TPD NEWS

American Planning Association
Transportation Planning Division
Making Great Communities Happen

A Publication of the Transportation Planning Division of the American Planning Association

Hello TPD'iers,

We have elected our next President, the Cubs waited 108 years to claim the world series, this month's Supermoon will be biggest in 70 years, and iPhones are on their 10th iteration.

Meanwhile, the 2016 AMPO conference held at Fort Worth highlighted how MPO's are preparing for the future of transportation - connected vehicles, automated vehicles, talking infrastructure and the new wave of performance measures. The Downtown walking Tour was an eye-opener on the historical whims and fancies of Fort Worth. Also, the training at Tampa gave enough data mining skillsets to master CTPP data. That sums up three weeks of knowledge absorption oustide the office. Now that all that is over, let us all focus on improving transportation infrastructure through smart transportation planning and policies.

Transportation funding will gain center-stage in the near term. As we combat crumbling infrastructure and swinging political viewpoints; I am perpetually optimistic that we will overcome the funding crunch soon, as we always do in this great nation.

I believe a quote from MLK is appropriate in this context, "If you can't fly then run, if you can't run then walk, if you can't walk then crawl, but whatever you do you have to keep moving forward."

This edition's canvas portrays topics as vivid as freight, alternative modes, safety and; as colorful as clean energy.

Moving in to the upcoming festive season, let us focus on planning transportation systems that safely bring friends and family together.

~00SP
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PS - Go Blue!

In This Issue:

Freight and the FAST Act

Daniel G. Haake, AICP, CMILT

During the balmy, D.C. lull between Thanksgiving and Christmas last year, Congress passed the first long-term transportation authorization in more than a decade. While the Fixing America's Surface Transportation (FAST) Act transformed many aspects of our industry, it shined a spotlight on freight. Not only did the legislation require states to actually plan for freight, but it created new, freight-focused formula and discretionary programs. Almost a year later, what has this meant for planners on the ground?

Many states are completing or amending recently completed freight plans that were incentivized under MAP-21 to meet new FAST requirements. Similarly, states are determining how to program freight formula funding. The National Highway Freight Program (NHFP) allocated $1.2 billion to states to carry out freight planning, performance measures, operational improvements and construction activities.

The new funding gives freight a seat at the table—it amounts to $20 to $50 million annually, depending on the state. While that is still a sizable amount, it does not increase a state's overall apportionment. Effectively, the pot did not get any bigger. While some states are using this opportunity to invest in freight (and a unique chance to invest off system), others are reprogramming projects to meet the new requirements while delivering the same overall program.

FASTLANE Program

The FAST Act created a new discretionary grant program called the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies –commonly known as the FASTLANE program. This freight-focused program awards approximately $800 million annually to build highway, freight rail, intermodal and port facilities. The program is open to states, large metropolitan planning organizations, port authorities, land management agencies, tribal, and local governments. Projects are chosen by U.S. Department of Transportation (USDOT) based on a series of criteria, including improving economic, mobility, safety, and community outcomes. Once selected, Congress has 60 days to reject any project's award.

In February 2016, the USDOT solicited applications for FY 2016's $759 million allocation. They received 212 applications totaling nearly $10 billion. While some experts expected the majority of FASTLANE funding to go the traditional freight bottlenecks of Los Angeles and Chicago, the list of approved projects seems to focus more on the overall resiliency and efficiency of the national freight network.

Recently, USDOT announced the next funding cycle for $850 million FASTLANE grants. Applications are due on December 15, 2016.

It is critical that potential applicants to understand the overwhelming demand for programs like FASTLANE. This year only eight percent of submitted applications were selected. On average applications cost between $25,000 to $30,000 in staff time or consultant fees to prepare. Which means the total cost of the unfunded applications is near $6 million.

Proposed Logistics Park, Cedar Rapids, Iowa
$25.6 million FASTLANE grant

While stunning, it should not discourage potential FASTLANE applicants. Instead, it should reinforce the need for not only having a solid project, but a strong grant application strategy. Beyond the typical grant writing expertise, successful TIGER and FASTLANE applicants have improved their chances of winning by doing one or more of the following:

Think Regionally – Multijurisdictional partnerships, whether multiple cities or states have been very successful. In addition, projects that are "final piece" of a much larger national initiative are very competitive.

Private Sector Match – By definition the FASTLANE program is focused on improving freight mobility. A great way to prove the validity of your project is to have private sector freight partners. Letters of support are a great start, but those partners putting "skin the game," no matter the amount significantly improves your chances.

Advocate – Visit USDOT and your congressional delegation. While it is always a good idea to ask your delegation to support your discretionary applications, it is now critical that they not only support your potential project, but also understand the importance of a project and how it positively affects their constituents.

TIGER vs FASTLANE – Both programs have similar application cycles. While agencies can apply for both programs, the same application is unlikely to be competitive for both discretionary programs due to different overall program goals and selection criteria.

Table 1 - FASTLANE Grant Awards (2016)

Project Name	Applicant	Project Cost	Award Amount
I-10 Phoenix to Tucson Corridor Improvements	Arizona DOT	$54,000,000	$157,500,000
SR-11 Segment 2 and Southbound Connectors	CALTRANS	$49,280,000	$172,200,000
Arlington Memorial Bridge Reconstruction Project	National Park Service	$90,000,000	$166,000,000
Port of Savannah International Multi-Modal Connector	Georgia Ports Authority	$44,000,000	$126,700,000
I-10 Freight CoRE	Louisiana DOTD	$60,000,000	$193,508,409
Conley Terminal Intermodal Improvements and Modernization	Massachusetts Port Authority	$42,000,000	$102,890,000
I-390/I-490/Route 31 Interchange, Lyell Avenue Corridor Project	New York State DOT	$32,000,000	$162,900,000
US 69/75 Bryan County	Oklahoma DOT	$62,000,000	$120,625,000
Atlantic Gateway: Partnering to Unlock the I-95 Corridor	Virginia DOT	$165,000,000	$905,000,000
South Lander Street Grade Separation and Railroad Safety Project	City of Seattle	$45,000,000	$140,000,000
I-39/90 Corridor Project	Wisconsin DOT	$40,000,000	$1,195,300,000
Truck Parking Availability System (TPAS)	Florida DOT	$10,778,237	$23,983,850
Cedar Rapids Logistics Park	Iowa DOT	$25,650,000	$46,500,000
U.S 95 North Corridor Access Improvement Project	Idaho DOT	$5,100,000	$8,500,000
Maine Intermodal Port Productivity Project	Maine DOT	$7,719,173	$15,438,347
Cross Harbor Freight Program (Rail)	Port Authority of NY/NJ	$10,672,590	$17,787,650
Coos Bay Rail Line - Tunnel Rehabilitation Project	Oregon International Port of Coos Bay	$11,000,000	$19,555,000
Strander Boulevard Extension and Grade Separation Phase 3	City of Tukwila, WA	$5,000,000	$38,000,000
	Total	$759,200,000	$3,612,388,256

Source: Federal Highway Administration

Be Resilient – Be ready to apply again. If you are unsuccessful, ask for a debrief from USDOT. Refine your application accordingly and use the opportunity to enhance your overall approach.

Dan Haake is the freight practice leader for SRF Consulting Group Inc. and TPD's Vice Chair (Elect) for Policy. Dan has experience preparing successful TIGER and FASTLANE grant applications.

How a Statewide Initiative Encourages Safety Integration in Decision-making

April Renard, PE and Rudynah Capone

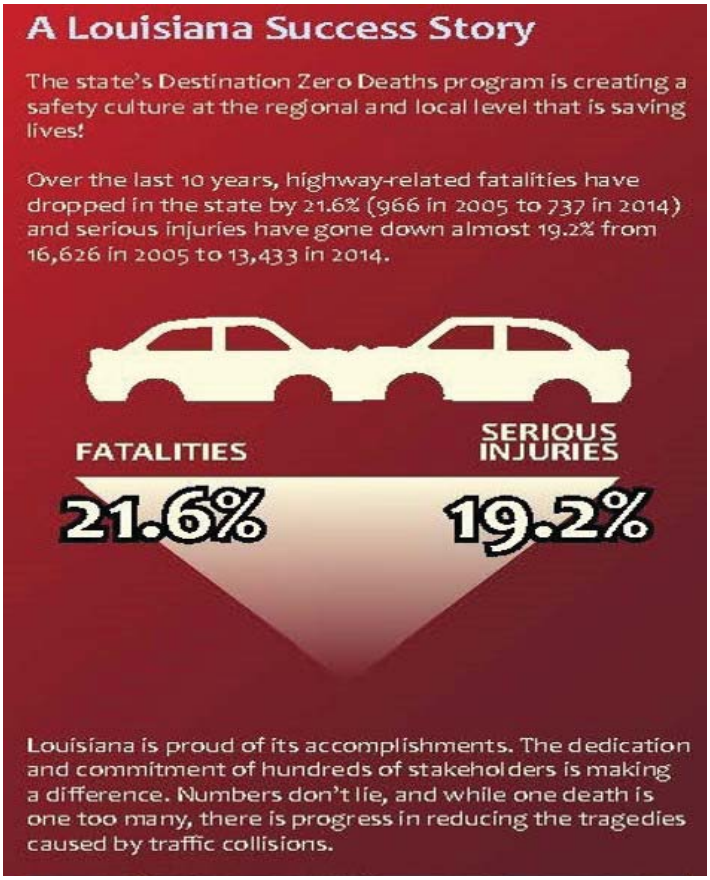
There's a huge buzz circling around the transportation arena: States are working toward zero deaths on all roadways. And as for Louisiana, the vision is Destination Zero Deaths, with the Strategic Highway Safety Plan (SHSP) being the vehicle to get there.

Destination Zero Deaths (DZD)

The DZD initiative is collaborative, strategic, data-driven and multi-disciplinary. Hundreds of safety stakeholders from multiple disciplines utilize crash data to identify and mitigate roadway safety issues, strategize to set measurable goals and targets, and collaborate to deploy evidence-based programs and projects. From the beginning, safety stakeholders ensured the plan was strategic by using data to focus on the state's most serious traffic safety problems. What crash statistics is telling us narrowed our focus on top contributing factors, which we call as Emphasis Areas (EA) as: impaired driving, occupant protection, young drivers, and infrastructure and operations.

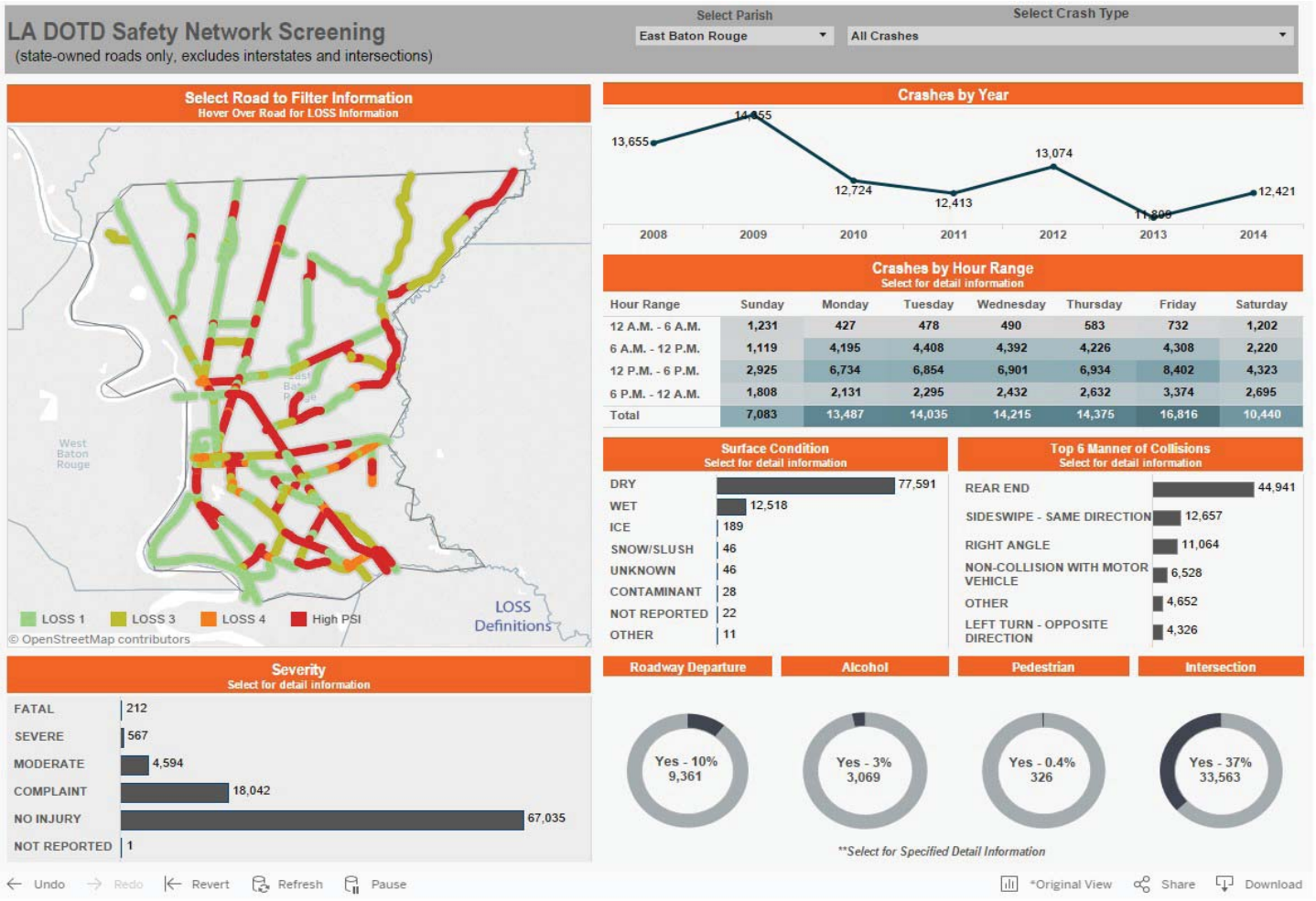
With strong leadership by the Louisiana Department of Transportation and Development (DOTD), Louisiana State Police (LSP), the Louisiana Highway Safety Commission (LHSC) and the Federal Highway Administration (FHWA), highway safety initiatives across Louisiana are coordinated both at the state and regional levels. All these efforts are aimed at reaching a common target of reducing roadway fatalities and serious injuries by 50% in 2030.

Cable median barriers are installed to improve safety on Interstate Highways



Since Louisiana developed the first SHSP in 2006, we've seen a lot of great strides already. For the last decade when the SHSP has served as the road map to help reach the final destination, efforts have started to pay off. From 2005 to 2015, traffic related fatalities have dropped by 22% and serious/moderate injuries have reduced by 15% during the same period. Cable median barriers have been installed throughout the state in high crash risk locations. Safety belt use rate has increased by nearly six percent to 85.9 percent, the highest it has ever been, and two of the Young Driver programs, Sudden Impact and Think First, have reached more than 16,000 students statewide. Also, the State Police and local law enforcement agencies have conducted nearly 400 sobriety checkpoints and more than 800 saturation patrols in Parishes identified as high risk to reduce impaired driving crashes.

At the state level, team leaders are assigned to each of the SHSP emphasis areas and they take a proactive role in ensuring that collaboration happens both at the state and local levels. To ensure that projects and activities trickle down at the local level, the Louisiana DOTD partnered with



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Contact the LADOTD Traffic Safety Office at (225) 379-1929 before releasing any information.

the state's Metropolitan Planning Organizations (MPOs) to establish nine regional transportation safety coalitions across the state. These nine coalitions then become what Louisiana's innovative approach toward reaching DZD is all about. In the big picture, the DZD initiative hopes to create a safety culture amongst public and private agencies. The state also hopes that MPO's and Regional Planning Commissions are proactively integrating safety into their planning and implementation decision-making process.

The Regional Coalition Approach

Because the state recognizes the fact that roadway crashes occur in communities, the state took the regional coalition approach to bridge the gaps between state and local agencies. These regional coalitions work with statewide emphasis area team leaders to strategically integrate the 4E's of safety—education, engineering, emergency medical services and engineering. This innovative approach also takes partnership with the MPO's and RPC's to another level. Led by safety coordinators housed within each of the MPOs and championed by leaders from a range of agencies and organizations, each coalition comprises local experts and advocates working toward the development and implementation of regional safety plans based off of the SHSP.

As the nine regional transportation safety coalitions are housed within the MPO, there have been more opportunities for the implementation of proven effective countermeasures that address local safety issues. For example, the Local Road Safety Program (LRSP) is coordinated through the Louisiana Local Technical Assistance Program and local public agencies may apply for Highway Safety Improvement Program funds to enhance safety of locally owned roadways. With the institutionalization

of the regional approach, the MPOs will help facilitate the development and implementation of Local Road Safety Plans for target data-driven project applications for the LRSP.

In addition, each LADOTD District is involved with their regional safety coalition in the Infrastructure and Operations arena. Data-driven tools are being provided to the Districts and MPOs to better facilitate project development and targeted investments of public funds.

Additionally, this DZD effort led to how DOTD embraced a more proactive approach in educating the public. The DOTD Communications Team is working more closely with the State Police Public Affairs Division, the LA Highway Safety Commission, and all regional coalition coordinators on efforts that increase public awareness and expand brand messaging. All of these teams comprise the SHSP Communications Council (CCC) led by Louisiana Center for Transportation Safety at the Louisiana Transportation Research Center in an effort to coordinate, collaborate and communicate consistent messaging across Louisiana.

Louisiana's Destination Zero Deaths program is creating a safety culture at the regional and local level that is saving lives!

For more information, visit www.destinationzerodeaths.com. Or, you may email the Louisiana Center for Transportation Safety Center at lasafetycenter@la.gov. The Safety Center serves as the communication and outreach arm for the DZD initiative.

Association of Pedestrian and Bicycle Professionals (APBP) Webinars

TPD has joined forces with the Association of Pedestrian and Bicycle Professionals (APBP) to provide transportation-themed webinars. Each month APBP will host a webinar co-sponsored by TPD. CM credits are pending approval for all of the webinars. Note that there is a fee.

The webinars are usually held on the 3rd Wednesday of the month. For more information and to register, see: http://www.apbp.org/.

- November 16 - *Transition between Bikeway Facilities*
- December 14 - *Tips to Demystify Traffic Analysis*

APA Ambassador Gives Central Florida Students a Taste of Transportation Planning

Samantha Schipani

Shundreka R. Givan, AICP, a senior transportation planning specialist with the Federal Highway Administration, recently partnered with the YMCA Teen Achievers program to reach high school students from Orange and Seminole Counties in Central Florida.

The aim was to raise awareness and understanding on the value of the planning profession and its impact on local communities.

Givan is passionate about the planning profession and feels that it is important to give back to the community. She saw this as an opportunity to inspire the next generation of planners.

Her personal commitment to the program was to expand the career options for youth, while exposing them to non-traditional career fields and teaching them the important role of transportation planners who work to improve the quality of life for the people we serve.

Activity #1: Holden Heights Community Center

Students viewed a two-minute video on the "Future in Planning" followed by a 10-minute overview of what it means to be a transportation planner.

The high point of the evening was the interactive activity "Blocks and Lots," which provided further insight on the planning profession.

Students playing Blocks and Lots at the Holden Heights Community Center. Photo by Shundreka Givan

Upcoming Webinars

- Nov. 29 - "Safety on Low Volume Roads." TRB. https://www.planning.dot.gov/webinars.asp
- Dec. 7 - "Ethics and Digital World" APA. CM Approved. https://www.planning.org/events/eventsingle/9110653/
- Dec. 16 - "Faith-Based Development: Neighborhood Anchors as Community Builders." APA. CM Approved. http://ohioplanning.org/aws/APAOH/pt/sp/development_webcast

Click links for details.

This activity drew praise from students and parents, some of whom commented that they wish they had majored in urban planning!

Activity #2: Seminole County High School

With over 22 students present, speakers at Seminole County High School focused on non-traditional career fields. Shundreka discussed the planning profession, including career opportunities and examples of major projects that FHWA is working on in Central Florida.

Samantha Schipani is APA's Great Places in America communications intern.

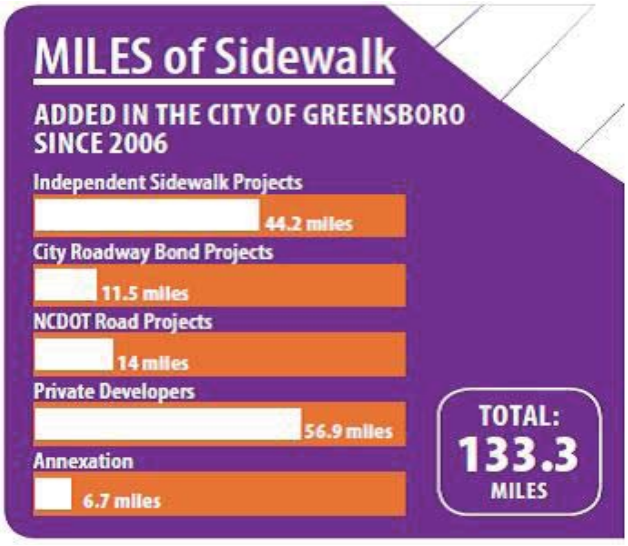
Students exploring planning careers at Seminole County High School. Photo by Shundreka Givan

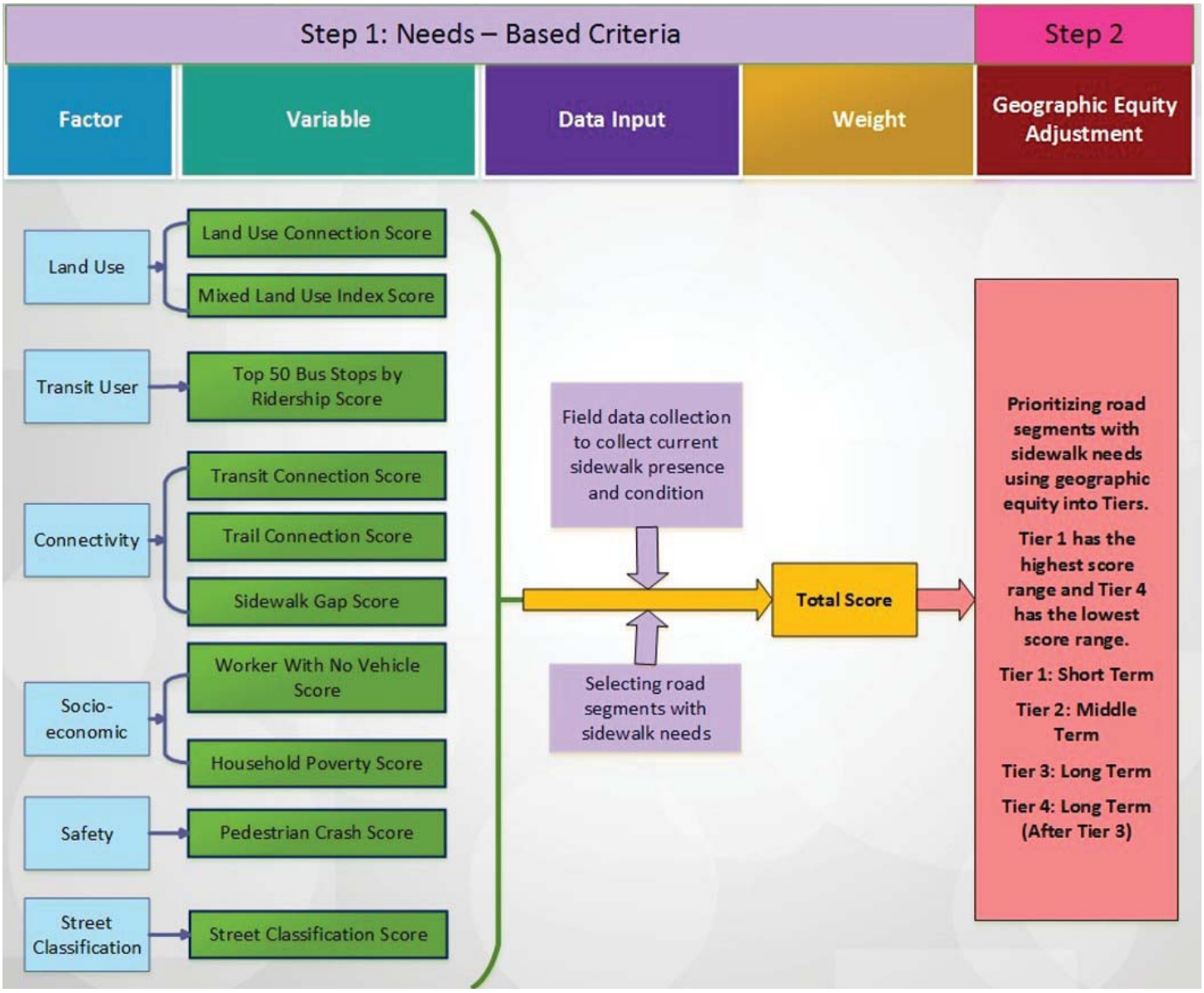
Greensboro Develops Sidewalk Prioritization Model

Tyler Meyer, AICP, Transportation Manager, Greensboro DOT

The Greensboro Metropolitan Planning Organization (MPO) recently received the 2016 NCAPA Chapter Marvin Collins Award for Implementation for its 2015 Bicycle, Pedestrian, Trails and Greenways (BiPed) Plan Update. The plan includes a range of innovations. Perhaps the most interesting of these is a needs-based, data-driven Geographic Information Systems (GIS) model for prioritizing sidewalk needs citywide and by council district in the City of Greensboro. Based off a more traditional manual sidewalk needs analysis, the model quite effectively replicates priorities identified by the City in past years. Given the implementation push, developing a comprehensive and systematic prioritization model consistent with community values and agency priorities made a lot of sense. "The single most impressive component… is in the potential results that it will likely achieve," said Scott Shuford, chair of the Awards Committee. Shuford's assessment reflects in part the results of the previous 2006 BiPed Plan under which 133.3 miles of sidewalk were added in the City of Greensboro.

The MPO developed and implemented the model in ArcGIS, including the Model Builder and the Network Analyst and Spatial Analyst extensions of ArcInfo. The thought processes are similar to the NCHRP Report 803 ActiveTrans Priority Tool Guidebook, although the MPO GIS model predates it and uses an automated GIS model instead of a programmed spreadsheet tool.





Representation of BiPEd Model using ArcGIS ModelBuilder, Greensboro Department of Transportation

The MPO began the model development by considering the factors used in the manual evaluation process and reviewing the pedestrian safety literature, community input, and feedback from a Bicycle and Pedestrian Advisory Committee. The MPO identified six factors for evaluation in the model and then selected variables to measure each factor. It was important to choose variables for which the City had a consistent area-wide data set. Once this was done, we set up the model using ArcGIS ModelBuilder.

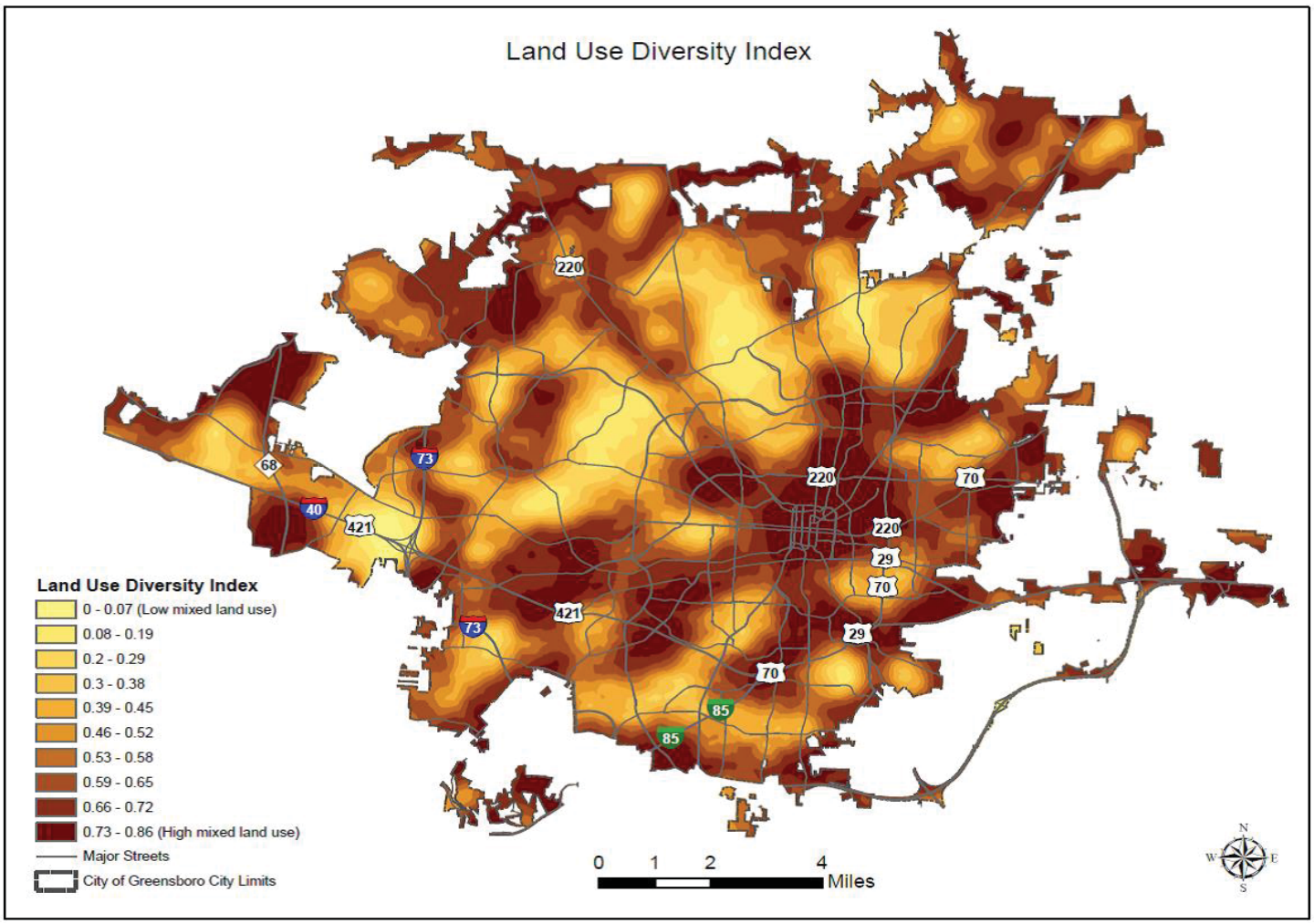
We set up the model with an initial set of weights between variables. We ran the model and inspected the results to identify unexpectedly high and low scores, including a general comparison to a set of priorities identified between 2007-2014 via the manual prioritization method. This iterative process allowed us to adjust the weighting until we determined that it produced reliable results consistent with agency priorities.

The model selected all roadway segments with sidewalk needs which do not have sidewalk on on one or both sides. It then scores each roadway segment against ten variables

Table 1 - Weighted Ten Variables for Scoring Roadway Segments (BiPed Model)

Variable	Measurement	Weight
Land Use Connection (pedestrian generators and attractors)	The model identified employment centers, shopping centers, schools, parks and open spaces, and high density residential in proximity to the roadway segment. As with the other buffers, we used the Network Analyst extension in ArcInfo instead of the buffer tool since network analyst accounts for real road distance rather than a running buffer.	Two points were allocated for each land use type falling in quarter mile buffer and one point was allocated for each land use type within a buffer of ¼ to ½ mile.
Mixed Land Use Index Score	We converted the City's land use shapefile into a fifty foot raster grid. The model used the Simpson index to gauge land use diversity to calculate the diversity for each grid using the Spatial Analyst extension in ArcInfo. The model calculated the average diversity index value for all cells intersecting each roadway segment with sidewalk needs.	Two points were allocated for any segment that had an average index score higher than 0.68 and one point for segements with an average score higher than 0.53. This threshold was identified based on median of the range.
Connection to transit	This variable includes Top 50 Bus Stops By Ridership and Transit Connection Scores.	The model assigned eight Points for segments with a transit stop within ¼ mile (walking distance - buffer was created using Network Analyst) buffer; four points for segments with a transit stop within ½ mile buffer plus and additional two points to segments with a transit stop within a ¼ mile buffer on the top fifty boarding and alighting stop list.
Trail Connection	This variable uses to measure proximity to greenways and trail	The model assigned one point to segments with greenways or trails within ¼ mile buffer.
Sidewalk gap		If sidewalk installed on a road segment would fill a sidewalk gap, the model assigned two points to that segment.
Number of households below poverty level & workers with no vehicle commuting to work	These variables are associated with increased walking and reduced travel options.	One point was assigned to segments in census tracts with above average numbers of households below poverty and One point to segments in census tracts with above average scores for numbers of workers with no vehicle commuting to work.
Pedestrian Crashes	Higher crash rates are associated with the absence of sidewalks and buffers.	One point was allocated to roadway segments with with pedestrian crashes within ¼ mile.
Road classification	Major roads tend to have the highest vehicle and pedestrian densities, concentrations of destinations, more direct routes and higher vehicular speeds as well as crash rates and severity.	The model assigned sixteen points to major thoroughfares; twelve points to minor thoroughfares; eight points to collectors; and zero points to local streets.

Source: Greensboro Department of Transportation



The total score for each roadway segment was calculated by adding the points for each criteria. This was in itself a useable deliverable for considering relative levels of need between competing sidewalk sections. However, the MPO went one step further in order to fulfil its long-range planning objectives.

The MPO eliminated the bottom scoring 35 percent of segments from further consideration;

- totaled the length of remaining segments by city council district;
- split the score range into quartiles; and
- went down the list to assign segments to tiers based on score.

This process allowed us to order projects into priority levels, from Tier One for short range and high priority proejcts to Tier Four for long range and relatively low priority projects.

We then resorted the model results, this time to prioritize each roadway segment with sidewalk needs in each city council district relative to other segments in that district. This gave us two sets of prioritization results -- citywide and by city council district.

Our last step was to compare the two sets of results against the map of projects prioritized manually between 2007 and 2014. These were all considered Tier One, short term and high priority. This comparison indicated that the council district prioritization got the closest to replicating the results of the manual prioritization process. Therefore the MPO used this as the basis for its City of Greensboro sidewalk prioritization recommendations.

Reflecting back, this work demonstrates how various GIS large-scale applications open the door to prioritization and evaluation approaches. As with any model, realistic assessments of what's important and adequate information and data are prerequisites for success. The concepts laid out in NCHRP Report 803 are an excellent place to start for agencies considering bicycle and pedestrian prioritization processes. That's true whether or not you are considering using a GIS model or would like to customize NCHRP Report 803's programmed spreadsheet. Either way, the report can help you in selecting the factors, variables, scaling, and weighting that makes sense for your area and for the objectives of your evaluation process. To read the full BiPed plan, visit www.guampo.org

North Florida Clean Fuels Coalition Initative

Denise Bunnewith, Planning Director, N. Florida TPO

The United States Department of Energy (DOE) designated the North Florida Clean Fuels Coalition as an official coalition under the National Clean Cities Program April 22, 2016

The official designation ceremony was held June 29, 2016. This culminated several years of hard work, bringing together local stakeholders including fleet managers, policymakers, utilities, alternative fuel suppliers, vehicle manufacturers and trade groups.

The Coalition is a non-profit organization staffed and supported by the North Florida Transportation Planning Organization (NFTPO). It encourages petroleum reduction by using alternative fuels for business, government, non-profit agencies and consumers in Baker, Clay, Duval, Nassau, Putnam and St. Johns Counties. Known initially as the North Florida Clean Cities Coalition, it was rebranded in 2013 to better reflect its mission. The Coalition developed an Alternative Fuels, Vehicles and Infrastructure Master Plan in 2014 and the NFTPO announced major investments in alternative fuels infrastructure and vehicles.

The NFTPO is an independent MPO serving the Jacksonville and St. Augustine urbanized areas. The NFTPO planning area boundary includes Clay, Duval, Nassau and St. Johns Counties. Both the TPO and the Coalition extend services to neighboring Baker and Putnam Counties.

Since 2009, the NFTPO has invested over $5 million in Coalition supported projects through Congestion Mitigation and Air Quality (CMAQ) funds.

The following projects have come to fruition over the past year:

1. **Installed** 25 ChargeWell electric vehicle (EV) charging stations in partnership with JEA, a local utility and NovaCharge between November 2015 - April 2016.
2. **Opened** Jacksonville Transportation Authority (local transit operator) CNG fleet and public access stations January 26, 2016.
3. **Implemented** Florida East Coast Railway liquefied natural gas (LNG) pilot project with four locomotives. FEC ran trials between Jacksonville and New Smyrna Beach in December 2015 and began full-system revenue trials between Jacksonville and Miami June 8, 2016
4. **Completed** construction of St. Johns County CNG fleet and public access station June 23, 2016.

One significant benefit of the Coalition has been increased awareness of alternative fuels and vehicles. The North Florida Drive Electric Rally held September 17, 2015, brought EV drivers, the EV-curious, dealerships and environmental activists together. Jacksonville Mayor Lenny Curry proclaimed September 12-20, 2015 Drive Electric Week. This was the fourth Drive Electric Rally event sponsored by the Coalition. Click to view video. https://vimeo.com/140813145

Economic Benefit

Both public and private sector organizations are realizing cost savings by using alternative fuels. For example, the Jacksonville Transportation Authority purchase of 100 CNG buses is expected to save over $5 million during a 15-year period. Smaller private sector fleets, without the resources to fund their own CNG station, can now convert to CNG vehicles more readily because they can fuel at the public CNG station at JTA. Similar savings will be experienced with the CNG station in St. Johns County. With funding from the NFPO St. Johns County is converting its vehicle fleet to CNG. For consumers, installing Charge Well EV stations reduce range anxiety and provide more options for those who want to reduce fueling costs by switching from gasoline-powered cars to EVs.

Evidence of Impact

The North Florida Clean Fuels Coalition Program Plan submitted to the USDOE in July 2015 details the Coalition's accomplishments in increasing the number of alternative fuels vehicles and displacing petroleum use with alternative fuels.

For more information visit www.northfloridatpo.com or contact Marci Larson , Public Affairs Manager, mlarson@northfloridatpo.com

TPD NEWS

Get Involved!

We are always looking for newsletter content, volunteers, ideas, and suggestions about our involvement in transportation policy and programs. Email Catherine Duffy for details at catherinemarie.duffy@gmail.com.

Keep up with the latest issues - join our TPD networking sites.

- http://planning.org/divisions/transportation/
- www.facebook.com/groups/41884958915/
- www.linkedin.com/groups?home=&gid=1178607&trk=anet_ug_hm

Transportation Division Liaisons

TPD Chapter Liaisons are members who serve as the point of contact at the local level across the country.

Liaisons help share information between State chapters and the division and help coordinate local events.

This is a new program and we are currently recruiting members.

Please contact Gabriela Juarez for details at gabriela.juarez@lacity.org if you are interested.

Conferences & Events

- Jan. 8-12, 2017, 96th TRB Annual Meeting, Washinton DC. http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx

- May 6-9, 2017, APA Planning Conference, New York City. https://planning.org/conference/

- May 14-18, 2017, 16th TRB National Transportation Planning Applications Conference, Raleigh, North Carolina. http://www.trbappcon.org/

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