



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, December 21st, 2018

Volume 28, Number 11

In This Issue

- [MOBILE MPO UPDATES](#)
- [RPO UPDATES](#)
- [PROJECTS LET DECEMBER 7th, 2018](#)
- [LEGISLATIVE UPDATES](#)
- [FUNDING OPPORTUNITIES](#)
- [JUST FOR FUN](#)
- [IN THE NEWS](#)
- [TRANSPORTATION RESEARCH](#)

Recently Completed Planning Studies

[Destination 2040 Long Range Transportation Plan](#)

[Toole Design Non-Motorized Mobility Study for Downtown Mobile](#)

[2018 Unified Planning Work Program](#)

[2016-2019 Transportation Improvement Program](#)

[Origin Destination Study Using Cell Phones](#)

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Tom Piper

There will be no *Transportation Friday* E-Newsletter next week. The staff of the South Alabama Regional Planning Commission wish each and everyone one of you a Happy Holidays, Merry Christmas, and Happy New Year. There is a **MPO meeting scheduled for January 30th**, and a **TCC/CAC meeting scheduled for January 9th**; see *Mobile MPO Updates* below. What is Trump doing with Infrastructure in Legislative Updates? There are some Holiday messages *In The News*, and don't get your pants in a wad, the *Just For Fun* will.

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

www.mobilempo.org  Check us out on FACEBOOK

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

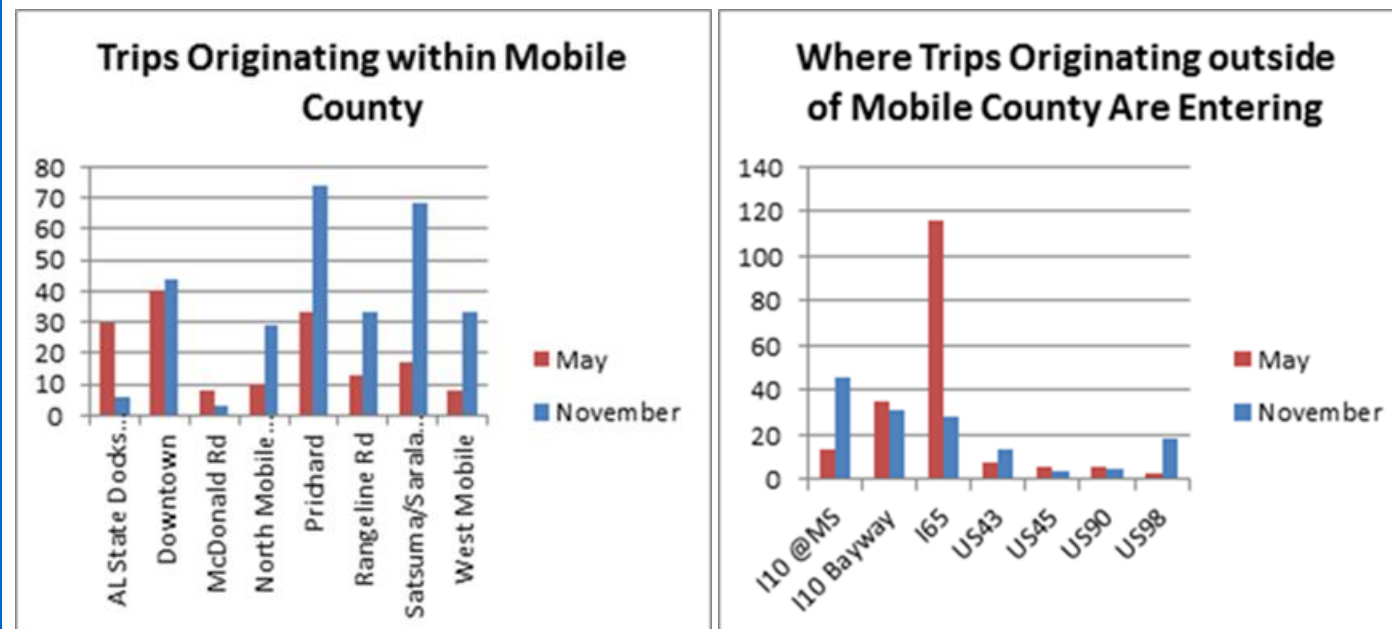
Mobile MPO meetings

There is a MPO meeting scheduled for January 30th and a TCC/CAC meeting scheduled for January 9th. The agenda items are a variety of changes to the 2016-2019 Transportation Improvement Program (TIP) and the upcoming 2020-2023 TIP. The Preliminary Engineering (PE) for Celeste Rd from I65 to Forest Ave will be added to this TIP, with the other phases in the outer years of the TIP. We have a lot of projects this year, about \$35 million worth of projects to do in FY 2019.

There was a Mobile MPO meeting on October 31st. The *Destination 2040* Long Range Transportation Plan (LRTP) was modified to account for the tolling of the I-10 Mobile River Bridge. When the LRTP was adopted in 2015, tolling was not a financial commitment. To assist in the planning process, the [Long Range Transportation Plan](#) was modified to account for the tolling along with changes to the Bike/Ped Element, the Environmental Justice Element, and the Future Traffic Volumes. Also, the Mobile MPO adopted the PM2 performance measures for bridge and pavement condition, and there were various changes to be made to the 2016-2019 Transportation Improvement Program. Please see our web page for further details www.mobilempo.org

FREIGHT DATA

APM Terminals has provided us with their second quarterly survey report. Just as last quarter, for one day APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model. This second survey report had a significant increase in truckers answering the survey, which helps refine our understanding of container truck trip patterns in the area.

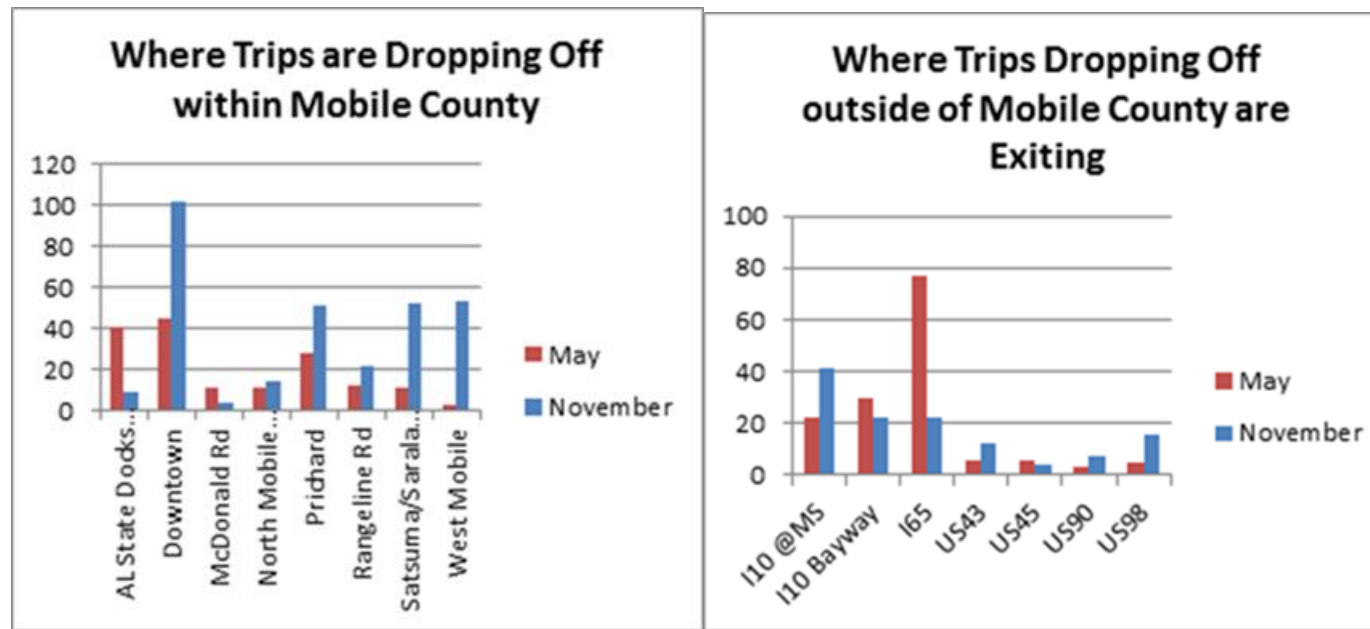


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US 45 Feasibility Study

The final stakeholder meeting was held for the *US 45 Feasibility Study*; the presentation and maps can be found [HERE](#)

In FY 2018, we had two public meetings, one in Mobile and one in Prichard with over one hundred citizens participating. In addition to the public meetings, we had four stakeholder meetings. The stakeholder meetings started out strong with over 30 people involved. On August 1st there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, Mayor Jimmie Gardner. Despite the weather, we had a pretty good turnout. Several comments were made pertaining to the study, and we gained some good input. June 28th was the first public meeting for the US 45 Feasibility Study, and was held at Leflore High School. The meeting was well attended by nearly 70 people. Mobile City Councilman Levon Manzie was on hand to guide the meeting and answer questions. Nick Amberger, the City of Mobile Engineer was also present and assisted in answering questions posed by the public. Mr. Drew Davis with Volkert and Mr. Clifton Lambert with CERM presented the attendees with preliminary ideas developed in previous Advisory Committee meetings. These included road diets, sidewalk improvements, bike lanes, and roundabouts at key intersections. The final document is complete and may be found [HERE](#).

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

Stay Up To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>



ALDOT is doing some preliminary building demolition for the archaeology work associated with the Mobile River Bridge and Bayway project. More details are in the release below.

The schedule is in flux, so please contact Allison Gregg (251-604-9790) to coordinate site visits.

ALDOT to Begin Building Demolition

Building demolition is preliminary work ahead of the Mobile River Bridge and Bayway Project

The Alabama Department of Transportation (ALDOT) will demolish nine buildings at the intersections of S. Emanuel Street/Canal Street and Canal St./S. Royal in preparation for construction for the Mobile River Bridge and Bayway project.

The demolition of the existing structures will allow for the archaeology work to begin ahead of construction of the Mobile River Bridge and Bayway project.

The demolition is on-going in the 300 block of Conception Street in Mobile.

Traffic will not be impacted during the demolition, however drivers should obey posted speed limits and be aware of crews in the area. Passersby and observers should remain a safe distance away from the sites during the demolition.

About the project:

The Mobile River Bridge and Bayway project will reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com.

Recent Scheduling Changes This Week for Mobile

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

Project : 100069460 County : MOBILE Scope : PE
Project Description : BRIDGE PAINT ON VARIOUS BRIDGES ALONG I-65. GULF COAST RR, US 43, NORFOLK SOUTHERN RR, GUNNISON CREEK
Urban Area : 067 MOBILE
Target Start Date : 1/7/2019
Engineers Estimate : \$100,000

Project : 100069478 County : MOBILE Scope : CN
Project Description : BRIDGE PAINT ON VARIOUS BRIDGES ALONG I-65. GULF COAST RR, US 43, NORFOLK SOUTHERN RR, GUNNISON CREEK
Urban Area : 067 MOBILE
Target Start Date : 9/25/2020
Engineers Estimate : \$2,778,588

Project : 100069442 Federal aid number : NH 0042 County : MOBILE Scope : CN
Project Description : INSTALLATION OF NEW GENERATOR TO REPLACE EXISTING GENERATOR FOR BANKHEAD TUNNEL AND ITS DEVICES
Urban Area : 067 MOBILE
Target Start Date : 6/28/2019
Engineers Estimate : \$750,000.00

Project : 100069441 Federal aid number : NH 0042 County : MOBILE Scope : PE
Project Description : INSTALLATION OF NEW GENERATOR TO REPLACE EXISTING GENERATOR FOR BANKHEAD TUNNEL AND ITS DEVICES
Urban Area : 067 MOBILE
Target Start Date : 1/1/2019
Engineers Estimate : \$75,000.00

RPO Updates

RPO The South Alabama Regional Planning Commission (SARPC) held a meeting of the Rural Planning Organization (RPO) in September at the Baldwin County Central Annex in Robertsdale.

The meeting was well attended and there was a lengthy discussion of current and future transportation projects in the rural areas of our region let by the ALDOT Southwest Regional Office. Other items on the agenda include:

- Adoption of the minutes of the previous meeting
- Review and adoption of the Fiscal Year 2019 Work Program (available for review online at <http://www.mobilempo.org/RPODocuments.html>)
- Updating the RPO Transportation Plan with Project List (available for review online at <http://www.mobilempo.org/RPODocuments.html>)

The Work Program for Fiscal Year 2019 includes a new task. This task involves assisting the Alabama Department of Transportation with hosting public meetings regarding the upcoming 2020-2023 Statewide Transportation Improvement Program (STIP). Further information about this endeavor will be forthcoming. Please watch our newsletter for more information.

If you have any questions or comments regarding the items mentioned above, please contact us.

Projects in Region Let December 7th, 2018

ESCAMBIA COUNTY

- For constructing the Planing, Resurfacing, Bridge Rail Retrofit, and Traffic Stripe on SR-113 from the junction of SR-3 (US-31) in Flomaton to the I-65 Interchange. Length 13.683 mi. The Bracket Estimate on this project is from \$5,206,181 to \$6,363,110 .

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-163 from a point north of the I-10 Overpass (MP 8.680) to the junction of SR-16 (US-90) and the Illinois Central Railroad Crossing (MP 11.104). Length 2.424 mi. The Bracket Estimate on this project is from \$769,994 to \$941,104
- For constructing the Interior Lighting on SR-42 (US-98) in the Bankhead Tunnel in Mobile. Length 0.641 mi. The Bracket Estimate on this project is from \$1,144,817 to \$1,399,220 .
- For constructing the Seawall Replacement on SR-188 located at MP 10.220 to include the Relocation of Movable Barriers and Gate Arms at the J. A. Wintzell Memorial Bridge in Bayou La Batre. The Bracket Estimate on this project is from \$1,949,859 to \$2,383,161 .

BALDWIN COUNTY

- For constructing the Intersection Modifications to include Turn Lane Improvements on SR-3 (US-31) at the junction of SR-225 in Spanish Fort. Length 0.121 mi. The Bracket Estimate on this project is from \$159,588 to \$195,052.

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

State, local governments using higher revenues to increase infrastructure spending

By [Kim Slowey](#)

Published

Dec. 20, 2018

Dive Brief:

- According to a [Wall Street Journal](#) analysis of state and local revenue collection and spending, public agencies are increasing their infrastructure investments and making a dent in projects that have been on back burners for many years.
- A strong economy has resulted in an increase in consumer spending, and all that new tax revenue is helping to drive not only infrastructure spending but municipal borrowing as well. In fact, according to [October 2018 data](#), the latest available from the Commerce Department, total state and local construction spending — based on a seasonal adjusted annual rate — was up 9.7% from October 2017 to more than \$288 billion. Commercial construction was up the most year over year at 62%, followed by amusement and recreation (30%), water supply (22%), public safety (18%) and transportation infrastructure (15%). Tax revenue, adjusted for inflation, grew by 6% in the second quarter of 2018 from the second quarter of 2017, according to a [Tax Policy Center](#) report.
- Year-to-date state and local government borrowing through October 2018 was up 19% from the same period in 2017, driven in part by a desire to take advantage of current interest rates in case they continue to increase. The pipeline of publicly funded construction projects, including those much-needed upgrades and repairs that have been shelved due to a previous lack of money, according to the newspaper, could make up for potential industry slowdowns.

Dive Insight:

Many state and local residents around the country showed their commitment to public construction in November by voting for at least \$24 billion of bond initiatives.

Some measures that won approval included \$16 billion for California construction projects. That measure included \$3.5 billion of security and plumbing improvements in San Diego; \$2 billion for homelessness prevention housing, \$4 billion for other housing initiatives and veterans' loans and \$1.5 billion for children's hospitals.

New Jersey voters gave the green light to \$500 million for school and infrastructure projects and were joined by North Carolina, where voters approved \$548 million for school construction, and Oregon, where residents supported \$653 million for affordable housing. In Collin County, Texas, which is part of the Dallas-Fort Worth metro area, voters said "yes" to \$600 million for non-tolled highway construction.

And while some voters don't have a problem paying more at the pump in the form of extra fuel taxes to fund road upgrades and repairs — like those in California who rejected a repeal of a recent increase — some are still resistant. A Missouri measure that would have increased the state's gas tax by 10 cents per gallon in order to pay for road and bridge work failed to pass.

Trump Threatens Infrastructure Legislation Over Border Wall Demand

Issue has Republican and Democratic buy-in, but president claims he might kill it

[John T. Bennett](#)

President Donald Trump on Thursday threatened to kill any infrastructure legislation lawmakers might pass next year unless Democrats give him billions for his proposed southern border wall.

Notably, Trump did not threaten to veto a stopgap spending measure headed to his desk later Thursday that was made necessary by his demand for \$5 billion for the barrier project this fiscal year. Lawmakers could not find a way to meet that demand — or part of it — ahead of a Friday night deadline, so they decided to put off the border wall fight until February.

But he did make clear he will continue to push for the wall funding when the next Congress convenes after a holiday break that will start for lawmakers Thursday and him on Friday.

[\[Senate Passes Government Funding Stopgap, Punts on Lands Issue\]](#)

“The Democrats, who know Steel Slats (Wall) are necessary for Border Security, are putting politics over Country. What they are just beginning to realize is that I will not sign any of their legislation, including infrastructure, unless it has perfect Border Security. U.S.A. WINS!” he wrote in a tweet.

The president on Tuesday night began referring to the proposed wall as “steel slats” in a change in rhetoric. Democratic lawmakers say they support the kind of fencing that already is along parts of the U.S.-Mexico border but oppose the kind of concrete and steel wall Trump campaigned on in 2016; the president and his top homeland security advisers have, at times, talked about fencing in certain areas.

But a top House Democrat on Wednesday made clear that no matter what Trump calls the proposed barrier, that caucus — which takes control of the chamber in a few weeks — will not provide the necessary monies.

“The wall won’t be resolved no matter what we do because we aren’t going to do the wall,” House Minority Whip Steny B. Hoyer, D-Md., told reporters.

All I want for Christmas... from the Alabama Legislature next year (an opinion piece)

BY [APRYL MARIE FOGEL](#) ON DECEMBER 19, 2018 [ATBLOG](#), [SLIDER](#)

My Christmas wish-list this year is pretty short, I got everything I wanted when, just before Thanksgiving I gave birth to a beautiful, healthy baby boy. But just in case the Alabama legislators who are checking out Alabama Today, here is my Christmas wish-list for legislation next year.



1) An ethics bill that actually holds legislators and elected officials accountable for, you know, actually being ethical.



2) An open government transparency bill with teeth. If you’re looking for somewhere to start look to Florida where their [Sunshine laws](#) dwarf the pitiful language that we have here in Alabama.

There are two parts to this: First, our elected officials should do everything reasonable to make information available. We live in a digital age. It almost takes work to be as evasive as some people in Montgomery are at keeping information from the people. An example of this is on appointments to

boards and commissions. It would neither be difficult or unreasonable for those with appointment authority to all feed their appointments into a searchable website noting all of those appointed, when their term started, when it ends. At the very least they could put out releases on their appointments [like the governor of Florida does](#), or just have a website listing them [like the governor of Arizona does](#) and [the governor of Georgia does](#).

The fact that Governor Ivey's communications and [appointments offices](#) refuse to make this information available without a public records request (when Governor Robert Bentley would do so [without hesitation](#)) is both silly and infuriating. If you don't have anything to hide stop making it seem as though you do.

Also, there needs to be specific language that includes repercussions for individuals within agencies and the elected officials who don't produce records or intentionally hide them. Records should be produced in a timely manner or in their entirety. News organizations around the state have reported challenges to getting requests answered and have found that records have been withheld if/when they do come. That's unacceptable.



3) Fiscal responsibility. We're facing a legislative session where it's expected that members will be raising gas taxes under the umbrella of infrastructure improvement. I've said this before and I'll say it again: Before lawmakers ask taxpayers for more money they need to make sure they're spending the money they have appropriately. When looking at Alabama Department of Transportation (ALDOT) there's a lot of uncertainty that that is the case. Take for example the [\\$80 plus million dollars on the Bridge to Nowhere](#) or the potential for state funds to be used for the [Northern Beltline](#), from there there's questions about the way money is allocated after Governor Robert Bentley openly used transportation dollars as a way to extort members into supporting his tax raising agenda. Let's shine some light on ALDOT and their practices before rushing off to give them more money. This introspective look needs to be done before taxes are raised not after.



Continue [HERE](#)

Funding Opportunities

Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Program

A Notice by the [Federal Railroad Administration](#) deadline 5:00 p.m. EDT, on March 18, 2019

FRA recently issued a Notice of Funding Opportunity (NOFO) for the [Federal-State Partnership for State of Good Repair Program](#) (Partnership Program). The NOFO makes **\$272,250,000 million** in grant funding available. Here's the link to FRA's Partnership Program website which includes a link to the NOFO: <https://www.fra.dot.gov/Page/P1107>

The Partnership Program is [intended to benefit both the Northeast Corridor \("NEC"\) and the large number of publicly-owned or Amtrak-owned infrastructure](#), equipment, and facilities located in other areas of the country, including strengthening transportation options for rural American communities. The NOFO will assist in funding capital projects to repair, replace, or rehabilitate [publicly-owned railroad assets, and to improve intercity passenger rail performance](#). Eligible projects include those that replace existing assets in-kind; replace existing assets with those that increase capacity or provide a higher level of service; and those that ensure existing assets maintain service while being brought into a state of good repair.

Selection preference will be given to projects where Amtrak is not the sole applicant; multiple applicants submit applications jointly; the proposed federal share of total project costs does not exceed 50 percent; non-federal shares consist of funding from multiple sources, including private sources; and applications indicate strong project readiness. Applications for capital projects funding under this solicitation must be submitted via www.Grants.gov and are **due no later than 5:00 p.m. EST on Monday, March 18, 2019**. Prior to the application deadline, FRA plans to provide Web-based training and technical assistance to answer questions from applicants.

- **WEBINAR: Wednesday, December 12 at 1:00 PM and Tuesday, January 8 at 1:00 PM - How to Apply for Federal-State Partnership for State of Good Repair Program Grants** – Register now for either the [December 12 session](#) or the [January 8 session](#)

The Federal-State Partnership Program is authorized by the Fixing America's Surface Transportation (FAST) Act and this [Notice of Funding Opportunity \(NOFO\)](#) makes available funding from the Consolidated Appropriations Act, 2017, and Consolidated Appropriations Act, 2018. During the webinar, FRA will provide information about the new grant opportunity and how to apply for grant funding. For additional information about this grant opportunity, please see FRA's Competitive Discretionary Grant Programs website at <https://www.fra.dot.gov/grants>

Flood Mitigation Assistance Grant Program

Applications Due: January 31, 2019

The Flood Mitigation Assistance Grant Program (FMA) provides funding to states, territories, federally-recognized tribes, and local communities for projects and planning that reduces or eliminates long-term risk of flood damage to structures insured under the National Flood Insurance Program. FMA funding is also available for management costs. The Federal Emergency Management Agency (FEMA) requires state, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for Hazard Mitigation Assistance projects. Generally, local communities will sponsor applications on behalf of homeowners and then submit the applications to their state.

Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

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 visit www.grants.gov.

Just For Fun

It's Christmas time in the South, and you know what that means....corduroy season. For maybe two months out of the year, the corduroy pants and sports coats that are in the back of your closet, get to have their day in the sun.



But what the Christmas Elf do "corduroy pants" have to do with transportation? Well, sup britches....

corduroy (n.) (word origin)

"thick, cotton stuff with a corded or ridged surface," probably from **cord** + obsolete 17c. *duroy*, name of a coarse fabric made in England, which is of unknown origin. Folk etymology is from **corde du roi* "the king's cord," but this is not attested in French, where the term for the cloth was *velours à côtes*. **As an adjective from 1789. Applied in U.S. to a road of logs across swampy ground (1780s) on similarity of appearance.**

A corduroy road or log road is a type of road or timber trackway made by placing logs, perpendicular to the direction of the road over a low or swampy area. The result is an improvement over impassable mud or dirt roads, yet rough in the best of conditions and a hazard to horses due to shifting loose logs. Since Corduroy roads have been around in North America since 1789, they are starting to be uncovered.

Click on the pictures below to read about some fascinating road building techniques from long ago, and break out those corduroys; it's Christmas.



In the News

US DOT seeking feedback on Vehicle-to-Everything communications

Posted on December 20, 2018



**U.S. Department
of Transportation**

The [U.S. Department of Transportation](#) is seeking public comment on the use and integration of Vehicle-to-Everything (V2X) communications technologies into the transportation environment, which have the potential to improve motor vehicle safety and efficiency as well as support cooperative vehicle automation concepts.

DOT intends to maintain the priority use of 5.9Ghz spectrum for transportation safety communications, as it has made clear in past statements and in its recent automated vehicle guidance, *Preparing for the Future of Transportation: Automated Vehicles 3.0*.

Over the past several years, DOT and its operating administrations have engaged in numerous activities related to [connected vehicles](#), including vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and vehicle-to-pedestrian (V2P) communications, collectively referred to as “V2X” communications. The automotive industry and municipalities are already deploying V2X technology and actively utilizing all seven channels of the 5.9 GHz band.

There are more than 70 active deployments of V2X communications with thousands of vehicles already on the road. During this time, there have also been developments in core aspects of communications technologies that could further support V2X in addition to Dedicated Short-Range Communications, including Cellular-V2X (C-V2X), the development of potential “5G” communications or other future transportation safety technologies.

- The notice requests comment on current and [future communications technologies](#) that could be associated with the connected vehicle environment, and how these developments affect both V2X deployment and DOT’s role in encouraging the integration of V2X into the transportation environment.
- In particular, with this Request for Comment, DOT solicits comment on issues ranging from the use of alternative and emerging communications technologies to support V2X, to the challenges associated with achieving interoperability while accommodating technological change.
- Comments must be received within 30 days of the date the notice is published. The RFC can be [found here](#).

ALABAMA DEPARTMENT OF TRANSPORTATION LIMITS ROAD CONSTRUCTION FOR THE HOLIDAYS



MGN Online

The limited road construction will be in place from December 21 through December 25 and December 28 through January 1.

Posted: Dec. 20, 2018 2:05 PM

Updated: Dec. 20, 2018 2:45 PM

Posted By: Ashley Thusius

Officials with the [Alabama Department of Transportation](#) announced that road construction and lane closures will be limited for the holidays as a safety precaution and to ease traffic congestion.

There will be no temporary lane closures on Alabama interstates from noon on December 21 until midnight on December 25 and from noon on December 28 until midnight on January 1.

The Alabama Department of Transportation urges everyone in a moving vehicle to [always wear a seat belt](#) and to designate a sober driver if you plan on drinking alcohol. ALDOT says people are nearly seven times more likely to die in a wreck when the driver that caused the crash was under the influence of alcohol or drugs.

ALDOT shares holiday message with motorists

Posted by: Shaun Szkolnik Posted date: December 19, 2018

From The Trussville Tribune staff reports

MONTGOMERY — The Alabama Department of Transportation is informing drivers that plan to be on Alabama roads during the Christmas and New Year holidays to expect increased traffic and allow extra time to reach their destination.

For the safety of travelers, construction workers and maintenance crews, ALDOT announced today there will be no temporary lane closures on Alabama interstates from noon on Friday through midnight next Tuesday and from noon Dec. 28, through midnight Jan. 1.

“To keep traffic flowing, it’s important that drivers do their part and plan to celebrate safely,” said Allison Green, Drive Safe Alabama coordinator with the Alabama Department of Transportation. “Driving under the influence of alcohol or drugs can wreck your holiday and have serious consequences that continue long past the new year.”

Transportation Research

AASHTO Offers Steel Bridge Specification Update

The American Association of State Highway and Transportation Officials just released a new, fourth edition of the [S2.1-2018 Steel Bridge Fabrication Guide Specification](#) – an AASHTO-National Steel Bridge Alliance Collaboration publication – that gathers together in one place recent updates to the group’s Load Resistance and Factor Design or LRFD bridge/construction specifications.

AASHTO noted that it works with the NSBA work together to develop specifications, codes, standards, and policies in an effort to unify the existing diverse requirements governing steel bridge construction and all of the AASHTO-NSBA Steel Bridge Collaboration publications are available for download, free of charge, from the [AASHTO Store](#), the group noted.

This revision provides clarifications and removes conflicts between the latest S2.1 and the latest AASHTO specifications while continuing to provide an AASHTO-NSBA consensus on “best practices” for fabrication specifications.

The group emphasized that this update is intended to be used in tandem with AASHTO-NSBA Steel Bridge Collaboration *S4.1*, [Steel Bridge Fabrication QC/QA Guide Specification](#).

[Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities](#)

FHWA has released this new guidebook geared towards MPOs and local stakeholders to reduce fatalities and serious injuries across transportation systems. To address this, USDOT seeks to foster collaboration across all stakeholders to improve the behaviors and conditions that impact these safety outcomes. The Guide seeks to assist MPOs, communities, and other transportation agencies to utilize, implement, and evaluate their safety planning processes to further the zero deaths vision.

[The Data Collected by Dockless Bikes is Helping Cities Map Your Movement](#)

Dockless bikes use a combination of GPS, 3G wireless connections, and solar power to transmit their location to providers and consumers. Providers, and the cities they partner with, have unparalleled access to rider behavior and are leveraging this knowledge to meet the needs of their consumers. In South Bend, IN, Lime is providing aggregate statistics on travel and heat maps showing where most riders occur in the city. South Bend used this data to paint drop-off areas for the bikes and is now hoping to use this information to plan for new bike paths and lanes. Lime is also working with cities to identify a format that makes it easy for them to pull data from multiple operators into their databases to analyze with their own tools.

[Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities](#)

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[Metropolitan Planning Organizations \(MPO\): Transportation Partnerships for the 21st Century](#)

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

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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.