



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 29, 2017

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11 of the 50 highway projects to support economic growth in Alabama are in the South Alabama Region, the City of Mobile begins traffic signal upgrades on Water Street, and **WHAT DID CALIFORNIA JUST SAY?** (See *In the News*). TAP, TIGER and INFRA funding are available,(see *Funding Opportunities*). This week's *Just For Fun* goes the extra mile...

It's the end of the fiscal year, to celebrate you should do a Google search for "do a barrel roll"; do it, trust me. It's the Ten Sixty Five Music Festival this weekend, so check out the art work on Dauphin Street tomorrow. Have a great weekend.

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

MOBILE MPO MEETING

On September 6th, 2017 the Mobile MPO Policy Board met. The FY 2018 Unified Planning Work Program (UPWP) was adopted. It is the Mobile MPO budget and includes a feasibility study for US 45 in the City of Mobile and the City of Prichard. The Mobile MPO also adopted a Human Services Coordinated Transportation Plan (HSCTP) which lays out needs in the region with FTA 5310 funding. Also, there were numerous revisions to the Transportation Improvement Program (TIP) as the fiscal year is ending. These amendments and modifications have been in the past several newsletters and have been mailed to each committee member with the first meeting notice.

There was a lengthy discussion concerning cost increases on the STP Attributable projects. These cost increases are unavoidable, and on projects that were in prior TIPs, are unexpected. When MPO carryover funds from previous years is depleted, we have to move other projects further out. Schillinger Road from Howells Ferry Road to US 98 is open to traffic, had a \$3.2 million cost increase, and has had a history of significant cost increases.

Also, two of the projects adopted by the MPO Policy Board on September 6th was introduced to staff past the deadline for public comment. The following items were approved subsequent public comment. The public comment period ended this week, with no comments.

Interstate Maintenance Funding		Total Funding
100067527	I-10 Mobile River Bridge Load Test Program; 9/1/17; PE	\$100,000
100067528	I-10 Mobile River Bridge Load Test Program; 9/1/17; CN	\$4,040,000
State Funding		Total Funding
10067521	I-10 Mobile River Bridge and Bayway Corridor Preservation; 10/1/2017; ROW	\$16,770,000

Comprehensive, Cooperative, and Continuing Agreement Concerning Mobile's Transportation Planning Process

The Mobile MPO 3-C Agreement has been finalized and executed. [HERE](#)

Mobile MPO 101

Here are a couple of great videos that were produced by our counterpart in Birmingham (Regional Planning Commission of Greater Birmingham). The videos are a summary of the MPO planning process and are below:



Funding a Project with an MPO: <https://vimeo.com/210829210>

Inside an MPO

Inside an MPO: <https://vimeo.com/210825997>

[HERE](#) are the slides and presentations of the Mobile MPO 101 training.

Recent Scheduling Changes This Week for Mobile

The target start date or project engineers estimated amount has changed for the following:

Project : 100057688 (CN)

Federal aid number : HSIP I065 (488)

County : MOBILE

Project Description : INSTALL INTERSTATE MEDIAN CABLE BARRIER ON I-65 FROM MP 13.0 (SR-158) TO MP 16.9 (NORTH OF CR-41) IN MOBILE COUNTY

Old Engineers Estimate : \$318,150.00

New Engineers Estimate : \$528,070.99

Rural Planning Organization (RPO) Update

The South Alabama Regional Planning Commission (SARPC) hosted a meeting of the Rural Planning Organization (RPO) Committee at 11:00 a.m. on Thursday, September 21, 2017 at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama.

Mr. Tim Barnett with ALDOT in Montgomery talked about the Highway Safety Plan and how to go about getting safety issues in your area added to their list of projects.

There was a discussion of current and future transportation projects in the rural areas of our region by the Southwest Regional Office.

Other items on the agenda included:

- Adoption of the minutes of the previous meeting
- The election of a chairperson and vice-chairperson
- Review and adoption of the Fiscal Year 2018 Work Program (available for review online at <https://mobilempo.org/rpo.html>)
- Review and adoption of the Human Services Coordinated Transportation Plan (available for review online at <https://mobilempo.org/index.html>)
- Updating the RPO Transportation Plan with Project List (available for review online at <https://mobilempo.org/rpo.html>)

If you have any questions or comments regarding the above, feel free to call Tom Piper at (251) 706- 4622.

Human Services Coordinated Transportation Plan (HSCTP) Update

The South Alabama Regional Planning Commission (SARPC) is updating the Human Services Coordinated Transportation Plan which details which projects are eligible for Federal Transit Administration dollars for Elderly and Disabled (5310), Job Access and Reverse Commute projects (5316) or those transit projects that go above and beyond the requirements of ADA (5317).

If you are interested in, utilize, or provide transit, or would like to apply for federal transit dollars for special needs transit services your organization needs to be involved in this process.

SARPC staff held two public meetings to explain the plan, solicit input, and review the FTA 5310 application process. One meeting was held at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama. The second public meeting was at the GM&O Building at 110 Beauregard Street in Mobile, Alabama. The first meeting was sparsely attended but we had good turnout for the one in Mobile. We will be finalizing this plan next week and it will be adopted at the MPO meeting. The plan may be viewed [HERE](#).

The HSCTP has now been adopted by the Mobile MPO, RPO, and the SARPC Board. If you have any questions please contact the Transportation Planning Department at SARPC at 251-433-6541.

Projects Within Region To Be Let September 29th, 2017

ESCAMBIA COUNTY

- None at this time

MOBILE COUNTY

- None at this time

BALDWIN COUNTY

- For constructing the Curb Ramp Installations and Improvements at various locations on SR-3, SR-287, SR-16, SR-42, SR-59, SR-182, SR-161, and SR-104 as indicated in the plans. The Bracket Estimate on this project is from \$303,311 to \$334,13
- For constructing the Additional Lanes (Grading, Drainage, Base, Pavement, and Traffic Signals) on SR-3 (US-31) from a point west of the intersection of Westminster Drive and School Road in Spanish Fort to the junction of SR-181. Length 3.643 mi. The Bracket Estimate on this project is from \$17,122,432 to \$20,927,417 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Trump backs off vow that private sector should help pay for infrastructure package



President Donald Trump, right, speaks while Rep. Richard Neal, a Democrat from Massachusetts and member of the House Ways and Means Committee, listens during a bipartisan meeting with members of the committee in the Roosevelt Room of the White House. (Zach Gibson/Bloomberg)

By [Tory Newmyer](#) and [Damian Paletta](#) September 26

President Trump told lawmakers this week that he was abandoning a key element of his planned \$1 trillion infrastructure package, complaining that certain partnerships between the private sector and federal government simply don't work.

Trump's comments, described by a House Democrat who met with Trump and confirmed by a White House official, reveal an infrastructure plan that appears to be up in the air as White House officials have struggled to decide how to finance many of the projects they envision to rebuild America's roads, bridges and tunnels.

Now the administration wants to force states and localities to foot most of the bill. The previous strategy — a push that has taken a back seat to other Republican priorities in Washington — was aimed at luring private investors with promises of federal backing. Some of that thinking appears to be changing.

[\[Why Trump's \\$1 trillion promise to deliver infrastructure jobs may not happen this year\]](#)

The president acknowledged the new approach during a Tuesday meeting with Democrats from the House Ways and Means Committee, who came to the White House to discuss the administration's tax code rewrite set to be unveiled Wednesday,

during the meeting, Trump "emphatically rejected what everybody assumed was his position relative to financing infrastructure," said Rep. Brian Higgins (D-N.Y.), who attended and asked Trump about the proposal. "He dismissed it categorically and said it doesn't work."

A White House official said there are "legitimate questions" about a public-private approach to revamping the nation's infrastructure. The official said that although the administration has researched such approaches, "they are certainly not the silver bullet for all of our nation's infrastructure problems, and we will continue to consider all viable options."

Trump campaigned on a pledge to lead a massive rebuilding effort that would rely on private-sector funding to overhaul the nation's crumbling infrastructure. His administration talked up the concept — in which private investors would underwrite projects in exchange for a share in future profits — in the budget it rolled out in May. "Working with states, local governments and private industry, we will ensure that these new federal funds are matched by significant additional dollars for maximum efficiency and accountability," he said in a June speech on infrastructure.

But the effort has floundered as Republicans in Washington have turned to other priorities, including the drive to overhaul the Affordable Care Act — which met another defeat Tuesday — and spearheading a tax code rewrite, which they have been working on for several months. Continue [HERE](#)

Senators reach deal on self-driving car bill

BY ALI BRELAND - 09/28/17 07:37 AM EDT

Two key senators announced late Wednesday that they have reached a bipartisan agreement that removes some regulations making it harder to get self-driving cars on roads.

Senate Commerce Committee Chairman John Thune (R-S.D.) and Sen. Gary Peters (D-Mich.) said that legislation will be considered at a committee markup on Oct. 4.

"While this Senate self-driving vehicle legislation still has room for further changes, it is a product of bipartisan cooperation we both stand behind," Thune and Peters said in a joint statement.

They are set to introduce and release text of the legislation on Thursday.

“Ultimately, we expect adoption of self-driving vehicle technologies will save lives, improve mobility for people with disabilities, and create new jobs,” the two said.

The House passed similar legislation easing restrictions on self-driving cars earlier in September. In the House’s version of the bill, automakers would be allowed to sell up to 25,000 vehicles in the first year they are offered. By year three, they would be able to sell as many as 100,000 if they are deemed to be as safe as cars driven by humans.

In the House version, automakers would still have to submit safety reports to regulators but would not be required to get premarket approval for the vehicles.

Industry has been pressing federal lawmakers to take up the issue so that they can avoid dealing with a patchwork of state regulations and laws restricting autonomous vehicles.

US DOT Secretary Chao Addresses Regulatory Reform at AASHTO Annual Meeting

WASHINGTON – Today, U.S. Secretary of Transportation Elaine L. Chao discussed the advances the Department has made in addressing regulatory reform, discretionary grant programs, and the technology of the future at the American Association of State Highway and Transportation Officials (AASHTO) Annual Meeting in Phoenix, Arizona.

“The Department of Transportation is committed to identifying ways to eliminate unnecessary paperwork and bureaucracy that will save states time, money and reduce burdensome compliance costs.” Secretary Chao said. “Important new regulatory and policy changes are underway at the Department to help deliver infrastructure projects faster, and in a more cost effective manner.”

Among the regulatory reform efforts Secretary Chao cited:

- The Department has proposed a regulatory change, sent to the Federal Register today, which will harmonize FRA’s environmental review process with the Federal Transit Administration and the Federal Highway Administration. This would ensure that multi-modal projects have to follow only one process, rather than multiple agency processes. In addition, it would exempt most concrete and steel bridges built after 1945 from historic sites review, under section 4(f).
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- The Department issued updated [guidance](#) regarding the application of categorical exclusions for multimodal projects. One DOT agency can now use the categorical exclusions of another DOT agency for certain multimodal projects. This change will expedite the environmental review process for these projects so infrastructure can be delivered more quickly.
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- The Department has also changed its highway reimbursement policy to allow states to buy safety equipment directly. It will give states and localities the freedom to use federal safety funds to purchase, rather than just lease, construction and safety equipment. This change should prove especially useful in rural areas that have limited resources.
-
- The Department plans to soon publish a Federal Register notice soliciting a new round of applications for the Interstate System Reconstruction and Rehabilitation Pilot Program.
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- The speech comes one month after Secretary Chao joined President Donald J. Trump as he signed an Executive Order that will streamline the permitting and review processes for infrastructure projects. The Executive Order, entitled, “Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects,” streamlines our environmental review system and removes current roadblocks in order to ensure a faster and more efficient permitting process for America’s major infrastructure projects.

Funding Opportunities

TIGER and INFRA WEBINARS

To provide technical assistance to a broad array of stakeholders, USDOT is hosting a series of webinars during the FY 2017 TIGER and FY 2017 and FY 2018 INFRA grant application processes. To register and for more information, please visit the INFRA or TIGER webinar series webpages at <https://www.transportation.gov/buildamerica/infragrants/webinar-series> and <https://www.transportation.gov/tiger/outreach>. Note that you must register in order to attend this webinar and attendance is limited to the first 500 respondents.

Prospective INFRA applicants are encouraged to look through the full [Notice of Funding Opportunity](#). Applications are due by 8:00 PM EDT on November 2, 2017.

***More information about INFRA grants, including frequently asked questions and other guidance, can be found at <https://www.transportation.gov/infra>.

Announcement of FY17 TIGER Grant Solicitation

The FY2017 Transportation Investment Generating Economic Recovery (TIGER) Notice of Funding Opportunity (NOFO) was published today in the Federal Register (see attached NOFO and press release). **The application deadline for the 2017 TIGER solicitation is October 16, 2017.** The Department of Transportation will hold public webinars on September 13 and 19 regarding “How to Compete for TIGER Grants” and on September 18 regarding “Preparing a Benefit Cost Analysis,” all from 2:00 to 4:00 p.m. EDT. To register, please visit the [TIGER Webinar Series](#) webpage.

The program has remained largely unchanged from previous rounds; the primary differences include an increased focus on projects that exceed the minimum cost share requirements and on projects that serve communities in rural areas.

Prior applicants to the TIGER program will be contacted directly by the TIGER program office regarding the opportunity to apply and will receive instructions for registering for webinars. New applicants and interested parties are also encouraged to register and apply; please share this email as appropriate.

Additional information about the TIGER program is available here: www.transportation.gov/tiger. Questions may be directed to the TIGER program office in the Office of the Secretary or to FHWA TIGER program staff (contact Ryan Brumfield, 202-366-2639 or Sam

Snead, 202-366-0857) at ryan.brumfield@dot.gov or sam.snead@dot.gov

Further information may also be found on the Mobile MPO's website [HERE](#) and [HERE](#).

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2018.

The TAP application and instructions are located on the ALDOT website at:

<http://www.dot.state.al.us/tpmpweb/mp/specialPrograms.html>

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement projects for TAP funding. The deadline for submission of FY 2018 TAP applications including support documentation is Friday, December 15, 2017 at 5:00p.m.

Some major application requirements of the TAP are:

1. Only cities, towns and county commissions can apply for funding;
2. Only one application can be submitted by an eligible sponsor due to limited funding;
3. This year, the total amount that a sponsor of a project can apply for will be increased to \$800,000; (\$640,000 federal and \$160,000 local match);
4. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds;
5. The sponsor is responsible for the cost of required preliminary engineering;
6. Public involvement is optional;
7. 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;
8. All TAP projects are selected by a competitive application process administered by ALDOT;
9. For cities/towns located within the six (6) 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 aforementioned MPO's.

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

U.S. Department of Transportation Launches Infrastructure For Rebuilding America (INFRA) Grant Program, Announces New Funding Opportunities- November

WASHINGTON - The Department of Transportation (DOT) is announcing the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately \$1.5 billion available to projects that are in line with the Administration's principles to help rebuild America's crumbling infrastructure — a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The new program will increase the impact of projects by leveraging capital and allowing innovation in the project delivery and permitting processes, including public-private partnerships.

Additionally, the new program promotes innovative safety solutions that will improve our transportation system. INFRA will also target performance and accountability in project delivery and operations.

"The President and the Department are committed to revitalizing, repairing and rebuilding America's aging infrastructure," said Secretary Elaine L. Chao. "By ensuring the right incentives, projects selected under this program will be better able to make significant, long-term improvements to America's transportation infrastructure."

The Department will make awards under the INFRA program to both large and small projects. For a large project, the INFRA grant must be at least \$25 million. For a small project, the grant must be at least \$5 million. For each fiscal year of INFRA funds, 10 percent of available funds are reserved for small projects.

The INFRA grant program preserves the statutory requirement in the FAST Act to award at least 25 percent of funding for rural projects. The Administration understands that rural needs may well exceed this limit, and the Department will consider rural projects to the greatest extent possible. For rural communities in need of funding for highway and multimodal freight projects with national or regional economic significance, INFRA is an opportunity to apply directly for financial assistance from the federal government. For these communities, DOT will consider an applicant's resource constraints when assessing the leverage criterion.

INFRA grants may be used to fund a variety of components of an infrastructure project, however, the Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible INFRA project costs may include: reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition, and operational improvements directly related to system performance.

Applicants may resubmit their previous FASTLANE application, but must explain how the project competitively addresses the improved INFRA Grant criteria. This NOFO will remain open for 120 days. For more information visit : www.transportation.gov/INFRA

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.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with [Grants.gov](#) during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

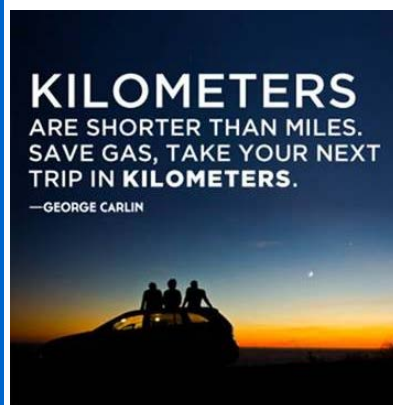
Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) 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

In 1765, Members of American colonial society argued the position of "no taxation without representation", starting with the Stamp Act Congress (*First Congress of the American Colonies*). They rejected the authority of the British Parliament to tax them because they lacked representation in Parliament. So why in the world, in 2017 (*about to be FY 2018*), would we The United States of America, start using kilometers? It's sooooo much easier to say 5,280 feet in a mile, rather than 1,000 meters in a kilometer.



The real reason the US is reluctant to make the switch to the Metric System



Miles Davis

Kilometer Davis

In the News

50 highway projects to support economic growth in Alabama

by Andrew Donley Thursday, September 28th 2017

One organization has put together a list of top 50 important highway projects supporting economic growth and quality of life in Alabama. Trip, a transportation research group says Highway 69 in Cullman is one of the highest volume two-lane highways in the state.

Trip recommends spending \$40 million on a widening project, increasing the highway to four lanes from 4th Avenue to College Hill Road. Chris Heffner says he frequently drives on the highway and would like to see lanes widened, given its projected impact for the city.

"Economically it'd be good for them. I mean, you would have businesses on the side of the road, housing development and everything. It'd be good I think," said Heffner.

Highway 69 is number 16 on Trip's list. But the project is just in the proposal phase. Topping the list is the expansion of lanes on I-65 from Highway 31 to County Road 52. Construction is set to begin next year.

For a full list of the roads with economic impact [click here](#).

No more gas or diesel cars in California? State considers ban

BY DALE KASLER AND RYAN SABALOW

dkasler@sacbee.com

My feed

SEPTEMBER 27, 2017 1:55 PM

Get ready to scrap your gas guzzler. And your gas sipper, too.

California's chief air-pollution regulator said this week the state is considering a ban on cars fueled by internal-combustion engines.

While the ban would be at least a decade away, Mary Nichols, the chairwoman of the California Air Resources Board, said putting California motorists in an all-electric fleet would help the state meet its ambitious targets for reducing greenhouse gas emissions. Tailpipes generate more than one-third of all greenhouse gases, according to state data, and so far only a small fraction of California's motorists drive electric vehicles. Nichols made the comment in an interview with Bloomberg news, saying Gov. Jerry Brown has been asking her about a ban on gas- and diesel-powered cars announced recently by China.

"I've gotten messages from the governor asking, 'Why haven't we done something already?' The governor has certainly indicated an interest in why China can do this and not California," Nichols told Bloomberg.

Chinese leaders said earlier this month they plan to phase out internal-combustion cars at some point, although they haven't set a date. The United Kingdom and France said in July they would ban such vehicles by 2040.

Predictably, Nichols' comments sent the auto world buzzing, given California's status as an automotive trendsetter and its aggressive push to crack down on air pollution and eliminate fossil fuels from everyday life. Regulations imposed by the Air Resources Board in California often become industry standard.

"That's a pretty powerful statement," said Rick Niello, who runs a chain of high-end car dealerships in the Sacramento area. "The devil would be in the details."

Niello questioned how a ban would play out: Would California limit the ban to new models and let people drive their old cars? Could the state's electrical grid handle everyone's electric vehicles plugged in every night? How would the state deal with issues of affordability for the poor?

"How do you take care of the people that need transportation when you want to yank their car away from them?" Niello said. "I hope

they've thought about that. Because if they haven't, the backlash would be rather significant."

Karl Brauer, an industry analyst with Kelley Blue Book in Southern California, dismissed Nichols' prediction as simply unrealistic.

Electric cars "have come a long way" but still face enormous limitations, Brauer said. In particular, most vehicles can't go much beyond 200 miles without having to be recharged, and having millions of cars on the road in California would simply overwhelm the available charging stations, he said. Brauer said he doesn't expect that problem to be resolved for many years.

Automakers took a dim if somewhat measured view.

"We have been working with California on intelligent, market-based approaches to emissions reductions beyond 2025, and we hope that this doesn't signal an abandonment of that position," said John Bozzella, president of the Association of Global Automakers, in a prepared statement. "To reach our goals, we will need continued investment in new technologies, the infrastructure to support them, and, perhaps most importantly, consumers who will want to buy them." The association represents foreign automakers' U.S. divisions.

Dan Sperling, a UC Davis transportation professor who serves on the Air Resources Board with Nichols, said the chairwoman's comments are roughly in line with other ambitious air-pollution goals and mandates established by California lawmakers and policymakers in recent years..

City of Mobile Begins Traffic Signal Upgrades on Water Street

Mobile, Ala. -- The City of Mobile is beginning the next step towards transforming Water Street from the backyard of downtown into the gateway of Mobile. Next week, fiber optic work for the traffic signals on Water Street will begin in preparation for Water Street's vehicular lane reduction. These are necessary upgrades to create an efficient traffic flow when the outside lane is removed.

Work includes the installation of the conduit and fiber optic line as well as pulling the fiber line to the controller boxes at all signalized intersections. The City will also be pulling the fiber into the telecommunication closet adjacent to the Mobile History Museum, so traffic engineers can have communication to the intersections from the office.

Last month, the first phase of construction began including new sidewalks and new ADA curb ramps at pedestrian crossings.

The purpose of the project is to connect citizens and visitors to the Mobile Riverfront and its amenities including Cooper Riverside Park, the Mobile Convention Center, GulfQuest Maritime Museum and the Mobile Cruise Terminal.

"Water Street is often people's first impression of the City Mobile," said Mayor Stimpson. "Ironically, Water Street currently prevents you from accessing the water. Our goal is to create a safer, more walkable and bikeable corridor that invites you to these attractions. "

Future plans include new striping to form new crosswalks and bicycle and pedestrian lanes reducing the amount of vehicular traffic lanes from six to four.

Mobile Arts Council Sponsoring a Creative Crossings Competition

Creative Crossings – Street Art Competition is a live art contest that will take place along Dauphin Street during the TenSixtyFive music festival on September 30th. Six local artists - James Currie, conz8000, Rando Dixon, Soynika Edwards, Kathleen Kirk Stoves, and Kym Vanover Brown - have been chosen to create masterpieces in the crosswalks (stretching between Washington Street and Cathedral Square) during the festival. The artists will use temporary materials provided by the Mobile Arts Council. Artists will have from 11 AM to 5 PM to create their designs. The designs will then be judged and prizes will be awarded at 6 PM.

The goal of "Creative Crossings" is to provide a live visual arts component to the TenSixtyFive festival, enhance the pedestrian experience, and add public art to downtown Mobile. Artists will have from 11 AM to 5 PM to create their designs. The designs will then be judged and prizes will be awarded at 6 PM. The winning artist will receive a prize of \$600! In addition, the designs could potentially be chosen to become permanent artistic crosswalks installed in Mobile.

2017 call for nominations for Alternative Fuel Corridor (AFC) designations. *(there are none in Alabama)*

The purpose of this is to inform you of the 2017 call for nominations for Alternative Fuel Corridor (AFC) designations. As you may be aware, the 2016 request for nominations was released through a [Federal Register Notice](#). However, we are asking the division offices to distribute the 2017 request (see attached) to their respective State departments of transportation (DOT) and metropolitan planning organizations to streamline the process.

[Section 1413 of the FAST Act](#) directed the Department to designate national electric vehicle (EV) charging, hydrogen, propane, and natural gas fueling corridors. For the first round of designations in November 2016, FHWA identified 55 routes spanning 35 States and covering almost 85,000 miles of the National Highway System as either "Signage Ready," meaning that there are a sufficient number of facilities on the corridor to warrant signage that alerts drivers of the availability of alternative fueling stations, or "Signage Pending," meaning that the corridor did not have sufficient alternative fuel facilities to warrant highway signage. These initial designations will serve as the basis for a network of "alternative fuel" corridors.

The 2017 nomination request includes infrastructure coverage criteria for each fuel type, information to be included in the nomination (narrative and technical), points of contact, and direction on submittals. The due date for ALL nominations is **COB November 30, 2017**.

A webinar will be scheduled in the near future to provide information on the nomination to stakeholders and answer questions. In addition, a set of Frequently Asked Questions will be developed and will be posted on the AFC Web site in the next several weeks.

Signage Ready and Signage Pending tables and maps as well as other informational resources can be found on the [AFC web site](#).

If you have questions related to the nomination request, please contact Diane Turchetta at 202-493-0158 or diane.turchetta@dot.gov. If you have questions related to the submission of shapefiles, please contact Supin Yoder at 708-283-3554 or supin.yoder@dot.gov. ALL nominations should be submitted to Diane Turchetta and ALL shapefiles should be submitted to Supin Yoder at the e-mail addresses provided.

Study: Traffic in U.S. cities will cost commuters hundreds of billions of dollars over the next decade

By [DEE-ANN DURBIN](#) | The Associated Press

September 28, 2017 at 12:17 am

DETROIT — Traffic bottlenecks will cost commuters hundreds of billions of dollars over the next decade if nothing is done to fix them, according to a new study.

Los Angeles, New York, Washington, Atlanta and Dallas face the highest costs from such bottlenecks, according to the study released Wednesday by Seattle-based traffic data firm Inrix. The study looked at major cities' traffic hotspots — defined as areas with repeated traffic jams — and ranked them according to the duration, length and frequency of those traffic jams.

The study is the latest attempt to quantify the problem of traffic congestion by Inrix, which collects anonymous data from vehicle navigation systems, GPS systems and smartphones.

"We're saying, 'Hey, let's take an honest look and see what's going on on all these roads,'" says Bob Pishue, Inrix's senior economist. "Only when we have fully measured this problem can people and governments get together and solve it."

In a previous study, released in February and based on 2016 data, Inrix calculated that congestion costs U.S. drivers an average of \$1,400 per driver each year. That's mostly the cost of their time and fuel, but also the increased cost they pay for goods. If a vegetable truck sat in traffic and used more fuel, for example, a grocery store might have to charge more for the vegetables.

The latest study narrowed its focus to the 100,000 traffic hotspots within the largest 25 cities in the U.S. Inrix measured traffic patterns at those spots in March and April of this year.

New York had the most hotspots, at 13,608. But Los Angeles topped New York in the rankings because of the severity and frequency of its traffic jams. At one Los Angeles hotspot — where U.S. 101 South connects to CA-134 and CA-170 — the average length of a traffic jam is 355 minutes, and it stretches for an average of 4 miles. Inrix counted 108 traffic jams at that spot in the two-month period.

The worst hotspot in the country was in Washington, where I-95 South connects to the Fairfax County Parkway. The average traffic jam in that area lasted 33 minutes and was 6 miles long; Inrix counted 1,394 traffic jams in the two-month period.

The cost is staggering. From now through 2026, hotspots will cost Los Angeles commuters \$90.9 billion and New York commuters \$63.9 billion. Boston — at No. 10 in the rankings — faces an \$18.9 billion price tag for its 4,158 traffic hotspots. Phoenix, at No. 15, faces a \$9.5 billion cost for its 3,441 hotspots. Continue [HERE](#)

Transportation Research

Webinar: IHSDM 2017 and the New IHSDM Economic Analyses Tool November 1, 2017 1:00-2:30 EDT

Join us for this "how-to" webinar!

With the addition of a new Economic Analyses (EA) Tool, users can now conduct economic analyses within IHSDM using Crash Prediction Module evaluation results (crash frequencies and severities).

The initial version of the IHSDM EA Tool applies to freeways and will be expanded to include all facility types covered by Part C of the Highway Safety Manual.

This webinar is open to all transportation professionals. Participants must register in advance at <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1508> or click the button below.

Space is limited. Please register as soon as possible.

Note: Non-U.S. DOT employees must have an FHWA external collaboration account to register. If you do not have an account please visit http://bit.ly/webinar_account to request one.

Inside the FAF4: Truck Flow Estimation Method and Visualization

Please join the Federal Highway Administration's (FHWA) Office of Freight Management and Operations and the Bureau of Transportation Statistics (BTS) in the second webinar of a three-part series focused on the Freight Analysis Framework (FAF).

"Inside the FAF4: Truck Flow Estimation Method and Visualization"
Monday, September 25, 2017
1:00-2:30 PM Eastern

To attend the webinar, please register using the below link. You will receive details on how to log into the webinar after registering.
<https://www.eventbrite.com/e/fhwa-bts-webinar-inside-the-faf4-truck-flow-estimation-method-and-visualization-registration-37241668834>

Overview:

During the webinar, **Birat Pandey of FHWA** and **Maks Alam of Maks Inc.** will describe the approach and methodology used to assign

truck flows onto the national highway network for FAF4. **Supin Yoder of FHWA** will provide an overview and demonstration of HEPGIS, FHWA's interactive, web-based data visualization tool. With HEPGIS, users can develop customized data visualizations and maps using FAF4 data.

This webinar is aimed at practitioners with basic or no knowledge of the FAF but who would like to move to the next experience level. This webinar will also provide a useful foundation for future webinars in this three-part series.

Contact Information:

Please contact FAF@dot.gov with any questions.

FTA Joint Procurement Clearinghouse

This [new tool](#) will enable FTA grant recipients to communicate about procurement needs and solicit partners interested in pooling resources for a joint purchase. USDOT was directed to create this forum under the FAST Act to allow public transit operators to engage in joint procurements for rolling stock (including buses, railcars, and ferries) to achieve economies of scale. FTA produced training materials, which can be found on the JPC webpage, to help users navigate the tool.

UPCOMING WEBINARS:

- **Value Capture and Transportation Projects**
 - **Wednesday, September 27, 2017, 2:00 – 3:30 pm ET**
- **Understanding Local and Regional Economic Development**
 - **Wednesday, October 11, 2017, 2:00 – 3:30 pm ET**

For additional information, please contact Stefan Natzke, 202-366-5010 or Stefan.natzke@dot.gov

NEW Registration Process

Registration is a two-step process. First, **non-DOT users including State DOTs must request access to the FHWA External Portal.** Second, non-DOT users including State DOTs must log in using the email address used to request access to the site and their requested password. **Federal DOT staff and DOT-badged contractors do not need to register for an account.**

In the new External SharePoint System, EXTERNAL users (those without a @dot.gov email address) will have to request an account before they can register. Here is the link to request an account: <https://collaboration.fhwa.dot.gov/FBA/Register.aspx> . Step-by-step instructions on how to request an account can be found here: <https://connectdot.connectsolutions.com/espnnon-dotstaff/>

The account issuance takes approximately one business day. Once they receive their account information, they can access the site by clicking on the registration link and logging in.

DOT users do not have to create an account to register. They can click on the **above** registration link and use their DOT credentials to access the site.

FHWA Publishes Report on Approaches for Addressing Resilience in Project Development

FHWA recently published a new report, [Synthesis of Approaches for Addressing Resilience in Project Development](#), which incorporates lessons learned and innovations from recent FHWA studies and pilot projects to help transportation agencies address resilience at the project level in engineering-informed adaptation studies. The report focuses on:

- Addressing resilience in the project development process
- Developing and applying resilience information and economic analysis to assist in assessing and selecting adaptation options
- Examining sensitivities, guidance, lessons learned and adaptation strategies for a range of asset types organized by engineering discipline.

As part of this effort, FHWA and its partners conducted a series of additional [Engineering Assessments](#) to develop information for specific transportation asset types and disciplines.

National Transportation Atlas Database Summer 2017 Update

The U.S. Department of Transportation's Bureau of Transportation Statistics has released the Summer 2017 update to the [National Transportation Atlas Database\[external link\]](#) (NTAD). The NTAD is a compilation of geospatial data sets representing the nation's transportation infrastructure, containing roadways, railways, and airports. Reference boundary files from other government agencies are also included. In this new update, the rail network data set has added 24 additional features, or 46 more miles. A total of 19,765 airports (an increase of 238 facilities from the last release), and other aviation facilities, are included, with enplanement and passenger data for the large airports. Incorporated in this update are 163 more water ports relative to the last release, totaling 23,598, as well as docks, marinas, and other port facility types. The NTAD, including newly updated data sets, are available for download in Excel, Keyhole Markup Language (KML), and shapefile formats, through the BTS geospatial [data catalog\[external link\]](#). Additionally, Open Geospatial Consortium (OGC) standard [Web Feature Services \(WFS\)](#) are available for most NTAD data sets. BTS now uses a dynamic NTAD publication cycle, making updated data available throughout the year when they become available from their respective government agencies. Follow [@TransportStats\[external link\]](#) for announcements of additional data set releases. Contacts: Press: Dave Smallen: (202) 366-5568. For technical information and questions: Dominic Menegus: (202) 366-8717.

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a "base year" and comparing the outputs to observed data. In this [FHWA project](#), two model versions for each of two metropolitan areas were run twice each: 1) the more recent version for its base year and a backcast scenario (for the base year of the earlier model version), and 2) the earlier version for its base year and a forecast scenario (for the base year of the later model version). This research was intended to produce useful data on which model components are most stable over time and their sensitivities to the factors affecting travel demand that vary over time. The report includes lessons learned and recommendations for planning agencies.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.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.