + click pics for video)

Mail Trucks are not safe



Police Officers are not safe (this turkey was arrested for fowl play)



Hondas are not safe



Buicks are not safe



(There is a logical reason for turkey's to chase cars. The first person to correctly answer to kharrison@sarpc.org, wins a free L RTP)

In the News

El Galeon Está Aquí



MOBILE, AL – El Galeon, a full-scale replica of a 16th Century Spanish galleon, will be docked in Mobile—at GulfQuest National Maritime Museum—from November 20 – 29, thanks to the Port of Mobile and a host of local sponsors with ties to Mobile's maritime industry. With daily tours providing access to interpretive displays and information about how 16th century galleons were designed, built and used by Spain to explore the New World, El Galeon tells the story of the first ships to explore the Gulf of Mexico. The ship is 164 feet long with a main beam of 33 feet, and has three masts and seven sails with 10,000 sq. ft. of sail. El Galeon has six decks and 3,400 sq. ft. of public space. The ship will be docked alongside GulfQuest, and will be operated by its 16-man crew from Spain. GulfQuest will act as the host site for the ship during its Mobile visit. "Just as Spanish galleons were the first ships to explore the Gulf of Mexico, it is

only fitting that this faithful recreation of a galleon will be the first to dock at GulfQuest," Tony Zodrow, executive director of GulfQuest said.

"El Galeon will offer our visitors and citizens from throughout the area the opportunity to experience the Gulf's history onboard a tall ship with ties to the region." El Galeon will dock on the north end of GulfQuest, giving visitors easy access to GulfQuest, Riverside Ice at Cooper Riverside Park and the ship. Admission to tour El Galeon is \$10/adult and \$5/children 12 and under. Children under five are free. Admission will be collected at the ship. The hours for tours will be 10 a.m. – 6 p.m. daily. "The timing of the visit couldn't be better," Zodrow said.

"The Mobile public schools are out of school for the Thanksgiving holidays, making it easier to local families to visit, and there will be plenty of out-of-town guests in the area for the holiday." Additionally, the Mobile International Festival is Saturday, Nov. 21, at the Mobile Civic Center, bringing more visitors to the downtown area. Although GulfQuest is normally closed on Mondays, it will remain open on Monday, November 23 due to El Galeon's visit. The sponsors that have provided funds for the ship's visit include the Alabama State Port Authority, Norton Lilly International, the Propeller Club, Page & Jones and Alabama Power. Others will be announced upon confirmation.

Why record-setting beach tourism is elating and frustrating coastal Alabama



By [John Sharp | jsharp@al.com](mailto:jsharp@al.com)

Email the author | [Follow on Twitter](#)

on November 15, 2015 at 6:01 AM, updated November 15, 2015 at 9:58 AM

Business has been good for Brant Frazier's family-run charter fishing business in Gulf Shores since gooey balls of black tar floated onto Alabama's beaches five years ago after an oil rig exploded in the Gulf of Mexico, creating one of the largest ecological disasters in U.S. history.

"Certainly, anytime there is a major upheaval, there is doubt but things have been very good," said Frazier, who operates Fins and Family Fishing year-round with his son, Dylan. "To be in business for yourself is to be generally an optimist. Just like the economic changes at that time, I figured things would get back quickly."

And quickly, they have. According to state and coastal Alabama tourism figures, Baldwin County's tourism industry is expected to reach a fifth year of record breaking returns since the oil spill kept tourists away. The county, with the beach cities of Gulf Shores and Orange Beach as the main attractions, experienced a 4.7 increase in visitors from 5.5 million in 2013 to 5.8 million in 2014. Jefferson County attracted 3.1 million visitors in 2014, with Mobile County a close third at 3 million visitors.

But with growth, comes problems. In particular, South Alabama public officials are fueling a county-wide theme of being mostly forgotten by state officials when it comes to road work even though Baldwin County's beaches account for nearly 40 percent of tourism spending in Alabama. The angst is heightened every summer when tourists flock to the state's coastal beaches, creating gridlock along major arteries such as Interstate 10 in Mobile and Ala. 59 through south Baldwin County.

Lately, the frustration has been amped up following this past summer's settlement in the BP oil spill case. The settlement, which was led by Alabama Attorney General Luther Strange's office, funnels nearly \$1 billion into the state's General Fund to help pay off debts. As Gov. Robert Bentley has repeatedly said, "the whole state was harmed." Continue [HERE](#)

Follow this link for the City of Mobile Final FY2015-FY2016 Capital Improvement Plan

http://www.cityofmobile.org/2015_cap_imp_projects.php

New councilperson sworn in, president named

By: ERIC MANN | November 18, 2015



The Daphne City Council has a new president, as well as the fourth representative in District 7 in three and a half years, following the appointment of Angie Phillips to the seat in the city's northernmost district after the resignation of former councilman Joe Davis in September.

Phillips was selected by the council over business broker and Wise Technology LLC President J. Ernest Scarbrough at the council's Nov. 2 meeting. Phillips and Scarbrough were the only candidates who applied. She was sworn in Nov. 9. A former revenue officer with the city, Phillips said she initially intended to encourage others to seek the District 7 seat. But the more she thought about it, the more she realized she wanted to serve.

"I didn't immediately think about myself. I kept trying to think of someone who loves and is invested in the city, and that's me," Phillips said. "I've had this desire to serve all my life. From a young age, I have always enjoyed interacting with people and serving others. That's my nature."

District 7 has seen its share of turnover in the last few years. Davis was appointed to the seat in 2013 when Dane Haygood vacated the position, having been appointed mayor following the death of former mayor Bailey Yelding. Haygood won the seat in 2012, defeating two-term incumbent August Palumbo in the municipal elections that year. Davis was selected over five other candidates at the time. Davis resigned in September in protest of the council's rejection of the Daphne Innovation and Science Complex (DISC) project. Davis was the council's liaison to the Industrial Development Board (IDB), which advocated for the project.

Phillips said she doesn't know if she will seek the seat in the 2016 municipal election, but she will use the next year to gauge her interest. She acknowledged some conflict on the council following a divisive DISC vote and Davis' resignation, something she hopes to be able to change.

"I want to try to help preserve what I love about Daphne, and that means trying to bring some unity back to the council," she said. "This is a great opportunity to do something positive for Daphne." Continue [HERE](#)

Transportation Research

Regional Models of Cooperation

The Every Day Counts innovation of the month for November is [regional models of cooperation](#).

These models offer a framework and process for transportation departments, metropolitan planning organizations, transit agencies and other groups to collaborate on multijurisdictional transportation plans.

The Federal Highway Administration is working with the Federal Transit Administration to encourage transportation stakeholders to think beyond traditional borders when planning transportation projects and programs. This EDC-3 effort focuses on bringing entities together to support common goals on topics such as congestion management, safety, freight and commerce.

The EDC Regional Models of Cooperation Innovation Deployment Team offers technical assistance and training, including peer exchanges and workshops. For details, contact [Jody McCullough](#) or [David Harris](#) at the FHWA Office of Planning or [Tonya Holland](#) at the Federal Transit Administration.

View the [EDC Regional Models of Cooperation presentation](#) for an overview of the regional models approach.

FHWA Seeks Comment on New Proposal to Encourage Design Flexibility

Comment Period Closes: December 7

The Federal Highway Administration (FHWA) announced proposed revisions to encourage the design of lower-speed roads to align better with community and environmental needs. This represents the start of several proposed regulatory and program policy changes at the agency to allow more flexibility for state, city, and county engineers in the design of highway projects. FHWA proposes to reduce the number of design criteria in order to allow engineers to design projects with multimodal and locally-oriented solutions. For more information click [HERE](#).

New Innovative Center to Increase Options for Investment in Transportation Infrastructure

USDOT unveiled its new Build America Transportation Investment Center (BATIC) this week as a resource for states, municipalities, and other project sponsors. AASHTO is partnering with USDOT to create the BATIC Institute to help state DOTs and other agencies find financing solutions for transportation projects. The Institute will provide specialized education to leaders and decision-makers online as well as in-person.