



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, October 12th, 2018

Volume 28, Number 2

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There will be a Mobile MPO meeting on October 31st, 2018 at 10:00 AM, TCC/CAC meeting on October 17th, 2018 at 10:00 AM, and there was BPAC meeting last week. The US 45 Study is complete; see *Mobile MPO Updates*. There are a few new grants to check out (*See Funding Opportunities*). There are some SFW photos from Anthony's Honeymoon in *Just For Fun*, and there are a couple of Recreational Trail Workshops coming up see *Transportation Research*

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 meetings

There will be a Mobile MPO meeting on October 31st, 2018 at 10:00 AM and a TCC/CAC meeting on October 17th, 2018 at 10:00 AM. The *Destination 2040* Long Range Transportation Plan (LRTP) will be modified to account for the tolling of the I-10 Mobile River Bridge. When the LRTP was adopted, tolling was not a financial commitment. To assist in the planning process, the LRTP will be modified to account for the tolling along with changes to the Bike/Ped Element, the Environmental Justice Element, and the Future Traffic Volumes. The Draft Long Range Transportation Amendment may be found [HERE](#). Also, the Mobile MPO will review and adopt the PM2 performance measures for bridge and pavement condition, and there are various changes to be made to the 2016-2019 Transportation Improvement Program:

DEMONSTRATION FUNDS

100062412 (CN) I-10 Mobile River Bridge And I-10 Bayway Widening From Exit 24 (Broad Street) to Mobile County Line; Jul 26, 2019	\$1,102,000,000
100062411 (UT) I-10 Mobile River Bridge And I-10 Bayway Widening From Exit 24 (Broad Street) to Mobile County Line, March 01, 2019	\$10,000,000

INTESTATE MAINTENANCE

100056331 (PE) I-10 East Tunnel Interchange Bridge Bearing Rehabilitation	DELETE
100056332 (CN) I-10 East Tunnel Interchange Bridge Bearing Rehabilitation	DELETE
100067507 (CN) Resurfacing on I-65 from 1.1 Miles North of SR-13 (Us-43) to SR-225 1/25/2019	\$3,232,705
100067506 (PE) Resurfacing on I-65 from 1.1 Miles North of SR-13 (US-43) to SR-225 9/1/2017	\$49,504
100055108 I-10 Roadway Lighting Rehab From Sr-16 (Exit 27) to Sr-16 (Exit 35) Along the Bayway Bridge	DELETE

NATIONAL HIGHWAY

100060154 (CN) SR-158 Extension Lott Road Overpass And Jug Handle. Grade, Drain, Base, Pave, and Bridge (EB Seabury Creek Tributary and Partial Lott Road) Old Engineers Estimate: \$32,400,000	\$20,000,000
100066639 (CN) Resurfacing on SR-42 (US-98) From Magnolia Grove Parkway to Stimpson Lane; 2/22/2019	\$2,386,416
100066636 (CN) Resurfacing On SR-163 from the North End of the Dog River Bridge to the South End of the I-10 Overpass; 12/7/2018	\$2,559,851

STP ATTRIBUTABLE MOBILE

100037215 (CN) Zeigler Boulevard, Forest Hill Dr to Athey Rd (Additional lanes) FY 2019; Old Cost Estimate \$13,698,359	\$17,650,000
100046895 (CN) Zeigler Boulevard, Cody Rd to Schillinger Rd (Additional lanes)	\$9,400,000

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	FY 2019; Old Cost Estimate \$4,195,000	
100052459 (UT)	Dauphin Street Additional Lanes from Sage Ave. to West of I-65 at Springhill Memorial Hospital was FY 2019, now FY 2021	\$283,574
100052460 (CN)	Dauphin Street Additional Lanes from Sage Ave. to West of I-65 at Springhill Memorial Hospital was FY 2019, now FY 2021	\$7,070,000
100052462 (RW)	Three Notch Road (CR-32) Additional Lanes from Schillinger Road to McDonald Road was FY 2019, now FY 2021	\$933,346
100052463 (UT)	Three Notch Road (CR-32) Additional Lanes from Schillinger Road to McDonald Road was FY 2019, now FY 2022	\$458,990
100059789 (RW)	New Alignment of CR-25 (McFarland Road) from CR-28 (Old Pascagoula Road) to CR-358 (Three Notch Road) was FY 2019, now FY 2020	\$6,060,000
100052601 (UT)	McGregor Avenue Widening from Airport Boulevard to Dauphin Street and Installation of a Roundabout at Dauphin Street Old Target start date: December 01, 2018, New Target start date : November 01, 2019	\$1,500,000
100052601 (CN)	McGregor Avenue Widening from Airport Boulevard to Dauphin Street and Installation of a Roundabout at Dauphin Street Old Target start date: December 01, 2018, New Target start date : November 01, 2019	\$3,382,411
<u>TAP FUNDS</u>		
100069054 (CN)	Sidewalks along Easterling Street from W Clark Avenue to Garrison Avenue, on Garrison Avenue from Easterling Street to Magee Street, on Magee Street from Garrison Avenue to W Clark Avenue;12/15/2019	\$252,426
<u>BP FUNDS</u>		
100068576 (CN)	SR-158 Extension from 0.5 Mile East Of Glenwood Road To West Of Lott Road (SR-217). Grade Drain, Base, Pave, and Bridge (EB Collins Creek, EB McCrary Road, and EB Collins Creek Tributary) 9/14/2018	\$30,005,229

Mobile MPO Bicycle and Pedestrian Advisory Committee Meeting

The Mobile MPO's Bicycle and Pedestrian Advisory Committee (BPAC) met at the GM&O Building last week. Mr. Vince Calametti with ALDOT was on hand to give an update on Bike/Ped accessibility over the Mobile River. The meeting focused heavily on discussing the inclusion of Bike/Ped facilities on the proposed I-10 Mobile River Bridge. The committee voted to amend the Bike/Ped section of the Long Range Transportation Plan to include: a detailed description of a Belvedere on the I-10 Mobile River Bridge; Bike/Ped Facilities on the Cochrane-Africatown Bridge; a shared use path from the Cochrane-Africatown Bridge to Beauregard Street; a shared use path from the Cochrane-Africatown Bridge to Battleship Memorial Park, and Value Added Options. The Value Added Options include: a 12 foot wide shared use path on the I-10 Mobile River Bridge; an elevator and stair tower on the east main span pier of the I-10 Mobile River Bridge; and connecting the Bike/Ped path from the Battleship Memorial Park to the Eastern Shore. Also discussed were upcoming road projects that will include Bike/Ped facilities. The LRTP will be modified at the MPO Policy Committee Meeting on October 31st.

South Alabama Freight Forum (SAFF)

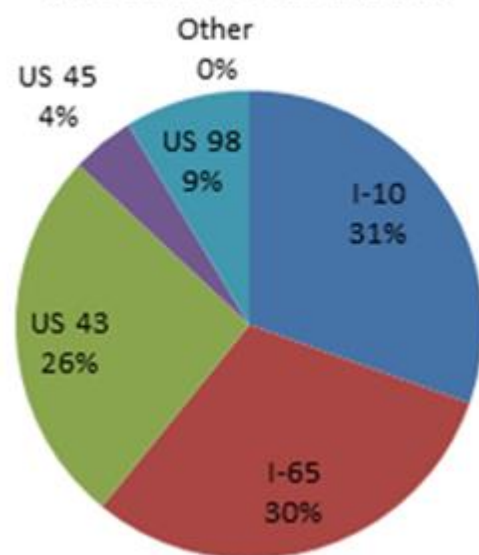
Recently, the South Alabama Regional Planning Commission housed a freight forum which consisted of staff of local governments, and individuals that are involved in the freight community in South Alabama. The idea of the forum is to find out the problems in the freight community, and develop solutions. There is A LOT going on in Mobile right now with the channel to be dredged, Walmart, Airbus, Austal, and it all leads to trucks, and more trucks; they are the backbone of this country.

The forum was also an opportunity to inform the freight community about various surface infrastructure projects like Water Street, McDonald Road Extension, and the I-10 Mobile River Bridge. That agenda item actually seemed to have the most interest from the freight community; what projects are going to be done, and when.

In our efforts to update the freight element of the Long Range Transportation Plan, we have developed a freight survey to be shared with the freight community. The results and data from this survey, will compliment data we purchased from INRIX, and the APM Terminal Survey, to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information.

SAFF SURVEY RESULTS

Preferred Routes



Interstates are the most preferred routes, as it is less congested and it is easily accessible to the ports. This is followed by US Routes; US 43, US 98 and US 45. Even though these are the preferred routes, they have also been identified as having chokepoints along them. Throughout I-10, three chokepoints have been identified at the intersections of I-65, SR181, and all along the Bayway beginning at the tunnels. There were complaints that US 43 gets congested because of the low speed limits, despite it being a four lane divided highway. Rail crossings along the route were also pointed out as being a source of congestion. US 98 near the Mississippi state line was recognized as in need of additional lanes to no longer classify as an area of congestion. Aside from the preferred, the intersection of Springhill and Mobile Street was identified as a chokepoint.

Inquiries included on how the Bayway tolling and Water Street improvements would impact businesses. Some surveyors replied that neither should impact their operations. Most replied that it would increase costs and delays, and some said they would pass the costs to manufactures. There were concerns that the Water Street improvements may restrict access to the ship yards, further impacting operations.

Surveyors rated the area routes as a whole and also commented what Law Enforcement Officers (LEO)s could do to help improve it. Access management and road conditions were rated mostly as neutral but leaning slightly unfavorable. LEOs were highly suggested to enforce texting and driving in the left lane, to reduce distracted drivers and make thru traffic more fluid.

<http://www.mobilempo.org/freightplanning.html>

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](#).

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](#)

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/>

Recent Scheduling Changes This Week for Mobile

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

Project : 100052601 (UT)

Federal aid number : STPMBF 7508 (600)

County : MOBILE

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

Old Target start date : December 01, 2018

New Target start date : November 01, 2019

Project : 100052602 (CN)

Federal aid number : STPMBF 7508 (600)

County : MOBILE

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

Old Target start date : April 26, 2019

New Target start date : April 24, 2020

Project : 100066702 (PE)

Federal aid number : STPMB 0016 (525)

County : MOBILE

Project Description : INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - SR-16 (US-90) FROM BROAD STREET TO BANKHEAD TUNNEL

Old Engineers Estimate : \$237,728.00

New Engineers Estimate : \$148,580.00

Project : 100055108 (CN)

Federal aid number : IM I010 (331)

County : MOBILE

Project Description : I-10 ROADWAY LIGHTING REHAB FROM SR-16 (EXIT 27) TO SR-16 (EXIT 35) ALONG THE BAYWAY BRIDGE

Old Delete Indicator :

New Delete Indicator : D

Project : 100062412 (CN)

Federal aid number : DPI I010

County : MOBILE

Project Description : I-10 MOBILE RIVER BRIDGE AND BAYWAY FROM EXIT 24 (BROAD STREET) TO MOBILE COUNTY LINE

Old Engineers Estimate : \$458,244,288.00

New Engineers Estimate : \$1,102,000,000.00

RPO Updates

RPO The South Alabama Regional Planning Commission (SARPC) held a meeting of the Rural Planning Organization (RPO) Committee recently 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 November 2nd, 2018

ESCAMBIA COUNTY

None at this time.

MOBILE COUNTY

For constructing the Relocation of Movable Barriers and Gate Arms on SR-188 at the J.A. Wintzell Memorial Bridge in Bayou La Batre. The Bracket Estimate on this project is from \$1,471,184 to \$1,798,114 .

BALDWIN COUNTY

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-182 from the Perdido Pass Bridge (MP 14.818) in Orange Beach to the Florida State Line. Length 2.245 mi. The Bracket Estimate on this project is from \$978,596 to \$1,196,062 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

The Senate is in session this week; the House will return on November 13.

Congress Passes and the President Signs a Continuing Resolution

Congressional leaders had hoped to pass all 12 appropriations bills by September 30, the end of the fiscal year. Despite their best efforts, Congress was only able to pass two "minibus" or combined appropriations bills.

The first appropriations bill that Congress adopted and the president signed was the combined Energy and Water, Legislative, and Military Construction-Veterans Affairs "minibus." The second was the combined Defense and Labor, Health and Human Services, and Education (Labor/H) "minibus," which was adopted by Congress September 26 and signed into law on September 28.

Passing the Labor/H appropriations bill was no small feat. The Labor/H appropriations bill is often the most controversial appropriations bill and hardest to pass. Congressional leaders agreed to combine it with the Defense appropriations bill to: 1) avoid a congressional deadlock and 2) to protect an agreement on federal spending in fiscal year 2019 to promote parity between defense and non-defense discretionary funding.

Despite the passage of these two major minibus appropriations bills, multiple federal agencies and departments were facing a lapse in funding for the new fiscal year, including: the Departments of Agriculture, Interior, Transportation, Housing and Urban Development, State, Commerce, and Justice; the Environmental Protection Agency; and various financial services agencies. To avoid a partial government shutdown, Congress attached a continuing resolution (CR) for these remaining departments to the Defense and Labor/H appropriations bill. This president-signed CR ensures that these federal agencies will be funded through December 8, by which time Congress will have to pass the necessary appropriations bills or adopt another continuing resolution to keep them funded.

What kind of appropriations bill will emerge after the mid-term election will largely depend on who controls the House and Senate. Should the Democrats gain control of the House, it is more likely that a stalemate between the president and Congress over funding for the southern border wall and enhanced border security – which nearly held up the Defense-Labor/H bill from being signed before the deadline – will emerge and the likelihood of a partial government shutdown increases. If Republicans retain control of both chambers, it is more likely that the president will support the decisions of congressional leaders and accept whatever level of funding for the southern border wall and its security is approved.

Trump poised to sign bipartisan water infrastructure bill

BY EMILY BIRNBAUM - 10/10/18

President Trump is poised to sign a bipartisan water infrastructure bill after it passed the Senate 99-1 this week.

America's Water Infrastructure Act, the most comprehensive infrastructure legislation passed this Congress, will authorize over \$6 billion in federal spending on ports, harbors and waterways.

It will also deauthorize spending on water projects that have been deemed inefficient.

Sen. [Mike Lee](#) (R-Utah) cast the only "no" vote on the bill.

"President Trump called on Congress to take action on the country's water infrastructure and we have done that today," Senate Environment and Public Works Committee Chairman [John Barrasso](#) (R-Wyo.) said in a statement on Wednesday.

The bill authorizes billions of dollars for an Environmental Protection Agency (EPA) fund that provides money to improve drinking water infrastructure at the state level. It also extends a federal program aimed at improving the drinking water in Flint, Mich.

"This legislation invests in the critical water infrastructure we don't see every day, but that American families in every state rely on, such as drinking water systems, dams, reservoirs, levees, and ports," Environment and Public Works Committee ranking member [Tom Carper](#) (D-Del.) said in a statement. "When it comes to local infrastructure projects, it ensures the voices of our country's local governments are being heard by the federal government to ensure needs are being met and taxpayer dollars are being used efficiently."

The legislation further addresses the water needs of marginalized communities by requiring each regional EPA office to tap at least one employee as the point person for minority, tribal and low-income communities.

It also includes a provision that requires the government to prioritize low-income communities for lead testing programs.

The chairman of the Senate Indian Affairs Committee, Sen. [John Hoeven](#) (R-N.D.), released a statement lauding the act for its provisions seeking to enhance water infrastructure in tribal communities.

He pointed out that the legislation authorizes funding for water projects on tribal land and directs the secretary of the Army to investigate whether Native American tribes have been displaced by the construction of certain dams in Oregon.

The act also includes billions of dollars in de-authorizations toward the aim of being "fiscally responsible."

The bill authorizes funds but does not appropriate them.

Senate Majority Leader [Mitch McConnell](#) (R-Ky.) [tweeted](#) on Wednesday that America's Water Infrastructure Act is "a major step toward meeting the challenge of improving our nation's infrastructure."

"From dams, levees, and flood control to safer drinking water and sewage systems, this legislation meets all sorts of pressing needs," he wrote.

Senate Passes FAA Bill; Heads For White House Signing Ceremony

editor@aaashto.org October 5, 2018

By a vote of 93 to 6, the U.S. Senate passed the [FAA Reauthorization Act of 2018](#) on Oct. 3, which President Trump expected to sign during a [White House ceremony](#) on Oct. 5.

The legislation provides a five-year authorization of federal aviation programs that includes reauthorizations and reforms of the Transportation Security Administration and the National Transportation Safety Board, while overhauling federal disaster programs.

[Above photo courtesy of Richmond International Airport.]

“This bill creates five years of stable policy direction for the aviation community,” noted Sen. John Thune, R-South Dakota, [in a statement](#). Thune also serves as chairman of the Senate Commerce, Science, and Transportation Committee and initially proposed FAA reauthorization legislation in the Senate [last year](#). The bill was updated, changed, and [reconciled on Sept. 28](#) with a [similar measure](#) passed by the House of Representatives.

“Travelers, utilizing small and large airports, will benefit from investments in infrastructure, more efficient security screening, and the prompt return of fees for services they don’t receive,” Thune added. “Innovators also get a needed boost from provisions enhancing the competitiveness of our aircraft manufacturers and the continued integration of unmanned aircraft into our airspace.”

The FAA bill’s [amended text](#), filed in the House as [H.R. 302](#), passed by a vote of 398 to 23. The House also passed an FAA extension bill dubbed [H.R. 6897](#) that funds the FAA through Oct. 7 to give the Senate more time to vote on the measure and have President Trump sign it into law.

Key items in the FAA bill impacting the states include:

- More than \$1 billion is authorized annually for fiscal years 2018-2023 for supplemental airport discretionary grants, with half of those funds earmarked for smaller airports.
- Airport Investment Partnership or AIP funds through fiscal year 2023 can now be used to fund the development of certain airport access roads in noncontiguous states and for certain snow removal and safety equipment storage facilities.
- Reforms of the FAA’s Zero Emissions Vehicle pilot program, clarifying that airports have the option to use AIP or Passenger Facility Charge or PFC funds for projects within those programs. USDOT is also authorized to establish a zero-emission airport technology development program to “facilitate” the development of commercially viable zero-emission airport vehicles.
- Directs the NTSB to establish and maintain a multi-modal accident database management system for the agency’s investigators, similar to the existing database of aviation accidents, in order to improve the quality of accident data the NTSB makes available to public and the selection of accidents for investigation.
- The USDOT is ordered to engage an independent nonprofit research organization to conduct a study assessing the infrastructure needs of airports and existing financial resources for commercial service airports and make recommendations on the actions needed to upgrade the national aviation infrastructure system to meet the growing and shifting demands of the 21st century.
- The Disaster Recovery Reform Act of 2018 or DRRRA, included within the FAA bill, aids states affected by wildfires with hazard mitigation assistance and allows said hazard mitigation assistance to be used for activities that help reduce the risk of future damage, hardship, loss, or suffering in any area affected by a wildfire, windstorm, or earthquake.
- It also amends the Stafford Act to modify the federal government’s pre-disaster hazard mitigation program to ensure investments are made before disaster strikes to minimize loss of life and reduce disaster costs.
- The DRRRA also directs the Administrator of the Federal Emergency Management Agency to develop incentives that would encourage state, local, and tribal governments to “close out” expenditures and activities on a timely basis related to disaster or emergency assistance.

Retiring Rep. Bill Shuster, outgoing chairman of the House Transportation & Infrastructure Committee, said on Sept. 24 at the American Association of State Highway and Transportation Officials annual meeting in Atlanta, that this is a “compromise FAA bill” that, by pushing up airport investment dollars, will help improve “American competitiveness.”

“We’re getting back to regular order. I am very proud that we’ve been able to do that,” he said in his remarks. “We’ve been able to compromise on the FAA bill; it has broad bipartisan support. We’ve been able to move it through.”

He noted that airport infrastructure investment funds have been “plussed up” by \$1 billion more per year “and most of those funds flow through the states so you, the folks in this room, should be better able to help your small and medium sized airports.”

The reconciled legislative package – which includes the FAA Reauthorization Act of 2018, the DRRRA, a three-year reauthorization of TSA and a four-year reauthorization of the NTSB – also provides a “disaster-preparedness” focus for transportation infrastructure, Shuster stressed at AASHTO’s annual meeting.

Shuster added that he was “pleased we attached the disaster reform bill, which twice passed in the House, to the FAA bill; I think it is a critical piece of legislation and the time has come to do some things differently. The disaster reform recovery act focuses more on upfront investments to improve infrastructure resiliency. I think if we are ever going to bend the cost curve [on infrastructure spending] we have to spend more money up front, because an ounce of prevention is worth a pound of cure.”

Shuster also noted that the FAA bill integrates unmanned aerial vehicles or UAVs – commonly called “drones” – more formally into the U.S. air space system. “They are here, they are coming, and we need to figure out how to manage our air space with them in it,” he said.

Baldwin County Senate candidate Jason Fisher says ‘wait’ on Bridge to Nowhere

BY [ELIZABETH PATTON](#) ON OCTOBER 10, 2018 [SLIDER](#), [STATE](#)

Questions over a proposed new bridge to the beach continue in Baldwin County. The debate has pitted local residents and taxpayer advocates from around the state against Alabama Department of Transportation’s Secretary **John Cooper** and several local mayors.

At issue is a \$87 million state-funded, competing bridge to the [Foley Beach Express](#) with opponents insisting it is a waste of taxpayer funds that will be diverting much-needed state resources away from other critical state infrastructure projects while not addressing the true transportation and infrastructure needs of the community while proponents say they’re tired of paying tolls and believe the new bridge will solve traffic problems.

Orange Beach Mayor **Tony Kennon** says there is a pressing need for the bridge — “We have to be able to move traffic, we’ve got to be able to evacuate and we have to be able to grow,” Kennon [told AL.com](#). “One bridge with a toll does not help us do that.” — others believe people are being misled to think the bridge is a necessary solution to the traffic congestion.

Democrat **Jason Fisher**, a longtime resident of the Gulf Coast of Alabama State Senate candidate for District 32, says he understands the need for a bridge, but he too has concerns over the bridge plan.

In a statement provided to **Joe Emerson**, the founder of the Facebook group dedicated to stopping what he dubbed “[End The #Bridge2Nowhere](#)”, one of the projects leading local opponents, a Fisher campaign volunteer responded to a request for Fisher’s position on the bridge by saying, “Jason understands the need for a third bridge, but has concerns that the current plan has not been thoroughly vetted from a cost and environmental standpoint. He is in favor of further studies before moving the project further.” Fisher further explained his position to Alabama Today in a statement:

“The main issue I have is that the project was approved by the Governor’s administration without a full cost scope and impact analysis,” said Fisher. “I live in Orange Beach and am fully aware of the heavy traffic. Our infrastructure on the island is inadequate compared to the amount of people and traffic during peak tourist seasons. A third bridge may indeed be necessary. However, based on the reporting I have read, no controlled studies were ever completed by government officials. I cannot support a project, necessary as it may be, that is not fully scoped and vetted before a price tag of \$87 million is approved.”

Fisher’s concerns echo those of State Auditor **Jim Zeigler** who has [posed questions on the cost and necessity of the bridge for months](#).

It is unclear what the status of the bridge is as of early September a spokesman for ALDOT said that they were not releasing information because of a pending lawsuit related to the bridge. We have asked for additional information on that lawsuit and will update our readers when we are able to provide more details.

Funding Opportunities

FHWA Offers \$300M In Grants For Federal Lands And Tribal Projects

The Federal Highway Administration published a 22-page [Notice of Funding Opportunity](#) in the Federal Register on Oct. 4 to make \$300 million available through its Nationally Significant Federal Lands and Tribal Projects or NSFLTP program – with this funding being made available “for the first time” to build and repair roads and bridges that serve tribal or federal lands, [according to a statement](#) from the agency.

FHWA said the [2015 Fixing America’s Surface Transportation or FAST Act](#) established the NSFLTP program to provide federal financial assistance for the construction, reconstruction or rehabilitation of transportation projects providing access to or located on federal or tribal lands.

Under the NSFLTP, the agency said the federal share of a project can be up to 90 percent and can be used to improve the condition of a critical transportation facility. Large-scale projects with estimated construction costs of \$50 million or more are given priority consideration for selection, but the program will accept projects with estimated construction costs of at least \$25 million, noted FHWA’s Deputy Administrator Brandye Hendrickson

“The program prioritizes highways and bridges that access our national treasures and improve the quality of life throughout Indian country,” she said. “The funds will go a long way in making sure that needed improvements to infrastructure serving federal and tribal lands are addressed.”

FHWA added that applications are being accepted on a rolling basis and that federal lands management agencies and tribes can apply directly for grants under the program States and local agencies may also apply, the agency added, but only if sponsored by a federal land management agency or tribe.

Access & Mobility Partnership Grants

Applications Due: November 13

[The Access and Mobility Partnership Grants](#) are two separate and distinct funding opportunities that seek to improve access to public transportation through building partnerships among health, transportation, and other service providers. Further, these funding opportunities seek to fund projects that enhance mobility options through increased coordination efforts. The [Innovative Coordinated Access and Mobility Pilot Program](#) finances innovative capital projects for the transportation disadvantaged that will improve the coordination of transportation services and non-emergency medical transportation services. The [Human Services Coordination Research \(HSCR\) Program](#) supports the implementation of innovative strategies in the coordination of human services transportation to provide more effective and efficient public transportation services to seniors, individuals with disabilities, and low-income individuals.

[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

Our own Anthony Johnson with the Transportation Planning staff recently took a honeymoon vacation to London and Ireland. While he was there, much to his new Wife's chagrin, he got his transportation planning on and took photos of famous London bridges.



Tower Bridge
Construction: 1886
Opened: 1894
Clearance Below: 28'
Length: 801'



London Bridge
Construction: 1176 and 1967
Opened: 1209 and 1971
Clearance Below: 29.2'
Length: 883'



Southwark Bridge
Construction: 1913
Opened: 1921
Clearance Below: 24.3'
Length: 800'



Millennium Bridge
Construction: 1996
Opened: 2000
Clearance Below: 35'
Length: 1,066'



Blackfriars Bridge
Construction: 1760
Opened: 1869
Clearance Below: 44'
Length: 923'



Hungerford Bridge and Golden Jubilee Bridges
Construction: 1859 and 1996
Opened: 1864 and 2002
Clearance Below: 34'
Length: 820'



Westminster Bridge
Construction: 1738 and 1850's
Opened: 1750 and 1862
Clearance Below: 43'
Length: 820'

In the News

Shipping companies want Congress to increase shipping truck size

BY [NIV ELIS](#) - 10/10/18

The shipping industry is pushing Congress to increase the size of some shipping trucks, which could affect the nation's highways, consumers and e-commerce.

Shipping companies like FedEx, UPS and Amazon say allowing so-called twin 33s, a configuration that allows trucks to haul two connected 33-foot trailers, would help increase shipping capacity and lower costs when online sales are booming. Current law limits the trucks to two 28-foot trailers.

But opponents worry the new regulation could be a safety hazard, and opposition from trucking unions and railroad interests have succeeded in delaying changes to existing law.

“These trucks would be at least 84 feet long, and we know that current double trailer trucks have an 11 percent higher fatal crash rate than single trailer trucks,” said Catherine Chase, president of Advocates for Highway and Auto Safety, a road safety advocacy group.

Chase said double trailers are more difficult for drivers to maneuver because the second trailer is more likely to swerve out of its lane and more difficult for drivers to see around with their mirrors.

Truck-related fatalities rose 9 percent in 2017, reaching their highest levels since 2007, she noted. That affects regular drivers as well; when trucks collide with passenger vehicles, nearly every fatality is among the passenger vehicles.

Chase added that many of the nation’s roads and bridges would require improvements to handle an uptick in bigger, heavier trucks.

Sen. [Roger Wicker](#) (R-Miss.) said that he opposed twin 33s on safety grounds.

“The overwhelming majority of law enforcement officers and other independent safety advocates I have spoken to have expressed significant concerns over these trucks, which are longer than an eight-story building is tall,” Wicker, whose state includes some of the rail interests that oppose the provision, wrote in a letter to The Wall Street Journal.

Wicker cited a Department of Transportation study showing that larger trucks take longer to stop than the current trucks on the road.

Advocates of the longer trucks say that such arguments are superfluous.

“Twin 33s, without adding any weight, can do 18 percent more work with just one truck than an existing set of twin 28s,” said Randy Mullett, executive director for Americans for Modern Transportation, a coalition of shippers and carriers pushing for the new provision.

Adding more capacity to existing trucks, he argued, will lead to fewer trucks on the road, and thus fewer accidents.

Shippers say that the current truck configurations for sending parcels fill up because of bulk, well before they reach the 80,000-pound legal weight limit. The group is not looking to increase weight limits for the longer trucks, he added, meaning that even an increase in weight would fall under current limits.

Shipping groups say that the huge spike in online shopping has made it tougher to efficiently fulfill orders using the so-called less than truckload trucking options available, as opposed to the familiar longer, single-trailer full truckload trailers that tend to transport similar goods to big box stores or distribution centers.

“We’re changing the way we buy as American consumers, and it’s dramatically changed the way we ship small packages,” said Mullett, adding that freight volumes are projected to grow 40 percent in the next three decades.

“We’ve got a lot of areas in the country that are congested. In many areas they’re pretty much maxed out,” he continued.

Increased efficiency, he said, would bring down the cost for consumers while also boosting profits for shippers.

Bidding for \$2B Alabama interstate project could happen in 2019

By Staff - The Birmingham Business Journal

Oct 7, 2018

Efforts are underway to inform businesses about opportunities to get involved in the \$2 billion project to build a new bridge for Interstate 10 in Mobile.

The U.S. Department of Transportation and the Alabama Department of Transportation are hosting networking events and training programs for disadvantaged business enterprises (DBE) to work on the new Interstate 10 bridge over the Mobile River, [reports AL.com](#).

Minority-, women-, and disabled-veteran-owned businesses can look to land \$50 million to \$100 million contracts in the \$2 billion project.

The new high-rise, cable-stayed bridge in Mobile will be accompanied by the replacement of the 7.5-mile Bayway with a higher, wider roadway, in addition to modifications to seven intersections along the way.

ALDOT plans to issue a request for proposals in the second quarter of 2019. The winners will be picked in fall 2019 and expected to begin work in 2020.

About \$600 million of the project is expected to come from public money, while the rest will be financed through an all-electronic toll costing \$3-\$6 per fare.

Many in Mobile have been calling for a new I-10 bridge for years, due to traffic congestion on the current routes across Mobile Bay. Leaders have also said that the new bridge, coupled with [taking steps](#) to shift commercial passenger traffic from Mobile Regional Airport to the Downtown Mobile Airport in the Mobile Aeroplex at Brookley, could help boost passenger air traffic in Mobile.

Gasoline prices rise 3 cents from last week

BY MELINA DRUGA | OCTOBER 10, 2018 | FEDERAL

Gasoline prices nationwide have risen 3 cents since last week, averaging \$2.91 — 41cents higher than last year and 6 cents higher than last month.

“The September switch-over to winter-blend gasoline ushered in cheaper gas prices compared to the summer, but that drop was short-lived,” Jeanette Casselano, AAA spokesperson, said. “Crude oil accounts for half of the retail pump price and crude is selling at some of the highest price points in four years. That means fall and year-end prices are going to be unseasonably expensive.”

This autumn, gasoline prices are forecasted to be their most expensive since 2014. The increase is likely because of a rise in crude-oil prices. Geopolitical tensions and concerns about the global crude supply also contributed to price hikes.

The states with the largest increases from last week were Ohio, Kentucky, Louisiana, California, Indiana, Virginia, New Jersey, Georgia, Washington D.C., and Alabama. Increases varied from 5 cents to 9 cents.

The six least expensive markets were Louisiana, Arkansas, Texas, Alabama, Mississippi, and South Carolina. Prices were between \$2.61 and \$2.67 this week, which is 29 cents to 40 cents higher than a year ago.

The majority of the most expensive markets in the country were on the West Coast.

Lyft taps former Obama administration official to lead its policy team

BY [ALI BRELAND](#) - 10/09/18

Lyft announced Tuesday that a former top Obama administration official will be joining the ride-hailing company's ranks.

[Anthony Foxx](#), Secretary of Transportation under former President Obama, will be Lyft's new chief policy officer and adviser to the company's co-founders.

The firm said Foxx would report directly to Lyft co-founder and president John Zimmer.

“Anthony's unmatched experience and future-focused perspective will push us forward as we partner with cities and regulators to expand affordable mobility options, take cars off the road, and fundamentally change cities for the better,” Zimmer said in a statement.

Foxx, in his own statement, praised Lyft's “collaborative approach to working with regulators,” and said that he was eager to help the company in this area.

Foxx's addition comes as ride-hailing companies grapple with the proliferation of regulations from cities and states that want to rein in the nascent industry.

Many state and local government officials worry that without the proper checks in place, ride-hailing providers could pose public safety risks by not conducting thorough background checks on drivers and cause economic damage to local taxicab markets.

Companies also face [legislative efforts](#) by Congress to reshape regulations for self-driving cars, an area where both Lyft and its top competitor, Uber, are looking to compete.

Lyft and Uber, as well as others, are pushing for rules that would allow for further innovation while they test their cars on public roads.

The industry faces more scrutiny, however, after a self-driving car with a human monitor in the vehicle struck and killed a pedestrian in Arizona earlier this year.

86% of Americans support Fed funding for public transportation

Posted on October 10, 2018



Overwhelmingly, Americans believe the government should help fund public transportation, according to a new HNTB Corp. THINK survey.

Almost nine in 10 Americans, 86%, believe government should help fund public transportation, according to the findings of a new HNTB Corp. America THINKS national public opinion survey. While this belief is held most strongly among Americans living in urban areas (92%), 85% of suburban respondents, as well as 79% of those living in rural areas agree.

According to the survey, [Public Transportation in the U.S.-2018](#), support for government funding of public transportation encompasses every age group with 93% of millennials, 85% of Generation X respondents, 80% of baby boomers, and 61% of seniors in agreement. In addition, Americans across the nation support government funding for public transportation, including 87% in the Northeast, 85% in the South, 83% in the Midwest, and 88% in the West.

The HNTB survey defined public transportation to include ride-sharing services such as taxis, car/limousine services, carpools and vanpools, online car services like Uber or Lyft, bus/bus rapid transit, subways, streetcars/light rail systems, and commuter rail systems.

RELATED: [Understand your customer's needs and they'll say 'yes' to transit](#)

“Americans recognize the value and benefits of public transportation, and believe government funding is essential to build and maintain a public transportation system that delivers quality service,” said Kim Slaughter, HNTB national transit/rail sector leader and sr. VP. “It is remarkable the extent to which people across the nation, living in every type of community setting and across all age groups agree. Transit agencies and elected officials should take particular note of the support among younger segments of the population, and recognize they are increasingly in the majority as consumers of public transportation, as well as voters and taxpayers.”

The survey also found that more than eight in 10 Americans (83%) currently have access to some form of public transportation. For these Americans, the most prevalent option is bus and bus rapid transit available to 78% of respondents, closely followed by ride sharing at 74%. Commuter rail, streetcars/light rail and subways were next at 24%, 22%, and 14%, respectively.

A majority of Americans (52%) believe the single most important benefit public transportation should offer is to help those who are not able to drive.

Among those Americans with access to some form of public transportation, two in three (66%) have used it at some point, according to the HNTB survey. The survey found a majority of Americans (52%) believe the single most important benefit public transportation should offer is to help those who are not able to drive, with 62% of baby boomer respondents and 69% of seniors in agreement. Providing a safer way to travel was cited by 32% of respondents, while 31% cited more convenience access to everyday amenities.

Almost half (49%) of respondents with access to public transportation are interested in services that use different transportation modes for door-to-door travel, with a single payment for their entire trip. This capability was of greatest interest to urban respondents (64%) as well as 64% of millennials.

The desire to live near public transportation continues strong according to the survey, with 65% of respondents reporting their interest has either increased or remained the same, compared to 66% of respondents in HNTB's [2016 America THINKS survey, Transit Oriented Development in America](#).

Alabama Communities of Excellence develops a path to improve walkability in towns

By Cary Estes October 10, 2018

Jasper is among the Alabama cities that have worked to enhance their walkability. (contributed)

Until the 20th century, most city residents had to walk to take care of regular activities, such as shopping, attending church or going to work or school. So, naturally, the downtowns and public spaces throughout these cities were conducive to walking.

Then Henry Ford started mass-producing the Model T automobile, bringing an abrupt end to the pedestrian way of life. Suddenly, everything was altered to accommodate the car. In the process, it often became so difficult and unpleasant to walk around town that many people stopped trying.

But there is an effort afoot to revive the ancient activity of simply going outside and enjoying a good walk. Organizations, such as [America Walks](#), are working to improve the conditions within communities to encourage people to walk for transportation, wellness and fun. And local officials are rediscovering the quality-of-life and economic benefits that come from having a more walkable community.

Earlier this year in [Montevallo](#), the [Alabama Communities of Excellence \(ACE\)](#) program brought together walking advocates from throughout the state for a workshop on Walkable and Vibrant Small Towns. The goal was to offer step-by-step instructions on how to turn ideas into action and improve walkability.

"Incorporating connectivity and walkability into the design of your community offers so many economic, health, aesthetic and quality-of-life benefits that we jumped at this opportunity to partner with America Walks to bring their specialized knowledge and experience to our ACE towns," said Sidney Hoover, executive director of ACE. "Workshop participants received practical advice and tools to use in planning and implementing walkability projects in their own communities."

The workshop was led by Ian Thomas, a director of America Walks. Established in 1996, it is a collaborative of 700 organizations nationwide working to increase walking and improve walkability.

"There is a movement building," Thomas said. "People are changing the environment and the systems within a community to make it safe and easy to walk for people of all ages and abilities. We've found that if you build great walkable places, then people will go out and walk. And the community gets a lot of benefits from that."

Extensive details of the workshop can be found on the ACE website at www.alabamacommunitiesofexcellence.org/walkablecommunities2018/. Here are some of the highlights, with information that can be used to help improve walkability in any community.

The Health Benefits: Alabama ranks third in the nation in obesity, with nearly 36 percent of residents qualifying for that designation. That is why the [Alabama Department of Public Health](#) (ADPH) is promoting walkability.

"We work on local and state initiatives regarding obesity in the state, and having more walkable communities is one way to address this," said Molly Killman, ADPH director of Nutrition and Physical Activity. "We can provide resources and data. So, if you're trying to build the case for a new sidewalk or trail, we can help you build that case from the health perspective and connect you with the right partners."

There is a need in many communities to improve walking conditions for people with disabilities, changes that will become more urgent as the U.S. population continues to age. It is estimated that by 2030 there will be 72 million Americans older than 65, which is 23 million more than today.

"What that means is we're going to need infrastructure and design that allows people to age while still being active and healthy," said Amy Rauworth, director of Policy and Public Affairs for Birmingham's [Lakeshore Foundation](#). "Most of us are eventually going to experience some sort of disability in our lives. So these improvements create better opportunities for everyone."

The Economic Benefits: For smaller communities, a downtown that emphasizes pedestrians over automobiles can provide an economic boost from visitors who otherwise might just drive through town without stopping.

"Cars don't spend money. People spend money," said Mary Helmer, president of [Main Street Alabama](#). "You don't want cars going through your downtown at 50 mph. They spend nothing. So what can we do to make people linger longer? Slow those vehicles down and give people more pedestrian-oriented experiences, and come back to what Main Street was all about to begin with."

Many ACE communities have done just that in recent years. As part of an overall national trend toward downtown redevelopment, cities are adding wider sidewalks, decorative lighting and plenty of benches and shaded areas. In the process of improving aesthetics, cities are creating a more pedestrian-friendly environment, which in turn leads to economic activity.

“The importance of having a nice downtown streetscape is amazing as far as foot traffic and people going to the local stores and restaurants,” said James Boyer, assistant transportation engineer with the [Alabama Department of Transportation](#) (ALDOT). “It really makes a huge difference.”

[Walkable 101: The Basics](#) from [Martin County CRA](#) on [Vimeo](#).

Walking the Walk: One of the best ways to discover what needs to be done to improve walkability is to conduct a walk audit. This enables residents to assess the roads, intersections and sidewalks in their community, and identify potential hazards and areas that need attention.

Information from a walk audit is divided into four categories: Crossing the Street/Intersections, Sidewalks, Driver Behavior, and Safety and Comfort. A guide detailing what to look for can be downloaded from the AARP website at www.aarp.org/livable-communities/getting-around/info-2014/aarp-walk-audit-tool-kit.html.

“Write down what you think are the main issues, and that’s what you can bring back and use to identify solutions that you can work toward long term,” said Anne Hails, Community Outreach director at AARP Alabama. “Look for what needs attention, but also note the good things and why they’re good.”

“It’s very difficult for one person to assess everything, so gather several people and divide your group into those four sections,” she added. “If you’re conducting a walk audit of a neighborhood, try to get people from that neighborhood of all ages and abilities. If you’re downtown, find people who work in the area. This builds ownership and interest in these walk studies.”

Pop-Up Projects: Once the problems have been identified, it still can be a time-consuming process for solutions to be put in place. A temporary fix is to create a pop-up project.

For example, say there is an intersection in town that has been identified as a place with heavy foot traffic, but is lacking a crosswalk. For a few hundred dollars, a makeshift crosswalk can be created, allowing city officials to evaluate whether the benefits warrant the expense.

“Instead of just looking at a sketch of the solution, you can put in a low-budget pop-up and test things out,” said Nick Sims, vice president of Community Initiatives for the [United Way of Central Alabama](#). “It may not be a long-term, permanent solution, but it’s a good way to get the community engaged and start a discussion.”

Putting out some benches and small potted plants is an easy way to begin creating a more pedestrian-friendly atmosphere in any downtown area.

“You can fake it until you make it,” Helmer said. “It doesn’t have to be an expensive streetscape. If you just do something to get started, you’ll be surprised how quickly people will take back over your downtown.”

A walking trail through a park at Lake Guntersville. The Alabama Department of Transportation has funding available for the creation of non-motorized trails. (Getty Images)

Funding Opportunities: While there are numerous ways to create a more walkable community, many of them cost money. Fortunately, there are numerous ways to receive funding for these types of projects.

In addition to taking care of the roads and highways, ALDOT offers financial assistance for the creation of nonmotorized pathways, such as sidewalks and trails. Applications are accepted each May and, if approved, ALDOT will cover 80 percent of project costs.

“We like to help smaller towns that don’t have big budgets. We want to take care of them as well,” Boyer said. “Just give us a reason to say yes. We’re all behind it if you’ve worked out the issues and are committed to making it work.”

The [Alabama Department of Economic and Community Affairs](#) has a similar 80/20 funding process for projects involving nonmotorized trails. And consider sources beyond government entities and your local businesses. For instance, some health care organizations, such as the [National Institute for Children’s Health Quality](#), offer grants.

Planning is Key: Communities need to talk before they walk, by getting together and formulating a strategy. This enables cities to identify what improvements are possible, what makes the most sense for them, how much it is expected to cost, and the implementation phases.

“The significance of planning is that you will establish the key locations that need an intervention, it will help you prioritize investments and it will provide a cost estimate for the work,” said Nisa Miranda, director of the [University of Alabama Center for Economic Development](#). “Without a plan, the community is not in a position to provide any details for a grant application.”

So, take the time to make a thorough assessment of your city that identifies opportunities for connectivity, as well as any problems that need to be addressed. Be sure to consider the needs and wishes of the community regarding access, safety and recreation.

“Good city planning involves a lot of democracy,” Thomas said. “You really need to get everybody at the table.”

The result can be an invigorated community that is more welcoming, healthier and safer, with improved connections to grocery stores, schools, health care, senior centers and outdoor recreation. Many ACE cities have already started down this path, including the nine that were represented at the workshop: Brewton, Eufaula, Fayette, Foley, Haleyville, Heflin, Jasper, Montevallo and Tallassee.

They are among the communities to have already discovered that improved walkability is possible. But nothing happens without some sort of action plan. So while the end goal may be daunting, you can start with a small project. After all, a journey of a thousand miles begins with a single step.

Transportation Research

The Alabama Department of Economic and Community Affairs is sponsoring two application workshops on **Thursday, October 18, 2018**, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7th Floor Auditorium. The first workshop is for the **Land and Water Conservation Fund (LWCF)**. Registration will begin at 8:00 a.m. The workshop will begin at 8:30 a.m. and end by 12 noon. The second workshop is for the **Recreational Trails Program (RTP)**. Registration will begin at 12:30 p.m. The workshop will begin at 1:00 p.m. and end by 5:00 p.m. Participants can access the Center for Commerce parking deck from the **South Decatur Street** entrance by entering the code 4910#. Everyone interested in competing for LWCF or RTP grant assistance during this funding cycle is encouraged to attend.

Registration is required. To register for either workshop, please call Kim Martin at [\(334\) 353-3151](tel:334-353-3151) or email her at kim.martin@adeca.alabama.gov by Friday, October 5, 2018. Please provide the name(s) of the workshop attendees and the organization they will be representing. **The maximum capacity for each workshop is 100.** Should registration exceed 100, a second workshop may be scheduled.

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

[RTP Application Workshop Letter](#)

[LWCF Application Workshop Letter](#)

REGISTRATION OPEN!

ALABAMA RECREATIONAL TRAILS
LEADERSHIP WORKSHOP
Thursday, November 8

8:00 AM to 5:00 PM

Auburn University
School of Forestry and Wildlife Sciences
602 Duncan Drive
Auburn, Alabama 36849

Registration Fee \$35 includes light breakfast,
boxed lunch, optional field trip or training.

A fun and informative gathering for those who plan, develop,
and manage recreational trails in Alabama.

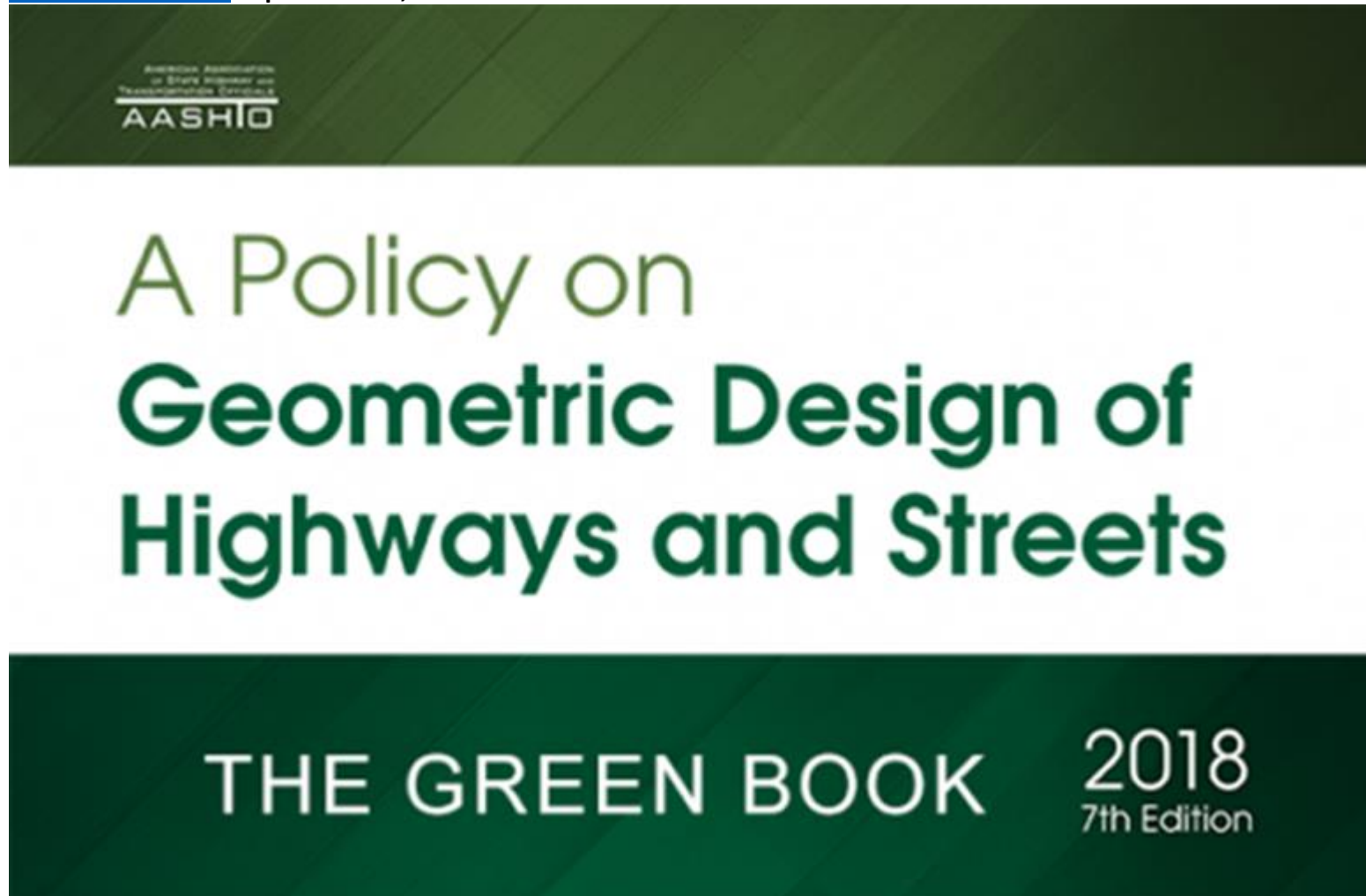
Presentation Subjects:

- Planning, development, and operation of two innovative mountain bike trail systems at Chewacla State Park and Lake Wilmore Park
- Best practices for developing a Statewide Comprehensive Outdoor Recreation Plan
- Bringing trails and environmental education together at the Louise Kreher Forest Ecology Preserve
- How the National Park Service's Rivers, Trails, and Conservation Assistance Program can help you launch your trail project

Optional Field Trips and Training:

- Chewacla State Park Mountain Bike Trails
- Louise Kreher Forest Ecology Preserve
- Recreational Trails Survey and Economic Impact Assessment Training: Required orientation for administrators who wish to participate in a program to gather trail economic impact and usage data throughout Alabama

AASHTO Releases 7th Edition Of Its Highway & Street Design “Green Book”
editor@ashto.org September 28, 2018



The American Association of State Highway and Transportation Officials recently released the 7th edition of its “Policy on Geometric Design of Highways and Streets” manual – commonly referred to as the “Green Book” – which is considered by many to be the pre-eminent industry guide to current highway and street design research and practices.

AASHTO said the latest edition of the “Green Book” presents an updated framework for geometric design that is more flexible, multimodal, and performance-based than in the past – providing guidance to engineers and designers who strive to make unique design solutions that meet the needs of all highway and street users on a project-by-project basis.

The group noted that not only are “traditional” functional classifications for roadways – such as local roads and streets, collectors, arterials, and freeways – contained within the Green Book, but so is an expanded set of new “contextual” classifications – such as rural, rural town, suburban, urban, and urban core – that will help better guide geometric design efforts.

On top of that, AASHTO said the first chapter of the new manual – entitled “New Framework for Geometric Design” – also introduces a “new approach” in terms of how functional and context classifications can be used together to create more “flexible and performance-based” designs for new projects as well as for existing roads.

[A list of key revisions and updates to the new manual are available at: http://downloads.transportation.org/publications/GDHS-7_SummaryOfChanges.pdf.]

The “Green Book” is available to order in hard copy or as a downloadable PDF from the AASHTO Store at: <https://store.transportation.org/item/collectiondetail/180>. It can also be ordered at a discounted rate when purchased in a set that includes both the hard copy and downloadable PDF versions, the group noted.

NHTSA: 2017 Highway Fatalities Decline Even As VMT Increases

editor@aaashto.org October 5, 2018

Data released by the National Highway Traffic Safety Administration Oct. 3 indicates highway fatalities [declined overall in 2017](#) after two consecutive years of large increases, with preliminary estimates for the [first six months of 2018](#) indicating that the “downward trend” in fatalities is continuing – even as the number of vehicle miles travelled or VMT continues to rise.

According to [NHTSA’s data](#), 37,133 people died in motor vehicle crashes in 2017, which is 673 fewer deaths compared to 2016 – translating to 1.8 percent year-over-year decrease in fatalities. That also compares to a 6.5 percent increase in fatalities from 2015 to 2016 and an 8.4 percent increase in deaths from 2014 and 2015, the agency noted. The decline in fatalities is also occurring as road travel by Americans continues to increase. NHTSA said that, according to Federal Highway Administration data, VMT increased by 1.2 percent from 2016 to 2017. As a result, the fatality rate per 100 million VMT decreased by 2.5 percent year-over-year, the agency said; falling from 1.19 in 2016 to 1.16 in 2017.

NHTSA noted that 2017 highway fatalities declined in several key areas: Speeding-related fatalities dropped 5.6 percent; bicyclist deaths decreased 8.1 percent; and pedestrian fatalities dipped 1.7 percent.

Yet the agency added that highway fatalities in 2017 jumped significantly in the sport utility vehicle or SUV category and commercial trucking sector. Fatalities among SUV occupants climbed 3 percent, and deaths in crashes involving tractor-trailer jumped 5.8 percent.

However, NHTSA added that the overall downward trend in highway deaths has continued through the first half of 2018.

The agency said a “statistical projection” of traffic fatalities for the first six months of this year estimates that 17,120 people died in motor vehicle traffic crashes; a decrease of about 3.1 percent as compared to the 17,664 fatalities reported during the first half of 2017.

And that decline is occurring even as VMT keeps increasing, NHTSA pointed out, as it said FHWA data showed VMT during the first six months of 2018 climbed to about 5.2 billion miles, or 0.3 percent increase versus the VMT recorded during the same period of 2017.

That means the fatality rate continues to drop, NHTSA said; falling to 1.08 fatalities per 100 million VMT for the first six months of 2018 versus 1.12 fatalities per 100 million VMT in the first half of 2017.

The agency also noted another trend: that the number of urban highway fatalities eclipsed rural highway deaths in 2016 and 2017. In 2015 and earlier, rural fatalities outnumbered urban fatalities, NHTSA noted, and suggested populations shifts may be one reason driving that change.

The agency said that U.S. Census Bureau data indicates that the nation’s urban population increased by 12.7 percent from 2007 to 2016, while its rural population decreased by 11.8 percent, with urban highway fatalities rising by 17.4 percent over the last decade and rural fatalities dropping by 18 percent.

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.

Staff Contact: Harlan Miller, 202-366-0847

[Identification of High Pedestrian Crash Locations](#)

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

New ADA Sidewalk and Curb Ramp Compliance App

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

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- 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.