



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, March 8<sup>TH</sup>, 2019

Volume 29, Number 10

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## Recently Completed Planning Studies

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What an exciting day as the Alabama House may vote on a [GAS TAX](#), see *Legislative Updates*. State Senator Chris Elliot did a great job on the Sean Sullivan Radio Show explaining it and the oversight, [HERE](#). Also, there will be a public meeting on Tuesday, March 26<sup>th</sup> at the GMO from 5:30-7:30 concerning the Mobile MPO Transportation Planning Process, and we have some updated freight info - see *Mobile MPO Updates*. Please join us next week at ATPA, [www.alabamatransportation.org](http://www.alabamatransportation.org) (See *In the News*). Sorry folks, we are out of TIME, this week *Just For Fun*, and April 3<sup>rd</sup> is Safe Transportation for Every Pedestrian (STEP) here at the GMO building (see *Transportation Research*).

**NO TRANSPORTATION FRIDAY on 3/15/19.** Have a great weekend! **Check out [ALGO Traffic](#) before you travel!**



[www.mobilempo.org](http://www.mobilempo.org) Check us out on FACEBOOK

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

**Want to know what other SARPC departments do?**

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

## Mobile MPO Updates

### Mobile MPO Certification Review

March 26<sup>th</sup> and March 27<sup>th</sup> there will be a Certification Review of the federal transportation planning process. Tuesday will be a series of meetings followed by a public meeting that evening in order to obtain input from committee members and the public. If you have any comments, concerns, or kudos, please plan on attending the public meeting on Tuesday night, March 26<sup>th</sup> from 5:30 -7:30 at the GM&O Building SARPC Board Room.

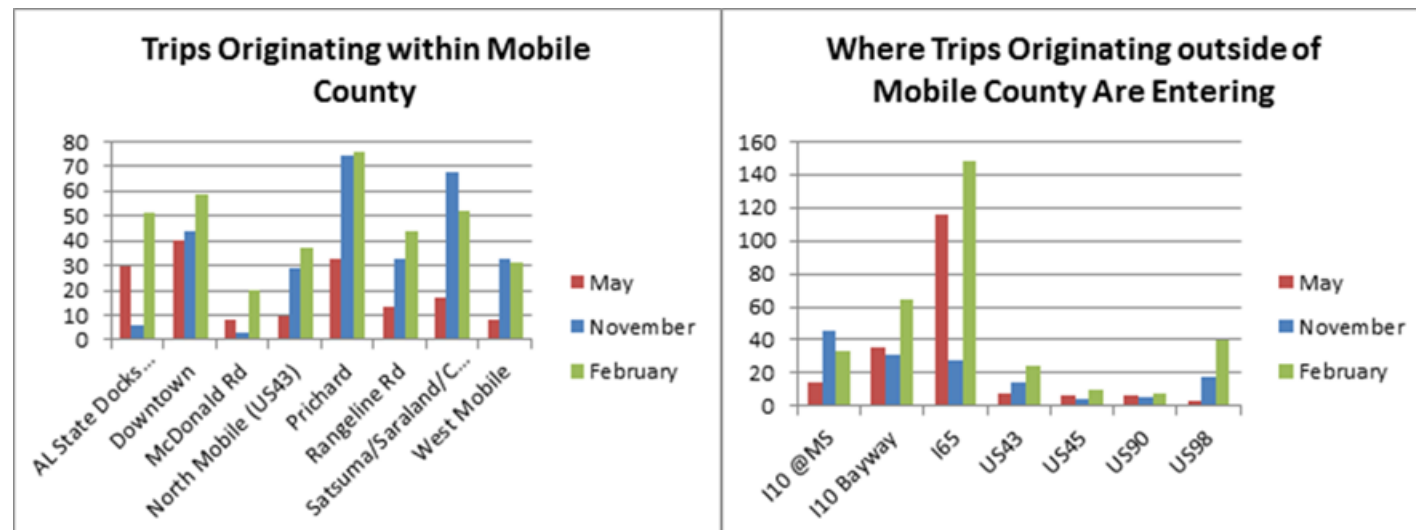
### Mobile MPO meetings

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

Please see our web page for further details [www.mobilempo.org](http://www.mobilempo.org)

### FREIGHT DATA

APM Terminals has provided us with their third quarterly survey report. Just as last quarter, for one day APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model. This third survey report had 88% of trucker visits answering the survey, the best percentage yet, which helps refine our understanding of container truck trip patterns in the area.

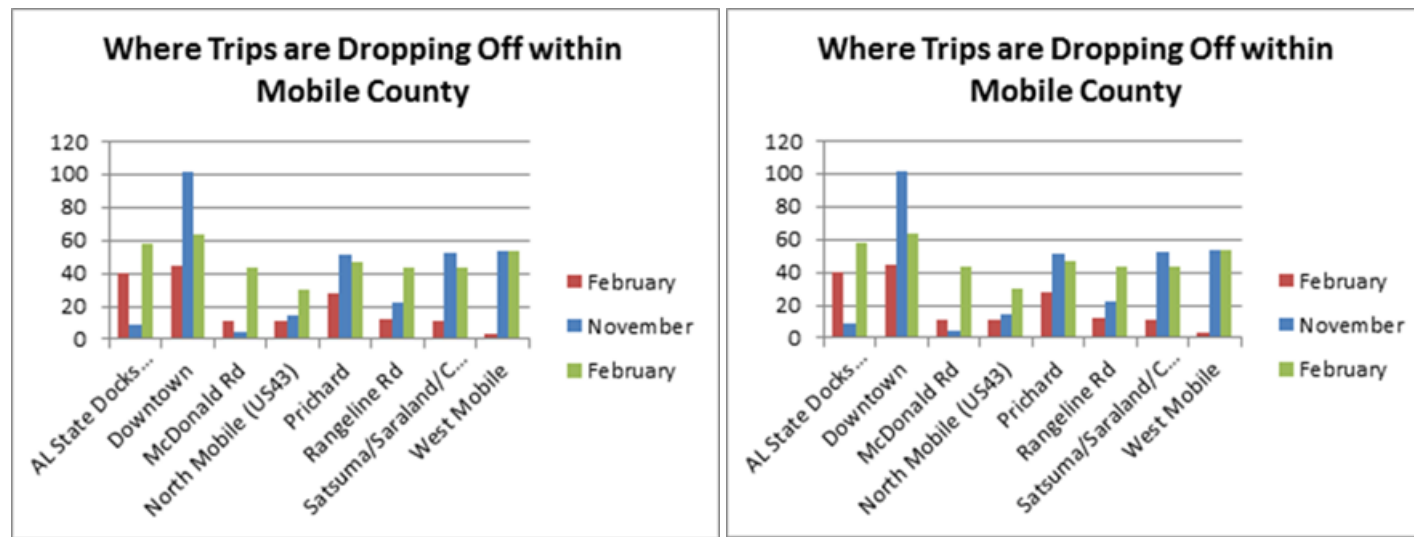


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## TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

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](#)

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

<http://mobileriverbridge.com/>



### About the project:

The Mobile River Bridge and Bayway project will reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at [www.MobileRiverBridge.com](http://www.MobileRiverBridge.com). Please contact Allison Gregg (251-604-9790) to coordinate site visits.

## Recent Scheduling Changes This Week for Mobile

The target start date, plan status, 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 Target start date : April 26, 2019  
New Target start date : May 31, 2019

Project : 100050693 ( UT )  
Federal aid number : IM I065 (380)  
County : MOBILE  
Project Description : INTERCHANGE IMPROVEMENTS AT I-65 AND SR-13 (US-43), SOUTH OF CREOLA  
Old Target start date : March 01, 2023  
New Target start date : November 01, 2024

Project : 100050694 ( CN )  
Federal aid number : IM I065 (380)  
County : MOBILE  
Project Description : INTERCHANGE IMPROVEMENTS AT I-65 AND SR-13 (US-43), SOUTH OF CREOLA  
Old Target start date : November 03, 2023  
New Target start date : November 08, 2024

Project : 100060155 ( CN )  
Federal aid number : NHF 0158 (503)  
County : MOBILE  
Project Description : SR-158 EXTENSION ADDITIONAL LANES FROM LOTT ROAD (SR-217) TO CONNECT TO THE SCHILLINGER ROAD INTERSECTION. GRADE, DRAIN, BASE, PAVE, AND BRIDGE (WB SEABURY CREEK, WB OFF RAMP OVER SEABURY CREEK TRIBUTARY, AND EB OFF RAMP OVER SEABURY CREEK)  
Old Target start date : May 26, 2023  
New Target start date : May 31, 2024

Project : 100060122 ( CN )  
Federal aid number : STPAA NR13 (910)  
County : MOBILE  
Project Description : CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN MOBILE  
Old Target start date : November 08, 2019  
New Target start date : November 04, 2022

Project : 100052812 ( CN )  
Federal aid number : NHF 0042 (517)  
County : MOBILE  
Project Description : CONSTRUCT BRIDGE ON GLENWOOD ROAD OVER SR-42 (US-98)  
Old Target start date : November 08, 2019  
New Target start date : November 05, 2021

Project : 100040584 ( CN )  
Federal aid number : NH 0042 (509)  
County : MOBILE  
Project Description : US-98 EASTBOUND LANES FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD. BASE AND PAVE  
Old Target start date : January 31, 2020  
New Target start date : January 28, 2022

Project : 100060122 ( CN )  
Federal aid number : STPAA NR13 (910)  
County : MOBILE  
Project Description : CURB AND RAMP INSTALLATION ONLY ON STATE ROUTES AT VARIOUS LOCATIONS IN MOBILE  
Old Target start date : November 04, 2022  
New Target start date : November 05, 2021

## Projects in Region Let March 29<sup>th</sup>, 2019

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### HSIP-NR19(906) ,BALDWIN, ESCAMBIA, MOBILE, AND CONECUH COUNTIES

**Contract Time:** 75 Working Days

for constructing the Safety Improvements (Curve Warning Sign Installation) on various routes in the Southwest Region (Mobile Area) as indicated in the plans.

The Bracket Estimate on this project is from \$388,351 to \$474,651 .

[What's Under Construction? Project Status](#)

## Legislative Updates

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### Alabama House to vote on gas tax increase

Posted on Mar 8, 2019

MONTGOMERY, Ala. (AP) — The Alabama House of Representatives will soon vote on a proposed 10 cent-per-gallon increase in the state gas tax. House members will debate the bill Friday. House Speaker Mac McCutcheon says he expects lawmakers to vote on the bill Friday after a lengthy debate.



Alabama Gov. Kay Ivey speaks to supporters after she won the gubernatorial election on Nov. 6, 2018, in Montgomery, Ala.  
AP Photo/Butch Dill

Alabama Gov. Kay Ivey is proposing a 10-cent-a-gallon gas tax increase to fund road and bridge construction. The increase would be phased in over three years. The proposal would also place an annual fee of \$200 on electric vehicles and \$100 on hybrid vehicles.

Supporters are optimistic that they have the votes to pass the measure. The House Transportation, Utilities and Infrastructure Committee approved the legislation on a voice vote Thursday.

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## Committee approves Gov. Kay Ivey's gas tax, infrastructure package

Published

3 hours ago March 8, 2019 By [Brandon Moseley](#)



Thursday, the state House Transportation Utilities, Utilities, and Infrastructure Committee gave a favorable report to a three-bill package introduced by state Rep. Bill Poole, R-Tuscaloosa.

Poole told the committee that the passage of the legislation to increase fuel taxes was “critical moment in the history of the state in my judgment.”

“We cannot not be successful in addressing our infrastructure,” he said.

The legislation was requested by Republican Alabama Gov. Kay Ivey in her state of the state address Tuesday night to address Alabama's infrastructure needs, not just roads and bridges, but also to dredge the Port of Mobile to increase the width and depth of the shipping channel.

Ivey called a special legislative session following her speech to address the infrastructure issue.

The tax increase proposal, HB2, would raise the fuel taxes by six cents per gallon this year, two more cents in 2020, and another two cents per gallon in 2022.

After that, there would be automatic increases without a vote of the legislature indexed to the rising costs of road construction.

Those automatic increases, or even potentially decreases in a deflationary environment, would be capped at a maximum of one cent every two years.

The bill also imposes fees on the owners of plug-in electric vehicles as well as on hybrid vehicles that use both gas and electric motors. The annual fees were imposed so that “They pay their fair share” and to fund an effort to build charging stations across the state. [HERE](#)

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## 7 Things: Gas tax vote to take place in the House today, former Gov. Bentley tries to rebrand himself as anti-tax, Doug Jones finds more donations in Europe than in Alabama and more ...

### 7. Alabama could move forward with [drug testing](#) for food stamp recipients

— Representative Tommy Hanes (R-Bryant) has proposed legislation that would require some food stamp recipients to be drug tested if “there is a reasonable suspicion” they could be on drugs. This includes a previous drug conviction. The bill includes a tiered system if one tests positive. The first

positive drug test leads to a warning, the second test would make you ineligible for a year with a carve-out if you have children and the third positive test would make the person permanently ineligible for the benefits. If someone were to refuse to take the test, they would be ineligible for food stamps.

#### **6. Court filings in the latest Roy Moore/Leigh Corfman have some pretty [amazing “details”](#)**

— Former judge, multiple time loser and potential U.S. Senate candidate Roy Moore’s attorney defense team is seeking a subpoena of a recording made by a Breitbart reporter where her lawyer makes comments about how promiscuous his client was. Corfman’s attorney Eddie Sexton’s allegedly trashes his own client and claims to have slept with her. Sexton disputes the totality of these allegations, but testified this week to some of the allegations. He testified this week that “over the years he had heard of sex parties in Corfman’s home from various members of the community and from people at the Gadsden Country Club.”

#### **5. The House adopts a watered-down [resolution](#) condemning Rep. Ilhan Omar’s (D-MN) anti-Semitism, which Alabama Congressmen Mo Brooks (R-Hunstville) and Mike Rogers (R-Saks) oppose**

— It was meant to be a resolution condemning the multiple offensive comments made by Omar, but it became watered down to include pretty much everyone such as “African-Americans, Native Americans, and other people of color, Jews, Muslims, Hindus, Sikhs, immigrants and others.” The resolutions referenced as “the kitchen sink” resolution passed 407-to-23. Voting “no” were two Alabama congressmen, Brooks and Rogers. [Brooks](#) explained that he was “shocked” that the resolution “refused to similarly condemn discrimination against Caucasian Americans and Christians.” After the vote, Speaker Nancy Pelosi (D-CA) [said](#) that Omar didn’t know what she was doing when she made her multiple comments.

#### **4. Former campaign manager to President Donald Trump, Paul Manafort, gets significantly less [jail time](#) than requested — [still no collusion](#)**

— The judge in Manafort’s case blasted prosecutors for their heavy-handed sentencing suggestion and sentenced Manafort to 47 months in prison. The judge made it clear that Manafort was not being sentenced for “anything to do with Russian colluding in the presidential election.” Manafort’s attorney argued the prosecution has been heavy-handed, and the judge seemed sympathetic to that. He stated, “Unable to establish that Mr. Manafort engaged in any such collusion, the special counsel charged him . . . with crimes . . . unrelated to the 2016 campaign or any collusion with the Russian government.”

#### **3. As Sen. Doug Jones (D-AL) raises more money from [abroad](#) than in Alabama, he also “stands by” his absurd voter suppression [statements](#)**

— With at least one opponent already in the race against him, Jones is raising money for re-election like every politician, but he has raised almost \$100,000 from overseas and only \$55,000 from Alabama. Jones is also trying to cuddle-up to the extreme left by pushing a completely baseless accusation of voter suppression by claiming it is everywhere — without evidence. He said, “They have gerrymandered a number of districts to concentrate white voting power among a few districts. Voting rolls are being purged across the country.” Neither Jones, the multiple Democrats making this charge, nor the media can actually back these charges up with a single person who couldn’t vote.

#### **2. Former Governor Robert Bentley bizarrely [weighs-in](#) on the Rebuild Alabama Act and claims credit for local and federal dollars**

— The disgraced former governor took to his Facebook page to urge people to not support the latest attempt at increasing Alabama’s gas tax. Bentley mentioned the [ATRIP program](#), but that’s misleading because the program is 80 percent federally funded, 20 percent locally funded and zero percent state-funded. Bentley’s new life as an anti-tax advocate doesn’t gel with his [attempt](#) to raise \$700 million when he was governor before he let his personal life destroy his public life.

#### **1. The gas tax increase has a [public hearing](#) and passes the [first hurdle](#) in the House**

— A public hearing was held in Montgomery for the Rebuild Alabama Act. Only a few people showed up to speak against the bill on a Thursday morning at 10:30. Limestone County Commissioner Ben Harrison outlined to the panel that they were focusing on the wrong part of the road building process, adding the problem isn’t raising money and he believes the problem is the inefficiencies in the road building process. After the meeting, the Transportation, Utilities and Infrastructure Committee approved the bills with a voice vote with no opposition. The bills now move to the full House for an up or down vote on Friday.

## Funding Opportunities

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### Closing the Opportunity Gap

The Community Foundation of South Alabama believes it is vital that we – as a community – work together to provide equal opportunity for all children, regardless of zip code, to grow into capable adults who can contribute to a prosperous and sustainable society.

We have identified three long-term focus areas for our eight-county footprint: Family, Education and Work. This cradle-to-career approach to youth development aims to increase access to high-quality education, to meaningful job opportunities, and to healthy and vibrant communities.

For the 2019 Grant Cycle, the Community Foundation will accept grant applications in the following four priority areas:

- FAMILY: Promoting parenting and family education (ages: birth- 5)
- EDUCATION: Increasing access to preschool education (ages: 3-5)
- EDUCATION: Increasing youth access to extracurricular activities (grades: K-12)
- WORK: Expanding opportunities to help young people get well-paying jobs through workforce training (ages: 16-24)

[click here](#) to review the Grant Guidelines.

The deadline to apply for the 2019 Closing the Opportunity Gap Grant Cycle is March 14, 2019 at 11:59 p.m. Contact Brooke Switzer, Director Community Initiatives, at [BSwitzer@communityfoundationsa.org](mailto:BSwitzer@communityfoundationsa.org) or 251-438-5591, for more information.

Through a competitive grant-making process, The Community Foundation of South Alabama awards grants to local organizations serving Mobile, Baldwin, Escambia, Monroe, Conecuh, Choctaw, Clarke and Washington counties. Applicant organizations must be recognized by the IRS as a 501(c)3 organization, government entity, educational institution or religious organization.

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## About the AARP Community Challenge

AARP invites you to submit applications for quick-action projects that can help your community become more livable. Applications are now being accepted for small grants to improve housing, transportation, public space, smart cities and other community elements.

- Applications are due by April 17, 2019, 11:59 pm (ET)
- All projects must be completed by November 4, 2019

More information may be found by following this [LINK](#).

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## National Park Service Accepting Proposals for Historic Revitalization Subgrants in Rural Communities

**News Release Date:** February 8, 2019

**Contact:** [NewsMedia@nps.gov](mailto:NewsMedia@nps.gov)

WASHINGTON – The National Park Service is now accepting applications for \$5 million in grants to support the preservation of historic buildings in rural communities across the country that are listed in or eligible for inclusion in the Places through the Historic Revitalization Subgrant Program (HRSP).

"Historic preservation projects have consistently proven to spur economic growth," National Park Service Deputy Director P. Daniel Smith said. "The goal of this new competitive subgrant program is to support the rehabilitation of historic properties in our nation's rural communities, shine a light on their unique local history, and foster economic development."

The HRSP is funded through the Historic Preservation Fund, which is supported by revenue from Federal oil leases on the Outer Continental Shelf, providing assistance for a broad range of preservation projects without expending tax dollars. State and Tribal Historic Preservation Offices, Certified Local Governments, and non-profits may apply to the NPS for funding to support a subgrant program that will in turn fund multiple physical preservation projects in their rural jurisdictions.

Applications for funding are now being accepted in [Grants.gov](#) through April 1, 2019 (11:59 p.m. EST). Applicants must define a subgrant program that covers areas defined as rural by the U.S. Census (less than 50,000) and preserves multiple National Register listed or eligible properties in support of economic development. Applicants must also demonstrate that they are capable of managing a federally funded subgrant program.

More information about the HRSP grants, including application materials, is available on the program website: <http://go.nps.gov/revitalization>.

To confirm rural eligibility: <https://www.census.gov/quickfacts/>.

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

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

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

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

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

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

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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).

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## Just For Fun

Don't tell your GPS to "go to Hell"....

Don't look now, but there's another Y2K-like computer-calendar problem on the way, and this one arrives in just one month: April 6, 2019. That's the day millions of GPS receivers will literally run out of time, rolling over their time counters back to zero, thanks to limitations in timekeeping for older GPS devices.



Credit: Andrey Armyagov/Shutterstock

Many navigation systems may be affected, such as on ships or older aircraft, although your smartphone will be fine. But because GPS satellites are also crucial to digital timekeeping used by websites, electrical grids, financial markets, data centers and computer networks, the effect of April 6 may be even more wide-ranging.

More [HERE](#)

**The moral of the story is to not just trust your GPS. Here are 8 REAL examples of people trusting their GPS, when they should have used their noggin.**

- GPS Tells Woman to Drive Car onto Railroad Tracks, So She Does [HERE](#)
- A Couple Gets Stranded for Days on a Back Road [HERE](#)
- A Man Drives Down a Bike Trail [HERE](#)
- A Man Accidentally Drives to Canada and Is Denied Re-Entry [HERE](#)
- GPS Sends Woman 900 Miles Across Europe [HERE](#)
- Apple Maps Directs Several Drivers onto an Active Runway [HERE](#)
- Satellite Navigation Sends Spanish Drivers Down a Giant Staircase [HERE](#)
- Man Drives His Car Down a Boat Launch and into a Harbor [HERE](#)

## In the News

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The banner features a sunset over a beach with a pier in the distance. A yellow sticky note in the top left corner says "register now!". The text on the banner includes "ALABAMA TRANSPORTATION PLANNERS ASSOCIATION", "2019 Conference", and "Gulf Shores, AL". Below the banner are logos for ATPA and The Lodge at Gulf State Park, along with contact information for Sarah Hart Sislak, Kevin Harrison, Scott Tillman, and Reginald Franklin.

ALABAMA TRANSPORTATION PLANNERS ASSOCIATION  
2019 Conference  
Gulf Shores, AL

March 13-15, 2019

**ATPA**  
ALABAMA TRANSPORTATION PLANNERS ASSOCIATION

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**The Lodge**  
AT GULF STATE PARK  
A Hilton Hotel

Reginald Franklin  
ATPA Treasurer  
rfranklin@dothan.org

Go to: [Conference Registration Page](#)

For Hotel Reservations, please follow the link : [The Lodge at Gulf State Park](#)

Conference Agenda Click [HERE](#)

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**'Unfair tax' or 'fair share'? New fees for electric and hybrid vehicles prompt debate in Alabama**

Updated 8:18 AM; Today 8:00 AM





State Rep. Bill Poole, R-Tuscaloosa, speaks before the Alabama House Transportation, Utilities and Infrastructure Committee on Thursday, March 7, 2019, in support of three pieces of legislation he is sponsoring that would implement a 10-cent increase in Alabama's fuel tax to help finance the Rebuild Alabama legislation. The committee meeting drew a standing room-only crowd at the State Capitol in Montgomery, Ala. (John [Sharp/jsharp@al.com](mailto:jsharp@al.com)).

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By [John Sharp | jsharp@al.com](mailto:jsharp@al.com)

Alex Moss doesn't oppose paying "my fair share" of taxes to support Alabama roads and bridges, but he doesn't believe electric and hybrid vehicle owners should shoulder an unfair burden.

But as proposed right now, Moss and the other battery-electric and hybrid vehicle owners in Alabama would have to pay a new annual flat-rate registration and license fee: \$200 for electric vehicles and \$100 for plug-in hybrids, which operate both on electricity and liquid fuels like gasoline.

"It's an unfair tax on all electric vehicles and plug-in hybrid owners," said Moss, 22, of Huntsville, who owns a 2015 Nissan Leaf, which is a hatchback electric vehicle.

The fees were added into the Rebuild Alabama legislation, a proposal that goes before the Alabama House for debate and a possible vote today. The Alabama House Transportation, Utilities and Infrastructure Committee endorsed the proposal Thursday.

The highlight of the overall roads and bridges plan is a 10-cent per-gallon increase in the state's gasoline and diesel tax. But also included is a measure that would assess the first-ever fee in Alabama on the owners of electric and hybrid vehicle owners. It's a fee that national electric vehicle advocates criticize as among the highest in the country. [HERE](#)

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## 'Rebuild Alabama' will solidify state's economic development gains, Canfield says

By Jerry Underwood

Made in Alabama

March 7, 2019



Alabama's recent successes in economic development have been achieved with no help from the state's deteriorating roads and bridges, officials say. (contributed)

Alabama Commerce Secretary Greg Canfield said [infrastructure improvements](#) financed by Gov. Kay Ivey's "Rebuild Alabama" plan would help the state's economic development team sustain momentum as it seeks to recruit high-caliber jobs and companies.

"I believe we need to focus on infrastructure as a key issue in Alabama at this critical time," Canfield said. "We have had tremendous success in bringing great companies from around the globe to the state. For these companies to thrive and expand, Alabama needs to have the best roads and bridges it can."

Alabama's economic development team registered impressive successes in 2018. The year's biggest prize was a \$1.6 billion [Mazda-Toyota joint venture assembly plant](#) that will create 4,000 jobs in Huntsville and accelerate growth in the state's auto industry.

"If we want to continue to attract world-class companies and high-paying jobs to Alabama, we need to make an investment in the state's infrastructure system," Canfield said.

Ivey's "[Rebuild Alabama](#)" plan calls for a 10-cent increase on the state's fuel tax, rolled in over three years, to generate funding for improvements to the road network and at the Port of Mobile, the state's only seaport. The governor this week called the Alabama Legislature into a Special Session, which began Wednesday, devoted solely to the infrastructure issue.

The fuel tax has not been raised since 1992, even though it is the chief revenue stream for state funding of road repairs and improvements.

Experts from the [Alabama Transportation Institute](#) at the [University of Alabama](#) noted in a January 2019 report that inflation, greater fuel efficiency and rising road construction costs have eroded the purchasing power of the fuel tax over time.

# Transportation Research

## STEP (Safe Transportation for Every Pedestrian) workshop in Mobile

The Alabama Transportation Assistance Program (ATAP, the Alabama LTAP Center) has partnered with FHWA's Every Day Counts program to present a one-day, reduced-fee, STEP (Safe Transportation for Every Pedestrian) workshop in Mobile. The workshop will be on Wednesday, April 3, at the South Alabama Regional Planning Commission office at 110 Beauregard Street. Peter Eun, who co-leads FHWA's STEP team, will deliver the workshop. The brochure is attached. The registration fee is \$75; this includes the 6.5 PDH workshop, course materials, and lunch on site. To register, go to <http://eng.auburn.edu/atap/events/edc5-step.html>

## 2018 Benchmarking Report on Biking and Walking from the League of American Bicyclists

**WASHINGTON, DC – February 8, 2019:** In 1958, Walt Disney imagined the future of transit was a “Magic Highway” where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

[CLICK HERE TO READ THE 2018 BENCHMARKING REPORT ON BIKING AND WALKING »](#)

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for Bicycling & Walking in the United States: 2018 Benchmarking Report shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

“The way we’re investing in infrastructure isn’t working,” said Ken McLeod, policy director with the League of American Bicyclists, and lead author of the 2018 Benchmarking Report. “There is a crisis in traffic safety and we have the tools to reduce the number of bicyclists and pedestrians killed on our roads every year—we need leaders at the national and state levels to take action: adopt Complete Streets policies, draft and implement bike and pedestrian master plans, and build protected infrastructure.”

The 2018 Benchmarking Report is the sixth edition of the report, the first published by the League of American Bicyclists. By combining data analysis with the League’s research and data collection, the 2018 Benchmarking Report offers the most comprehensive look at national and regional statistics on bicycling and walking alongside an examination of the policies and plans, or lack thereof, to improve infrastructure for people biking and walking. In investigating the relationship between states with Complete Streets policies and/or bicycling and walking master plans, the League found that states with long-term and multiple actions on both had more growth in active transportation.

“The Benchmarking Report should be a wake-up call,” said Bill Nesper, executive director of the League of American Bicyclists. “While the state and safety of bicycling and walking may seem dire, it’s not all bad news. The data shows there are places like Oregon, Minneapolis, and Washington, DC, where officials are working with advocates on the ground to create communities that are more welcoming for bicyclists and pedestrians. Local bike advocates are working to meet their communities’ needs and make biking better—it’s time for state and federal leaders to empower local efforts.”

Produced with support from groups such as AARP and Toole Design Group, the 2018 Benchmarking Report demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor’s office encourage healthier outcomes for everyone.

The 2018 Benchmarking Report contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

- Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
- Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
- 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
- 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
- 20 percent of biking trips in 2017 were to earn a living.
- Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
- For people with an income below \$25,000 per year, biking in an increasingly common method for taking trips.

A new initiative from the Centers for Disease Control and Prevention, [Active People, Healthy Nation<sup>SM</sup>](#) aims to get 27 million Americans more active by 2027. This initiative supports proven strategies to promote physical activity, including creating bikeable and walkable communities.

The nearly 400-page 2018 Benchmarking Report contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact [communications@bikeleague.org](mailto:communications@bikeleague.org) to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly.

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.