



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, October 5th, 2018

Volume 28, Number 1

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There will be a Mobile MPO meeting on October 31<sup>st</sup>, 2018 at 10:00 AM, TCC/CAC meeting on October 17<sup>th</sup>, 2018 at 10:00 AM, and there was BPAC meeting this week. The survey results are in from the South Alabama Freight Forum (SAFF); see *Mobile MPO Updates. In The News* this week, there is some toll talk on the I-10 Mobile River Bridge, and a staff editorial on some toll talk. *Just For Fun* it is a new FY, 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](http://www.mobilempo.org)  Check us out on FACEBOOK

## Mobile MPO Updates

### Mobile MPO meetings

There will be a Mobile MPO meeting on October 31<sup>st</sup>, 2018 at 10:00 AM, TCC/CAC meeting on October 17<sup>th</sup>, 2018 at 10:00 AM, and BPAC meeting was held on October 3<sup>rd</sup>, 2018 12:00 PM. 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. 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; \$49,504

#### 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; New Estimate \$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; New Cost Estimate \$17,650,000  
100046895 (CN) Zeigler Boulevard, Cody Rd to Schillinger Rd (Additional lanes) FY 2019; Old Cost Estimate \$4,195,000 New Cost Estimate \$9,400,000  
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

#### TAP FUNDS

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

#### BP FUNDS

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 this past Wednesday. 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

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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 31<sup>st</sup>.

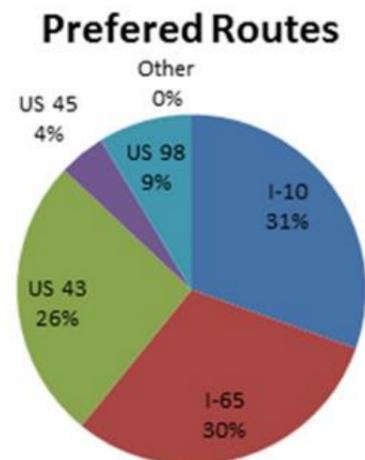
### South Alabama Freight Forum (SAFF)

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



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 1<sup>st</sup> 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 28<sup>th</sup> 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 expected next week will be found [HERE](#).

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## 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](#)

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## 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](#)

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

<http://mobileriverbridge.com/>

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## Recent Scheduling Changes This Week for Mobile

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

Project : 100046895 ( CN )

Federal aid number : STPMB 7550 (601)

County : MOBILE

Project Description : CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD)

Old Engineers Estimate : \$4,195,000.00

New Engineers Estimate : \$9,400,000.00

Project : 100037215 ( CN )

Federal aid number : DBMB-STPMB 7550 (600)

County : MOBILE

Project Description : ZEIGLER BLVD ADDITIONAL LANES FROM ATHEY RD TO FOREST HILL DR

Old Engineers Estimate : \$13,698,359.00

New Engineers Estimate : \$17,650,000.00

Project : 100062412 ( CN )

Federal aid number : DPI I010

County : MOBILE

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

Old Engineers Estimate : \$458,244,288.00

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

Project : 100062411 ( UT )

Federal aid number : DPI I010

County : MOBILE

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

Old Engineers Estimate : \$4,866,611.00

New Engineers Estimate : \$10,000,000.00

Project : 100060154 ( CN )

Federal aid number : NHF 0158 (505)

County : MOBILE

Project Description : 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 : \$32,400,000.00

New Engineers Estimate : \$20,000,000.00

Project : 100060154 ( CN )  
Federal aid number : NHF 0158 (505)  
County : MOBILE  
Project Description : SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE, DRAIN, BASE, PAVE, AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)  
Old Target start date : December 07, 2018  
New Target start date : June 28, 2019

Project : 100067507 ( CN )  
Federal aid number : IM I065  
County : MOBILE  
Project Description : RESURFACING ON I-65 FROM 1.1 MILES NORTH OF SR-13 (US-43) TO SR-225  
Old Target start date : January 25, 2019  
New Target start date : April 26, 2019

## RPO Updates

**RPO** The South Alabama Regional Planning Commission (SARPC) held a meeting of the Rural Planning Organization (RPO) Committee last week, at the Baldwin County Central Annex in Robertsedale.

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 2<sup>nd</sup>, 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

### **Fiscal Year 2019 Transportation Funding Potentially Delayed Until December**

[editor@ashto.org](mailto:editor@ashto.org) September 28, 2018

As the end of the federal government's fiscal year approached, the House of Representatives approved an appropriations ["minibus" funding bill](#) on Sept. 26, which includes the Department of Defense, Labor, Health and Human Services and Education Appropriations bills for fiscal year 2019, as well as a short term continuing resolution to temporarily fund remaining government programs – including the Transportation, Housing and Urban Development or "THUD" bill approved by the committee [back in May 23](#) – until December 7.

“This package also includes a short term continuing resolution to keep the federal government open and operational until all 12 appropriations bills can be signed into law,” noted House Appropriations Chairman Rodney Frelinghuysen, R-N.J., in a statement. “This will avoid the threat of any government shutdown, and allow for time for work on the remaining funding bills to be completed.”

A continuing resolution or CR is a stop-gap bill that maintains previous year spending levels until a set date, allowing Congress additional time to finalize spending.

Yet, according to AASHTO policy analysis, it also means that if the CR goes into effect, state departments of transportation will only receive about two months’ worth of fiscal year 2019 highway funding provided by the five-year Fixing America’s Surface Transportation Act.

Besides releasing funds in short bursts that can impede project planning and programming, the CR also prevents states from accessing an additional 2.4 percent in [federal-aid highway funding](#) authorized by the 2015 Fixing America’s Surface Transportation or FAST Act for the upcoming federal fiscal year

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## Sept. 27: Over 200 Transportation Funding Bills Introduced in 2018 State Legislative Sessions

by [Carolyn Kramer](#) | Sep 27, 2018 | [Latest News](#), [State Legislation](#), [States](#)



Since the start of 2018, the American Road and Transportation Builders Association (ARTBA) Transportation Investment Advocacy Center™ has tracked over 200 transportation funding bills considered in 40 states. Nineteen states have approved 27 measures related to, or increasing funding.

Legislation to increase or adjust the state motor fuel tax was introduced 26 times in 12 states. One state— Oklahoma— approved a gas tax increase. Another state— Missouri— is asking voters to approve a 10 cents-per-gallon gas tax increase on the November 2018 ballot. Additionally, Georgia approved extending the portion of its variable-rate formula indexed to the Consumer Price Index until 2022 (previously set to expire on July 1, 2018).

One-time funding (47) and non-fuel tax recurring revenue (37) were the most popular types of legislation introduced during the 2018 session. Nine one-time funding bills were approved in Georgia, Colorado, Mississippi, Michigan, North Carolina, Connecticut, and Minnesota, with an additional bill pending voter approval in Maine. Seven non-fuel tax recurring revenue bills were approved in Utah, Connecticut, Oregon, Kansas and Mississippi.

Fees on electric vehicles continued to be a topic of interest in 2018. Fourteen bills were introduced in 12 states, with legislation in Mississippi and Utah approved. Both states included a fee for hybrid vehicles as well.

Of the legislation proposed in the 2018 legislative session, 159 bills never advanced beyond the first chamber floor.

All but eight states have adjourned for the year, with two states – Florida and Kentucky – already beginning prefile for the 2019 legislative session. Only two states— New Jersey and Virginia— will carry over legislation from 2018 to 2019. Statewide ballot measures are pending in Louisiana, Maine, Missouri, Colorado, Connecticut, and California.

[Read the report.](#)

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### U.S. Department of Transportation Releases “Preparing for the Future of Transportation: Automated Vehicles 3.0”

*The first joint, multi-modal guidance document for on-road surface transportation automation*

WASHINGTON – The U.S. Department of Transportation (USDOT) today released new Federal guidance for automated vehicles, advancing its commitment to supporting the safe integration of automation into the broad multimodal surface transportation system. ‘Preparing for the

Future of Transportation: Automated Vehicles 3.0' (AV 3.0) builds upon—but does not replace—voluntary guidance provided in 'Automated Driving Systems 2.0: A Vision for Safety.'

"The safe integration of automated vehicle technology into our transportation system will increase productivity, facilitate freight movement and create new types of jobs," said Secretary Elaine L. Chao.

AV 3.0 incorporates the results of extensive stakeholder engagement to provide updated voluntary guidance and policy considerations for a range of industry sectors, including: manufacturers and technology developers, infrastructure owners and operators, commercial motor carriers, bus transit, and State and local governments.

AV 3.0 supports the safe development of automated vehicle technologies by:

- Providing new multi-modal safety guidance
- Reducing policy uncertainty and clarifying roles
- Outlining a process for working with USDOT as technology evolves

Specifically, the new AV 3.0 guidance provides several updates to the Department's initiatives relating to automated vehicles, by:

- Stating that the Department will interpret and, consistent with all applicable notice and comment requirements, adapt the definitions of "driver" or "operator" as appropriate to recognize that such terms do not refer exclusively to a human, but may include an automated system.
- Identifying and supporting the development of automation-related voluntary standards developed through organizations and associations, which can be an effective non-regulatory means to advance the integration of automation technologies.
- Affirming that the Department is continuing its work to preserve the ability for transportation safety applications to function in the 5.9 GHz spectrum.

AV 3.0 also announces and discusses several upcoming rulemakings and other actions being taken in the near future by the Department's operating administrations, including:

- a. The National Highway Traffic Safety Administration (NHTSA) will request public comment on a proposal to streamline and modernize the procedures it will follow when processing and deciding exemption petitions.
- b. The Federal Motor Carrier Safety Administration (FMCSA) will initiate an Advance Notice of Proposed Rulemaking to address automated vehicles, particularly to identify regulatory gaps, including in the areas of inspection, repair, and maintenance for ADS.
- c. The Federal Highway Administration (FHWA) announces plans to update the 2009 Manual on Uniform Traffic Control Devices (MUTCD), taking into consideration new connected and automated vehicle technologies.
- d. The Federal Railroad Administration (FRA) is initiating research to develop and demonstrate a concept of operations, including system requirements, for the use of automated and connected vehicles to improve safety of highway-rail crossings.
- e. The Maritime Administration (MARAD) and FMCSA are evaluating the regulatory and economic feasibility of using automated truck queueing as a technology solution to truck staging, access, and parking issues at ports.
- f. The Pipelines and Hazardous Materials Administration (PHMSA) is researching the ability to enable the digital transmission of information to first responders before they arrive at an incident that involves hazardous materials.
- g. The Federal Transit Administration (FTA) has published a five-year research plan on automating bus transit.

The draft Guidance will be published in the Federal Register for public review and comment. More information on the Department's work on automated vehicle systems can be found at [www.transportation.gov/av](http://www.transportation.gov/av)

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## **Richard Shelby, Doug Jones join forces, urge fairness for Gulf mineral development program**

BY [ELIZABETH PATTON](#) ON OCTOBER 4, 2018 [INFLUENCE & POLICY](#), [SLIDER](#)

Alabama U.S. Senators [Richard Shelby](#) and [Doug Jones](#) reached across the aisle and joined forces on Wednesday asking the Chairman and Ranking Member of the Senate Energy and Natural Resources Committee to ensure coastal states receive their fair share of revenues from any new federal mineral reserves development.

"Our states have experienced significant impacts from federal offshore mineral development, including environmental damage to our coasts," the senators wrote. "We are committed to ensuring that our states are treated fairly and that our states are not forgotten when decisions are made about the disposition of unallocated federal mineral revenues."

Pending legislation would allow unallocated federal mineral revenues to be committed to specific causes, including the maintenance of national parks and increased support for the Land and Water Conservation Fund. The senators note that the majority of this funding would be generated from offshore oil and gas development in the Gulf of Mexico.

Under the current [Gulf of Mexico Energy Security Act](#) (GOMESA), which governs offshore federal mineral development in the Gulf of Mexico, the states of Alabama, Mississippi, Louisiana, and Texas receive only 37.5 percent of the revenue generated from oil and gas reserves within

their borders. Revenue is capped at \$500 million and must be divided among the four states. In contrast, other states receive 50 percent of the revenue generated from mineral development within their borders and those revenues are not subject to an arbitrary cap.

They were joined by Senators **Roger Wicker** (R-Miss.), **John Cornyn** (R-Texas), **John Kennedy** (R-La.), **Ted Cruz** (R-Texas), and **Cindy Hyde-Smith** (R-Miss.) in their request.

**The full text of the senators' letter to Senators Lisa Murkowski (R-Alaska), and Maria Cantwell (D-Wash.), can be found below:**

Dear Chairman Murkowski and Ranking Member Cantwell:

We strongly support addressing parity in revenue sharing for coastal states in any package that may be considered by your Committee or the Senate. Legislation is moving forward that would allow unallocated federal mineral revenues to be committed to various programs. The majority of this funding will be generated from offshore oil and gas development in the Gulf of Mexico. If Congress moves to designate federal mineral revenues to specific uses, then it is important this opportunity achieves equitable revenue sharing for the coastal producing states.

You are well aware that mineral revenues generated from federal lands located within a state are governed by the Mineral Lands Leasing Act of 1920. Under that Act, 50 percent of the mineral funds generated are shared with the host state to offset the impacts of the federal mineral development. There is no cap on the amount of federal revenues that may be shared with these states. By contrast, under the Gulf of Mexico Energy Security Act, our states that host offshore federal mineral development receive only a 37.5 percent share of the revenue generated off our coasts, with a cap of \$500 million annually that we must share among our four states.

The current revenue sharing with coastal producing states is not equivalent to the sharing that is occurring with the mineral lands states. Our states have experienced significant impacts from federal offshore mineral development, including environmental damage to our coasts. We are committed to ensuring that our states are treated fairly and that our states are not forgotten when decisions are made about the disposition of unallocated federal mineral revenues.

We look forward to working with both of you and your colleagues on the Senate Energy and Natural Resources Committee to ensure that parity in revenue sharing is included in any legislation that allocates federal mineral revenues, which in this case are primarily generated off our coasts. Thank you for your attention to the concerns of our coastal producing states

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## Funding Opportunities

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### **USDOT Announces \$6.3 Million Funding Opportunity to Improve Access to Healthcare**

(deadline November 13, 2018)

FTA announced the availability of \$6.3 million in Access and Mobility Partnership Grants, competitive funds for transit coordination projects that improve non-emergency healthcare accessibility. Through this grant program, FTA encourages innovative partnerships between the healthcare industry and public transportation agencies for improved coordination. These partnerships support the needs of transit-dependent riders and improve options for people with limited transportation choices. [HERE](#)

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### **[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](#)

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### **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](#)

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### **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](#)

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To stay up to date on all of the many grants that are available visit [www.grants.gov](http://www.grants.gov).

## **Just For Fun**

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Happy New Fiscal Year!!!!



Prior to 1976, the fiscal year began on 1 July and ended on 30 June. The Congressional Budget and Impoundment Control Act of 1974 stipulated the change to allow Congress more time to arrive at a budget each year, and provided for what is known as the "transitional quarter" from 1 July 1976 to 30 September 1976 (it's true I looked it up).

So, since Congress thinks they can add time to a year (that already has 365 days)...

How many seconds in a year? There are 12; January 2<sup>nd</sup>, February 2<sup>nd</sup>....

How many days in a week begin with the letter "T"? 2-Today and Tomorrow

A staff member of Congress wants to take a day off. Let's take a look at what is being asked for. There are 365 days per year available for work. There are 52 weeks per year in which you already have 2 days off per week, leaving 261 days available for work. Since you spend 16 hours each day away from work, you have used up 170 days, leaving only 91 days available. You spend 30 minutes each day on coffee break which counts for 23 days each year, leaving only 68 days available. With a 1 hour lunch each day, you used up another 46 days, leaving only 22 days available for work. You normally spend 2 days per year on sick leave. This leaves you only 20 days per year available for work. We are off 5 holidays per year, so your available working time is down to 15 days. We generously give 14 days of vacation per year which leaves only 1 day available for work and I'll be darned if they are going to take that day off!

## **In the News**

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### **2020 start seen for I-10 bridge; small business events planned**

Updated 9:33 AM; Posted 9:30 AM



A rendering of the proposed I-10 bridge over the Mobile River. (Courtesy of ALDOT)

By [Lawrence Specker](#)  
[lspecker@al.com](mailto:lspecker@al.com)

As the effort to develop a new I-10 bridge over the Mobile River pushes forward, both the U.S. Department of Transportation and its state counterpart want to make sure small players have a shot at getting a piece of the massive project.

Meanwhile, the current timetable indicates work on the project will begin in 2020, not 2019 as had previously been projected.

The desire to support small business engagement is particularly focused on disadvantaged business enterprises or DBEs, a blanket term that includes minority- and women-owned businesses but also can include businesses owned by other groups such as veterans disabled in service. Both USDOT and ALDOT plan DBE networking events and training programs, including one coming up later this month. Such events give businesses a chance to put themselves in position to compete for contracts, even though it may be a year or more before the process reaches that point.

Two ALDOT representatives working on the project, Public Information Officer Allison Gregg and Project Director Matt Erickson, said this week that environmental impact studies had caused a slight slippage in the timeline. Current expectations are that a draft Supplemental Environmental Impact Statement will be ready by year's end, allowing for a public hearing in January.

Feedback from that will shape a final Environmental Impact Statement. With that in hand, and a Record of Decision from the Federal Highway Administration in early 2019, ALDOT will be clear to issue a final Request for Proposals in the second quarter of 2019 to the three teams competing to build, finance and operate the project. The winner would then be picked in fall 2019. After being given some time to finalize financial arrangements, that team would be expected to start work in 2020.

Final details will emerge as the teams respond to the RFP and a winner is selected. Core features are a high-rise cable-stayed bridge over the Mobile River, the replacement of the 7.5-mile-long Bayway with a higher, wider roadway and modification of seven intersections along the way. Total cost is estimated to be around \$2 billion. ALDOT projects that about \$600 million of that will be public money. The rest, financed through several channels by the construction team, will be recouped through a toll.

Speaking of that toll: Gregg said ALDOT requires the toll system to be all-electronic. Tolls will apply to I-10 travel, meaning that once the bridge is operational, drivers will pay the toll to use the Wallace Tunnel as well. (The older Bankhead Tunnel, Cochrane-Africatown USA Bridge and Causeway will remain toll-free.)

#### [Mobile River Bridge and Bayway Conceptual Rendering](#)

ALDOT will set a maximum toll; Erickson said that's still being studied and likely will fall in the \$3 to \$6 range. It'll be segmented, so those who use part of the Bayway won't pay the full fare, and a local discount for regular users also is under discussion.

While the \$2 billion figure and emphasis on major development teams gives the project a monolithic feel, ALDOT and USDOT representatives say that those teams will distribute much of the work to subcontractors, which opens the way for small businesses and DBEs, particularly those in the Mobile area, the central Gulf Coast region and the rest of Alabama.

Adriana Clark, the Southeast region manager of DOT's Office of Small and Disadvantaged Business Utilization, and Carlos Villanueva, community relations and outreach manager for the same office, visited Mobile recently to push the message that even though construction won't start until at least next year, area businesses need to be thinking proactively now about positioning themselves.

Governmental agencies -- federal, state and local -- often have programs to help DBEs, and sometimes set specific targets for the percentage of work on projects that should be performed by such companies. But "small businesses, a lot of times, they don't know" how to take advantage of such programs, Villanueva said.

"The value of the work can be game-changing," said Archnique Kidd, who oversees supplier diversity for the administration of Mobile Mayor Sandy Stimpson. Kidd said her office will be supporting USDOT and ALDOT efforts.

ALDOT hasn't yet set a specific percentage target for DBE participation in the bridge project. But Erickson estimated that "for a job this size there could be \$50 million or \$100 million in work for DBEs."

All officials who spoke for this story said that a key step that DBE owners should be taking now is to make sure they're on ALDOT's list of certified DBEs. Full information on ALDOT's DBE program [can be found at the agency's website](#); according to that site, interested parties also can call 334-353-6469 or 800-269-5081 for more information.

ALDOT has already held one meeting in Mobile for DBEs interested in the bridge project and plan to hold another one in Montgomery later this month, for DBEs around the state. Among other things, the event will allow potential subcontractors to meet representatives of the three teams vying to build the bridge. Full details haven't yet been announced, but will be available through ALDOT's DBE program.

Likewise, Clark and Villanueva said that USDOT plans to present a "launch event" early next year for the bridge project. That event will set the stage for a round of program training coming up in late winter or early spring.

For more information, interested parties can contact USDOT's Southeast Regional Field Office for its Office of Small and Disadvantaged Business Utilization at 866-928-6289 ext. 3-2, or visit [www.osdbu.dot.gov](http://www.osdbu.dot.gov).

Kidd said businesses interested in learning more about DBE programs also could contact [Mobile's Office of Supplier Diversity](#) at 251-208-7967.

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## Taking the Toll: Examining tolls on the Mobile River Bridge

Steve Alexander, FOX 10, Oct 4, 2018



Thousands of people in Mobile and Baldwin Counties do this in the morning and afternoon.

And they will likely do it again tomorrow morning and afternoon: wait in traffic driving to and from Mobile and Baldwin Counties.

The new Mobile River Bridge should help, but it won't be a free ride.

Allison Gregg with the Mobile River Bridge and Bayway Project said, "We're studying between the three to six dollar range, but we want to make sure its a rate that people will be able to use the bridge when its complete."

What do motorists who cross between Mobile and Baldwin Counties think about the projected cost of the toll?

FOX10 News attended a recent meeting of the Kiwanis Club of Daphne/Spanish Fort and sampled opinions.

Tom Lott said, "I don't mind tolls in general, but six dollars for me to drive from the Eastern Shore to Mobile is too much."

Rev. Richard Miller said, "I spent 25 years in New York, where it costs ten bucks to get into Manhattan, coming and going, so, three to six dollars to get to Mobile, I don't have a problem with it."

So why does the bridge need a toll?

Gregg said, "Because of finances, its plain and simple. ALDOT (the Alabama Department of Transportation) estimates this project to cost approximately two billion dollars. That's a huge price tag, and ALDOT'S operating budget for the entire state is \$1.3 billion dollars."

Not all bridges in major cities have tolls.

Four years ago, FOX10 News traveled to Charleston, South Carolina, to report on the Ravenel Bridge, which crosses the Cooper River connecting Charleston and the town of Mount Pleasant.

It opened in 2005, was built at a cost of \$632 million dollars, and has no tolls.

The bridge was funded through a variety of sources, including what was called an "infrastructure bank" created by the South Carolina legislature.

Robert Clair, the Special Projects Engineering Director with the Ravenel Bridge, said, "The legislature put money in the infrastructure bank, allowed them to bond that money to have bigger bucks available to build projects, and some of the entities that get that money will repay so much every year, so they'll always have money to put into new projects." Continue [HERE](#)

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## USA Today: Gasoline Prices Near Highest Levels in 4 Years



(Nexus7/Dreamstime)  
Friday, 05 October 2018 08:39 AM

Sticker shock awaits you the next time you pull up to the pump to fill up as steadily rising gasoline prices are nearing their highest level since 2014.

The price surge comes just ahead of the November midterm elections when California will vote on rolling back its gas tax, [USA Today explains](#).

Average prices topped \$2.91 a gallon for unleaded Thursday for the first time since June, having risen 7 cents a gallon in the past month, [AAA reports](#).

The average gas price is the most expensive for the start of October since 2014, AAA said. Prices are now four cents higher than a month ago and 32 cents higher than a year earlier. If they rise by about another seven cents, they will be the highest in four years, USA Today reports.

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## Trucker Tools introduces latest upgrades to Smart Capacity platform

By: AJOT | Oct 02 2018 at 10:14 AM | [Intermodal News](#)

- New "digital assist" online price negotiation tools and workflow streamline price bid and counter offer process; eliminate excess phone calls and emails
- Shortens price negotiating cycle, reduces downtime waiting for loads, improves accuracy and speed on load pricing
- Advanced "lane search" tools enable carriers to search by preferred lanes and city pairs, presents current available loads, continually updated, ranking best lane-specific loads highest
- Utilizes artificial intelligence to analyze historical lane-based business patterns, generates predictive best-option choices; carrier maximizes high-quality repeat loads, increases asset utilization

RESTON, VA - Trucker Tools LLC, which provides shipment visibility, carrier capacity management and predictive freight-matching solutions for the transportation industry, announced the launch of two major feature and function enhancements on the Smart Capacity carrier relationship and capacity management platform. The enhancements include:

Digital-Assist Online Price Negotiation. In traditional industry practice, before a carrier has accepted a load from a broker, a mostly manual process of phone calls and emails ensues as the parties parry back and forth and settle on a price.

Trucker Tools is streamlining this process by integrating into the Smart Capacity platform easy-to-use tools and workflows that allow these negotiations to occur in a secure, private, online forum. With Digital-Assist Online Price Negotiation, brokers can view and consider multiple trucks for a load, then sort into the best options, weeding out those they want to drop. Then, with the click of a mouse, the broker can send carrier-specific pricing to multiple selected carriers at the same time. The carriers, in turn, can respond via their smartphone through the platform with counter offers or acceptance.

The broker no longer is tied up on the phone for extended periods of time making multiple individual phone calls to carriers. At the same time, the carrier also eliminates unproductive calls, and views all current available loads from all brokers on one platform, with far fewer steps required to complete a negotiation and reach an agreeable price for the load with the preferred broker.

"Ultimately, the platform shortens the negotiating cycle, so both carrier and broker get to the right load at the right price quicker and more accurately," said Prasad Gollapalli, founder and CEO of Trucker Tools. "Once again, we are giving time back to – and taking out costs – for the broker and carrier. That's additional time which now can be applied to booking more loads and generating more revenue."

Lane Search. Smart Capacity provides several options by which carriers and owner-operators can search for available loads. The most recent functionality improvement adds the capability to search by specific lanes and city pairs. Searches can be saved for lanes in which carriers want repeat or recurring loads.

Using artificial intelligence tools, the lane search feature goes further. Based on driver and carrier data compiled from the Trucker Tools Mobile Driver App, the software analyzes historical carrier volume and lane patterns, and makes two predictions:

- What are the carrier's most popular and sought-after loads and lanes based on history, and;
- When typically, is that carrier most available by days of the week or time of the month, again, based on historical behavior and operating patterns.

"We are unique in this capability due to the popularity of our mobile smart-phone app with drivers, which gives us years of history on lane volumes and driver preferences," explained Gollapalli. "We are showing the driver an updated list of available loads in the most desirable lanes at the most desirable times, based on where they've historically run in the past. They get the perfect match quicker."

Over time and as more data is utilized, the match continues to fine-tune. At the end of the day, the software's analytics and data processing does the heavy lifting. The driver has at his fingertips a list of results presenting best available load in the most desirable lane. The driver is far more productive and spends less idle time searching for loads. "We are proactively showing them quality loads and reloads, so when they reach their destination, they have another load lined up," said Gollapalli. "And not just any load, but one that precisely matches their historical preferences, profile and geography."

Since it was introduced in 2013, the Trucker Tools Mobile Driver App has been downloaded by more than 500,000 truckers and is actively used by over 100,000 small fleets and owner-operators.

Lane Search also works for brokers who can input specific city pairs, and search for available capacity based on individual lane configurations. This is a useful feature for brokers whose customers have regular, recurring loads in specific lanes, and who want to keep their preferred carries busy by giving them regular, repeat loads in those lanes.

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## Africatown Blueway Plans Revealed

posted by [Joe Womack](#)

For the past two years, Africatown natives and supporters have been developing plans along with the National Park Service Rivers, Trails and Conservation Assistance Program (RTCA) creating a design plan for a trail network that would link the Africatown community to the proposed Africatown State Park, a 150 acre parcel of undeveloped, city owned land located 10 miles west of Africatown.

This trail network is known as the [Africatown Connections Blueway](#) and would offer connections to Chickasaw Creek and Three Mile Creek via water trails, as well as walking trails, linking points of interest, local schools, parks and businesses highlighting cultural and historical importance along the way. The entire concept of the Africatown Connections Blueway is consistent with what was asked for by Africatown residents in their Africatown Plan. The Africatown Plan is a study the city of Mobile paid \$50,000 for and that was approved by Mobile's Planning Commission to create a viable community plan for the community of Africatown based upon the desires of Africatown residents.

On October 1, 2016, The National Park Service released the following information about their approved Technical Grant to Africatown's Mobile County Training School Alumni Association:

*"The National Park Service Rivers, Trails and Conservation Assistance Program selected eleven new communities and partnerships to receive technical and planning to promote the development of new outdoor recreation and economic opportunities and natural resources conservation. RTCA works with community groups, nonprofit organizations, tribal governments, and local, state, and federal government agencies to achieve locally-defined goals for natural resource conservation and outdoor recreation. RTCA also connects citizens with local agencies and organizations to create new parks, greenspace, and trails and protect important water resources. Types of RTCA projects include outdoor preservation, river conservation, and the development of recreational trails and greenways. The RTCA network of planning professionals, landscape architects and community planners helps communities across the nation achieve on the ground successes help local partners to make their rivers, trails, greenway and open spaces vital, life enhancing parts of their communities. The Africatown Community represents the story of the Tarkbar Africans who were forcefully removed from their homeland, sold into slavery, and then formed their own, largely self-governing community, all the while maintaining a strong sense of African cultural heritage. The current residents of Africatown wish to preserve and publicize the historical importance of Africatown to local communities and highlight the African American culture across Alabama and the United States".*

In June 2018, The Africatown Connections Blueway Team revealed their [plans](#) at a community meeting sponsored by Africatown's C.H.E.S.S. community organization to a standing room only crowd during which there were plenty ohhhs and awess as well as a few ovations as the plans were being revealed to the public. Local television stations were there reporting the story as well as a couple of documentary teams. Elected state representatives and a state senator were also present for the presentation.

The Africatown Connections Blueway has 14 points of interest along its water trail, which stretches from the intersection of Three Mile Creek and Conception Street out to the Mobile River, north on the river to the historic railroad turnbridge, then north along the Chickasaw River to Hog Bayou and further north to Africatown State Park near Mobile College.

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## ALL THE WHILE SOUTH ALABAMA BUILDS THE I-10 MOBILE RIVER BRIDGE WITH TOLLS...

*An editorial by Kevin Harrison- these views are Kevin's, and not necessarily the views of the Mobile MPO or SARPC.*

It looks like another TOLL ROAD "might" be in the works in the State of Alabama, or we can only hope. The new US98, or the SR-158 Extension, however you want to say it, is not the only road that is half way built just sitting there in limbo in the State of Alabama. But thanks to the local

delegates of the Alabama Legislature, BP funds are being used to help get the new US98 project moving from Schillinger Road to the MS State Line; no toll necessary.

The [Northern Beltline in Birmingham](#) was a project that went through a bunch of undeveloped property that is owned by Alabama Coal, the Drummond Co. and Alabama Power (*I wonder what they have in common*). It is not a capacity needed project, but it is an economic development project, and always has been. It has a cost estimate of over twice the I-10 Mobile River Bridge at \$5.4 Billion, and is now just sitting there. It says right [HERE](#) in the video that *"In the 10 years after completion, the Northern Beltline was estimated to cause a \$26.7 billion economic impact in the Birmingham area"*.

That is great. I contend the number one project in the State of Alabama in terms of NEED, is the I-10 Mobile River Bridge. Which by the way could use some funding. If the State of Alabama has no more money because it has to pay back a bond, for an economic development project that makes several land owners very wealthy, rather than a bond for the I-10 Mobile River Bridge, I think the people in South Alabama are going to have an "economic downturn" to that. That is just my opinion.

## 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 7<sup>th</sup> 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](mailto: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

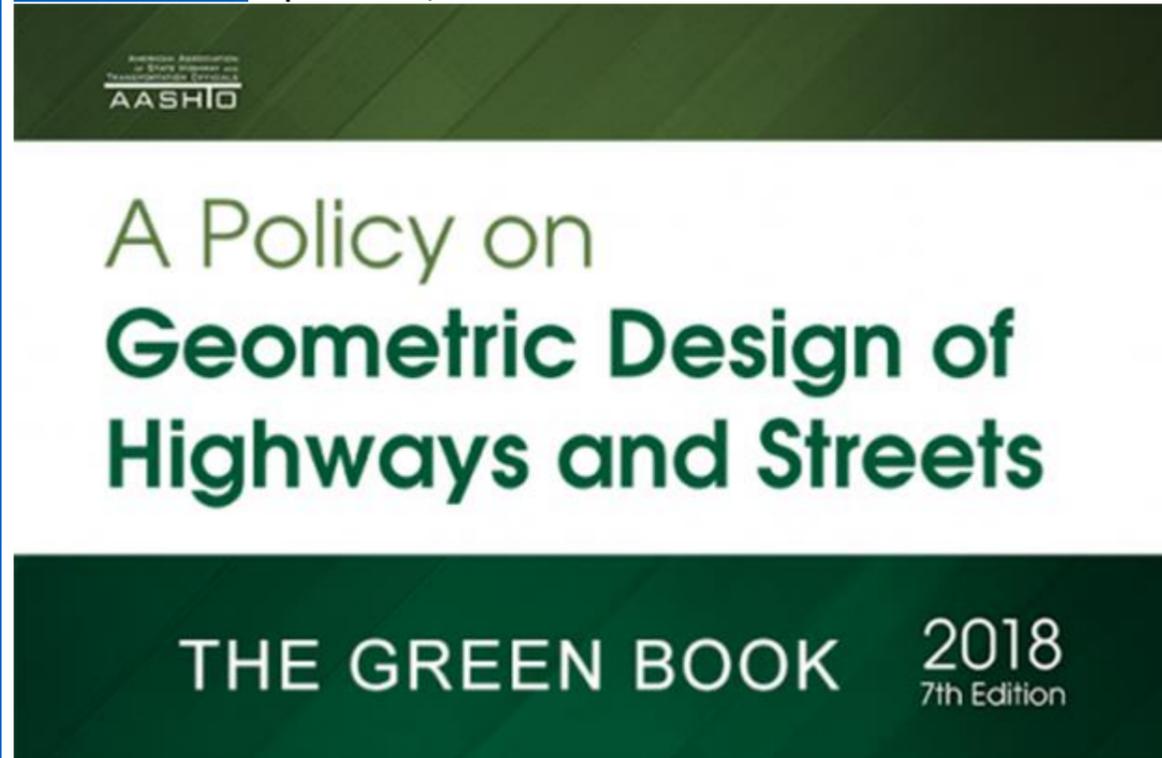
#### Optional Field Trips and Training:

- 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

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#### AASHTO Releases 7th Edition Of Its Highway & Street Design “Green Book”

[editor@aaashto.org](mailto:editor@aaashto.org) September 28, 2018



The American Association of State Highway and Transportation Officials recently released the 7<sup>th</sup> 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](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.

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#### Studies Say Lower Speed Limits Will Help Improve Roadway Safety

[New research](#) conducted by the Insurance Institute for Highway Safety indicates that lowering the speed limit by 5 mph on city streets can improve safety for motorists, pedestrians and bicyclists alike, while a [separate study](#) conducted by the Illinois Department of Transportation convinced the agency to reduce speed limits along certain stretches of two major highways by 10 mph.

The IIHS study focused on Boston, Massachusetts, which lowered the default speed limit on city streets from 30 mph to 25 mph beginning January 9, 2017, after the Massachusetts legislature amended state law in 2016 to allow cities and towns to lower speed limits from 30 mph to

25 mph on municipal roads in densely populated areas or business districts. Unless otherwise posted, the speed limit on all Boston roadways is 25 mph, the group noted.

IIHS said its researchers looked at vehicle speeds in Boston before and after the lower limit took effect and compared them to control sites in Providence, Rhode Island, where the speed limit remained the same.

The study sites in both Boston and Providence included arterials, collectors and local roads and the group noted all of the sites were similar in that they had no more than one lane per direction and were located away from intersections on relatively flat, straight road segments and at least a half-mile away from any school or speed feedback sign.

IIHS researchers evaluated changes in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph associated with the new speed limit and found there was a 29.3 percent decline in the odds of speeding for vehicles traveling faster than 35 mph. The odds of speeding fell by 8.5 percent for vehicles going faster than 30 mph and 2.9 percent for vehicles exceeding 25 mph.

The group said high travel speeds increase the risk of crashing and the risk of injuries when a crash occurs and that speeding – defined on police crash reports as exceeding the posted speed limit, driving too fast for conditions, or racing – has been a factor in more than a quarter of U.S. crash deaths for more than 30 years. In 2016, IIHS noted that the percentage of U.S. crash deaths related to speeding was higher on roads with 35 mph or lower speed limits than on roads with higher speed limits; some 33 percent vs. 26 percent.

“Speeding occurs on roads of all types, not just highways and freeways,” added IIHS President David Harkey in a statement. “Even on lower speed roads, speeding can have deadly consequences, especially for pedestrians and bicyclists. Some cities are lowering speed limits to reduce the risks for these vulnerable road users, who are increasingly dying in crashes.”

The study didn’t examine how lowering the speed limit affected crashes in Boston, but that’s a next step, he pointed out.

The Illinois DOT took that step in its study of speeds on I-74 and I-57 in the Champaign-Urbana area and concluded that, given the current prevailing speeds, crash rates and number of interchanges, a reduction of the posted speed limit from 70 mph to 60 mph along a portion of I-74 connecting to I-57 was justified. “Reducing the speed limit of through traffic to closer to that of traffic from interchanges gives drivers more time to react, thereby reducing the severity of a crash or avoiding one altogether,” the agency stressed.

IIHS said in its research that, outside of urban areas, speed limits are on the rise as 41 states have speed limits of 70 mph or higher on some portion of their roads. The group also noted that [a study it conducted in 2016](#) showed that increases in speed limits from 1993 to 2013 in those 41 states resulted in 33,000 fatalities.

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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.

Staff Contact: Harlan Miller, 202-366-0847

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### [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.

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## **New ADA Sidewalk and Curb Ramp Compliance App**

Download it Today



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

- Simple to Use
- Download from Apple Store or Google Play

- Collect information at your pace
  - Gathers ADA Compliance inventory and condition information
  - Location is automatically collected in GIS
- 

### **Transportation Dictionary**

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

#### **Search Tips**

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.