



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 28th, 2019

Volume 30, Number 12

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Today is the announcement of a RFQ for a demand response type transit system feasibility study to tie in with the current fixed route transit system in Mobile County. Also, there is a joint Mobile / Eastern Shore MPO 101 workshop coming up this summer, please see *Mobile MPO Updates*. We're glad to see that Congress is already talking about reauthorizing the FAST Act in *Legislative Updates*. BRATS is going hi tech *In The News*, There won't be a newsletter next week so we thought we'd start celebrating the Fourth of July early with a little *Just for Fun*, Alaskan Style. Have a great weekend! **Check out [ALGO Traffic](#) before you travel!**

www.mobilempo.org  Check us out on FACEBOOK

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

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

MOBILE AREA DEMAND RESPONSE TRANSIT SYSTEM FEASIBILITY STUDY

Notice is hereby given that the South Alabama Regional Planning Commission, 110 Beaugard Street, Suite 207, Mobile, AL 36602 is requesting submittal of the most highly qualified, shortlisted firm interested in performing work outlined in the following scope of work. This will be a (lump sum/cost- plus/unit rate) agreement and approximately three firms will be shortlisted with one firm to be selected.

Click on link below to see the Scope of Work
[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

If you would like to be part of this study, please call Kevin Harrison for details.



SAVE THE DATE!



METROPOLITAN PLANNING ORGANIZATION (MPO) 101 Informational Seminar

Date: August 14, 2019

Time: 8:30 a.m. – 2:00 p.m.

**Location: Blakeley Hall
Five Rivers Alabama Delta
Resource Center
30945 5 Rivers Blvd.
Spanish Fort, AL 36527**



Mobile MPO meetings

There was a Mobile MPO meeting in May, the agenda items included a draft 2020-2023 Transportation Improvement Program (TIP), a draft Unified Planning Work Program (UPWP), and some minor edits to the Public Participation Plan (PPP). There are also numerous projects modified in the current 2016-2019 TIP. Finally, there was a discussion concerning the 2045 Long Range Transportation Plan (LRTP).

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Also discussed at the meeting, President Trump signed into law the Appropriations Act of 2019 which allocated \$10,097,088 of federal funds to the State of Alabama for MPO projects. That translates to almost \$2 million for the Mobile MPO (\$1,944,435). The TCC/CAC deliberated at the April 24th meeting on how to treat this Special Allocation. It could be used for any variety of STP type projects. It was discussed the \$2 million Special Allocation could be used for a beautification type award, through a competitive type process, OR be placed into the regular STP Attributable funding for future deficits. The TCC/CAC voted to recommend to the MPO to use the \$2 million (fed) for future deficits of the existing projects and the MPO agreed.

Please see our web page for further details 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.

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. 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:

None this week

Projects in Region Let June 28th, 2019

ESCAMBIA COUNTY

NONE AT THIS TIME

MOBILE COUNTY

NONE AT THIS TIME

BALDWIN COUNTY

- For constructing the Widening (Grading, Drainage, Pavement, Traffic Signals, and Traffic Stripe) on SR-180 from the junction of the Foley Beach Express to the junction of SR-161 in Orange Beach. Length 2.323 mi. The Bracket Estimate on this project is from \$6,356,137 to \$7,768,611 .

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

RPO Updates

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Last month, SARPC hosted a series of public input meetings in Mobile, Atmore, AL and Robertsdale, AL concerning the DRAFT [Statewide Transportation Improvement Program \(STIP\)](#)



The ALDOT is seeking public comment on the proposed STIP, which includes a listing of specific transportation projects that will be funded during the next four years.

The meetings were held in an open house format. Displays and information, along with a short presentation, were included to explain the requirements to have a STIP. ALDOT and SARPC staff was available to discuss planning efforts and answer questions.

The DRAFT STIP 2020-2023 is available for review at the South Alabama Regional Planning Commission Offices, located at the GM&O Building at 110 Beauregard Street, Suite 207 Mobile, AL 36602. Comments will be accepted until June 30, 2019 and should be forwarded to:

State Office Engineer
Alabama Department of Transportation
P.O. Box 3050
Montgomery, AL 36130-3050

OR:

Submit your comments electronically by going to ALDOT's web page: www.dot.state.al.us

Click on: DRAFT 2020-2023 Statewide Transportation Improvement Program

Legislative Updates

Senate Committee FAST Act Hearing Highlights 5.9 GHz, NEPA Issues

editor@ashto.org

The Senate Committee on Commerce, Science, and Transportation explored several critical issues surrounding reauthorization of the Fixing America's Surface Transportation of FAST Act of 2015 – set to expire next July – in a June 19 hearing with four key federal transportation agency leaders: Ronald Batory, administrator of the Federal Railroad Administration; Raymond Martinez, administrator of the Federal Motor Carrier Safety Administration; Joel Szabat, assistant secretary for aviation and international affairs with the office of the Secretary of the U.S. Department of Transportation; and Heidi King, deputy administrator of the National Highway Traffic Safety Administration.

Key topics discussed at the hearing included: beefing up the Better Utilizing Investments to Leverage Development or [BUILD discretionary grant program](#), which underwent a [name change](#) last year; foster more freight system improvements through the Infrastructure for Rebuilding America or [INFRA program](#); providing more support to Amtrak and freight rail service; boosting support for coastal and inland ports; and advancing highway safety initiatives.

“There is much to discuss as we assess the safety and reliability of our nation’s transportation system and prepare for reauthorization of the FAST Act and the future of surface transportation,” noted Sen. Roger Wicker, R-Miss., the committee’s chairman, in his [opening remarks](#).

Two other issues that impact state departments of transportation – preserving the 5.9 GHz spectrum for transportation safety purposes, along with accelerating and improving the project delivery process – were touched on as well.

USDOT’s Szabat said in his remarks that “the 5.9 GHz band of radio-spectrum or ‘Safety Band’ is of critical importance to the department for reducing crashes, injuries, and fatalities, while mitigating congestion,” and that “it is uniquely positioned today to support safety applications that could prevent or significantly reduce the severity of vehicle crashes in a manner not available through other existing vehicle technologies.”

He emphasized that USDOT “must ensure that use of the Safety Band is protected” for traffic safety so that automated light duty vehicles, trucks, motor coaches, rail, transit, and infrastructure and traffic devices across all surface modes can work in the safest possible way. “Doing so can help reduce the annual number of 37,000 road deaths and 2.7 million injuries,” he explained.

In addition, Szabat said that delivering transportation projects through the environmental review process “more quickly and efficiently” remains a key goal for USDOT.

“[USDOT] implemented all project delivery rules required by the Moving Ahead for Progress in the 21st Century or MAP-21 Act and the FAST Act, except for a rule implementing the FAST Act pilot to authorize states with National Environmental Policy Act assignment to substitute state environmental laws and regulations for NEPA,” he explained.

“Currently, the environmental review process can be complex, inconsistent, and difficult for project sponsors to navigate,” Szabat noted. “Protection of the environment and safeguarding of our communities is of critical importance, and can be achieved more effectively, thereby resulting in reducing project delays and costs, and realizing benefits of critical infrastructure projects sooner.”

Concerning Amendments Proposed to Transportation Spending Bill

As work continues on **H.R. 3055**, a minibuss appropriations bill that includes the Transportation, Housing and Urban Development and Related Agencies (THUD) Appropriations bill. The American Public Transportation Association (APTA) has raised concerns about two amendments that would have significant impact on transit agencies across the country. An amendment proposed by Rep. Scott Perry (R-PA) would result in an estimated 12 percent cut to all transit formula apportionments and strikes several important requirements related to Capital Investment Grants (CIG). A second amendment from Rep. Rob Woodall (R-GA) would strike a provision that allows TIFIA loans repaid from local funds to be considered part of the non-federal share of the project cost. APTA is recommending that impacted transit agencies contact their Congressional offices to oppose both amendments.

In related news, H.R. 3055 was issued a veto threat from the White House. The Administration outlines a number of concerns, including the overall funding levels of the bills that make up the minibuss, a provision that would disallow the administration from rescinding funds from California for its high speed rail project, and provisions allowing TIFIA loan funds repaid from local funds to be counted as part of the non-federal share (the same provisions the Woodall amendment seeks to strike). The bill would also interfere with the Administration’s efforts to rescind more stringent fuel economy standards (see section below about the SAFE Vehicle Rule). The full Statement of Administration Policy can be found on the [White House website](#).

Congress Extends National Flood Insurance Program, Again

Earlier this month, Congress passed an extension to NFIP until September 30 as part of the disaster relief bill.

With this extension, now is the time to make real reforms to the NFIP that achieve many priorities, including affordability, better risk assessment, improving mitigation options, and increasing participation along with a long-term reauthorization before September 30.

We are pleased to report that Congress is making progress on a long-term reauthorization of the National Flood Insurance Program. The House Financial Services Committee has scheduled its markup of the legislation on Tuesday June 10th. We are still digesting this legislation and will monitor it along the way.

Millions of American depend on the National Flood Insurance Program (NFIP), including 54,800 in Alabama with over 65% of those residing in Coastal Alabama. Coastal Alabama Partnership (CAP) supports a long-term reauthorization and legislation keeping flood insurance rates affordable.

CAP will also working with its coalition partners The Greater New Orleans Inc. (GNO, Inc.) and The Coalition for Sustainable Flood Insurance (CSFI) a national alliance of approximately 250 organizations across 33 states. These partners are pushing for a stop-gap extension before the program lapses and advocating for long-term legislation that will keep policies affordable, easily accessible, and meets the needs of all consumers.

It is in the national interest to recognize that many communities exposed to flood risk are hubs of trade, finance, agriculture, and other nationally-significant economic and defense activities. Affordable and sustainable flood insurance is critical to the long-term success and vitality of the region. CAP will continue to work with regional Gulf Coast Partners to address the various issues and challenges to affordable wind and flood insurance coverage for all citizens and businesses of Coastal Alabama.

Funding Opportunities

TIFIA Rural Project Initiative (RPI)

The Rural Project Initiative is aimed at helping improve transportation infrastructure in America’s rural communities.

For more information, click [HERE](#)



ALDOT Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

(August 5th deadline to SARPC).

This Notice Of Funding Opportunity (NOFO) is for the State of Alabama portion of the FTA 5310. This is not to be confused with the SARPC portion of the FTA 5310 which is for the Mobile Urbanized Area. That NOFO will be release in the next several weeks. [Are you Urban or Rural?](#)

The 5310 program is intended to assist private or designated public nonprofit agencies in meeting the transportation needs of older adults and people with disabilities. The Alabama Department of Transportation (ALDOT) is responsible for the management and administration of the **Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**. The Public Transit Section, through the Section 5310 program, provides funds to eligible entities. Application [HERE](#)

STATEWIDE COMPETITIVE CAPITAL AWARD APPLICATION For Fiscal Year 2020



| | |
|---|------------------------|
| <i>Dissemination Date:</i> | June 4, 2019 |
| <i>Due Date to Submit Applications to Regional Planning Councils:</i> | August 5, 2019 |
| <i>Due Date for Regional Planning Councils to Submit Applications That They Prepare to ALDOT:</i> | August 5, 2019 |
| <i>Due Date for Regional Planning Councils to Submit the Endorsed Applications to ALDOT:</i> | August 12, 2019 |

FY 2020 High Risk Rural Roads (HRRR) Program (August 1st Deadline)

There has been a "Call for Applications" for the FY 2020 High Risk Rural Roads (HRRR) Program, as well as provide guidance for the preparation of HRRR project applications (see attached HRRR Program Application Guidance).

The Alabama Department of Transportation (ALDOT) has allocated a portion of Highway Safety Improvement Program (HSIP) funds to establish a High-Risk Rural Roads (HRRR) Program for FY 2020. The intent of this program is to identify site-specific and programmatic safety improvements in an effort to reduce the statewide fatality rate on rural roads. Therefore, ALDOT is placing a call to all local agencies (counties, cities, etc.) to submit applications in accordance with the HRRR Program Application Guidance (attached).

Any local agency is eligible to apply for these safety funds, as long as the selected project is located on a roadway that is classified as a rural major collector, a rural minor collector, or a rural local road. Projects must also be located outside of an FHWA Census-defined urbanized area. The available federal funding that has been set aside for FY 2020 will be \$4,124,978. HRRR projects have a 10% funding match requirement by the local agency sponsor. Due to the funding authorization constraints, funding will be limited to construction only. Projects may be implemented by contract or through force account work, as approved by ALDOT. [See HERE for Application.](#)

BUILD GRANT deadline (July 15th, 2019)

Department of Transportation BUILD Grant Program Notice of Funding Opportunity

The U.S. Department of Transportation (DOT) has announced that the Notice of Funding Opportunity (NOFO) is available for its competitive grant program known as the Better Utilizing Investments to Leverage Development (BUILD, formerly known as TIGER). A total of \$900 million was appropriated for this program in FY 2019. The application is currently available online at <https://www.transportation.gov/BUILDgrants>. The application deadline is **July 15, 2019**. A series of webinars to provide information and answer applicants' questions has also been announced:

- How to Compete for BUILD Transportation Grants – All Applicants
 - Tuesday, April 30th, 3:00-5:00 EDT -- [register here](#)
- How to Compete for BUILD Transportation Grants – Tribal and Rural Applicants
 - Thursday, May 2nd 2:00-4:00 EDT -- [register here](#)
- Preparing a Benefit Cost Analysis (BCA) for a BUILD Application –All Applicants
 - Tuesday, May 7th 2:00-4:00 EDT -- [register here](#)
- How to Compete for BUILD Transportation Grants – All Applicants
 - Thursday, May 9th, 2:00-4:00 EDT -- [register here](#)
- Preparing a Benefit Cost Analysis (BCA) for a BUILD Application – All Applicants
 - Tuesday, May 14th 3:00-5:00 EDT -- [register here](#)

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](#)

To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun

Alaskans Celebrate July 4th by Launching Cars off Cliffs

by [Kendall Ashley](#)

The 4th of July, America's Independence Day, is one where friends and family come together to celebrate our nation's independence with beer, barbecues, and aesthetically pleasing explosions usually set to "Stars and Stripes Forever." But a little town in Alaska called Glacier View has upped their Independence Day festivities—adding in the additional holiday flourish of hurling cars off of a cliff. Why the crazy stunts? Because America, that's why.



So where do these cars come from? They're usually cars that are on their last legs of usability, and the citizens of Glacier View give the cars a proper send-off. And before you worry about the hazards of hurling a car off a cliff, the locals are careful to remove glass and substances like anti-freeze from the car, and they are sure to pick up after their chaotic celebrations. The cars are also hurled off of cliffs on private land, not public.

Still, you've got to wonder why Glacier View has made this a part of their July traditions. One resident equates it to the urge we've all had to roll a big rock off of a cliff, but I think the first video sums up pretty well why these Alaskans started their annual car launch. The answer given was simply "because you can", and what better day to express that freedom than the 4th, right? While this tradition is certainly a non-traditional one, for a holiday that is celebrated with copious amounts of burgers, booze, and blowing shit up, a car launching does seem to be a pretty natural extension of the more "traditional" festivities.

In the News

BRATS studying ride-sharing app

By GUY BUSBY

FOLEY – Catching a county bus from Bay Minette to Fairhope or Daphne to Foley could soon be as easy as using an app to order an Uber vehicle under a proposal being studied by the Baldwin County Commission.

The program would allow the Baldwin Rural Transportation System to enter into a partnership with a private ride-sharing service to set up the program, Matthew Brown, BRATS director, told commissioners at a Tuesday work session. An Integrated Mobility Innovation Demonstration Program grant from the Federal Transportation Administration would pay most of the costs of the project.

"Our goal here would be to say we want to serve all of our existing passengers the same way we are now, but we also want to make it so that other people would be interested in utilizing our service," Brown said.

BRATS buses carry passengers around Baldwin County, but the current system can be difficult for some potential passengers, Brown said.

Someone wanting to go to an appointment must call, during business hours, at least 24 hours in advance to set up the trip. The rider is given a time when the bus will be at his or her home but is told that the vehicle could be there 15 minutes before or after the time.

Under the proposed system, a rider could order a bus that day using an app downloaded from BRATS. The person would be told when the bus will arrive and could track the vehicle's expected time, Brown said. Riders could pay for the trip using the app on their cell phone.

Brown said passengers who wish to continue using the current system could still call dispatchers by phone, set up rides and pay the driver.

County officials began looking at ways to improve the system earlier this year. They contacted services such as Uber, Lyft and Via asking for advice.

"We said how can we take what y'all are going and try to do the same thing with BRATS," Brown said.

Via, which operates mainly in larger cities, has a system in which different passengers can share rides to nearby locations. He said the Via system is similar to what the county is considering. Via representatives agreed to work with BRATS.

"They said, 'you know what, y'all have a really unique setup down there that might make you a great applicant for this grant.' And that kind of got our wheels turning and looking at it is this something we could pursue right now and move us in a newer direction for BRATS," Brown said.

The FTA grant program will provide \$15 million to set up systems nationwide. The grant calls for an 80-20 match between federal funds and local and partner money. Brown said the estimated cost to set up the Baldwin program would be \$200,000 for research, with Via providing the \$40,000 match and \$275,000 for deployment, with the county providing the \$55,000 match.

If the commission and federal authorities agreed, the program would take about six months for research and another year to get the system rolling, he said.

Commission Chairman Charles “Skip” Gruber said the system could help the county set up routes with dependable, constant timetables, something that has been difficult in Alabama’s largest county with a widespread population.

“I think this would help lead us to getting a fixed route, to get from Point A to Point B in a certain time,” Gruber said.

Commissioner Billie Jo Underwood said constituents often tell her that they would use BRATS, but do not like the fact that calls have to be made by phone at least a day in advance and that they must call during the business hours. She said many people now use phones to order groceries and other items.

“I think it’s an awesome opportunity,” she said. “It’s not that hard to do and I think it’s great that you might be able to integrate drop off and pickups. If this works, it will be an example for other areas.”

Council resolution on rail service delayed

Posted by [Dale Liesch](#) | Jun 25, 2019 |

Enthusiasm for the return of passenger rail service isn’t exactly pulling into the station for members of the Mobile City Council.

The body elected to punt on a resolution supporting the return of Amtrak service from Mobile to New Orleans, holding over the vote for another two weeks while the item’s language is “massaged.”

Councilman Joel Daves had the most direct criticism of the resolution that if passed would head to Gov. Kay Ivey’s office. While he maintained several times that he was not against rail service, he said he wanted to study the issue more before committing to language that asked Ivey to fund future infrastructure.

Daves said he wanted to find out the impact the service would have on the port facilities, as well as what ridership and ticket prices might look like for a train to the Crescent City.

“I’m not opposed to the return of passenger rail service, but it’s too early for this,” Daves said. “There are too many unanswered questions. The idea needs to be investigated.”

Councilman Levon Manzie, who sponsored the resolution, said without a “crystal ball” there would be no way to answer many of Daves’ questions.

“A lot of what do in this city is with hope and faith,” Manzie said. “I do know if you do nothing, you’ll get nothing.”

As it relates to the question of fares, Daves said a one-way train ticket from Washington, D.C., to Philadelphia, roughly the same distance as Mobile to New Orleans, costs an average of \$90. He had doubts that passengers would be clamoring to pay the price when they could drive their cars two hours.

Councilwoman Bess Rich objected to some of the language used in the resolution, which seemed to insist Ivey help out. Councilwoman Gina Gregory had concerns as well over which entity the funding falls to if the state doesn’t pick up the tab.

“We need to make sure the city is not on the hook for all of this funding,” she said.

Mayor Sandy Stimpson also had concerns over asking for rail funding, given other needs the city will rely on the state for, like the Mobile River Bridge project and the deepening of the port.

“There are only so many times we can go to the well,” he said.

Stimpson also mentioned concern over the possibility of a passenger train, stopping in Mobile, could limit access to parking at the Mobile, Alabama Cruise Terminal.

“We need to know that a passenger rail won’t block access to the parking deck there,” he said. “We want Carnival to realize we are sensitive to their needs.”

Councilman C.J. Small said he would support the resolution as initially written, but understands Daves’ and others’ concerns over the language and the possible impact on port business. If it comes down to funding for a new bridge or funding for a passenger rail, Small said he believes a majority of Mobile residents would choose the bridge.

“I understand what Joel is saying,” he said. “I want to study it more.”

Only Councilman Fred Richardson joined Manzie in full-throated support of the resolution. Richardson said a rail line would help attract visitors to the city.

“If we don’t want anybody else to come then we need to shut down the train; we need to shut down the downtown airport,” he said. “It’ll bring commerce into the city.”

Alabama State Port Authority picks new deputy director

By [Lawrence Specker](#) | lspecker@al.com Posted Jun 25, 2019



Richard T. Clark has been selected as deputy director of the Alabama State Port Authority. ASPA announced his selection June 25, 2019. (Photo courtesy of Alabama State Port Authority)

The Alabama State Port Authority announced Tuesday that maritime executive Richard T. Clark will be its new deputy director.

The position has been vacant several months, since the retirement of H.S. "Smitty" Thorne, who had held it since 2012. Clark is described as a Mobile native who began his maritime career in New Orleans before going on to work on the East Coast.

James K. Lyons, director and CEO of the Port Authority, said Clark "stood out amongst all the applicants" in a nationwide search.

According to information released Tuesday by ASPA, Clark "began his career at Cooper T. Smith in New Orleans before joining Puerto Rico Marine Management, Inc. to direct the company's terminal, cargo and warehouse operations. In the years to follow, Mr. Clark held a number of senior management positions with both ocean carriage and terminal stevedoring companies. Mr. Clark leaves his position having most recently served as interim chief operating officer GT USA Wilmington and U.S. manager of operations at GT USA, LLC, a subsidiary of GulfTainer, an independent port management and 3PL (third-party logistics) company based in the United Arab Emirates with operations in six countries. While at GT USA, Mr. Clark lead the company's U.S. based port operations at the Ports of Wilmington, Del. and Canaveral, Fla."

Clark officially starts at deputy director on July 16.

Traffic Deaths Down 1% in 2018, But Cyclist Deaths Skyrocketed

Earlier this week, the National Highway Traffic Safety Administration **released preliminary statistics** detailing a 1 percent decrease in traffic fatalities in 2018 as compared to 2017. This follows a similar 1.8 percent decrease in 2017 as compared to 2016, illustrating a turnaround after several years of large increases in roadway fatalities. However, pedestrian and "pedalcyclist" deaths were projected to rise an estimated 4 percent and 10 percent, respectfully. The final report, to be released later this year, will also provide a look at regional differences in these percentage changes to give a better picture of where exactly fatalities are increasing or decreasing across the country.

USDOT Offers \$293M In Port Infrastructure Development Grants

editor@aaashto.org June 21, 2019

The U.S. Department of Transportation announced a [Notice of Funding Opportunity](#) on June 13 for \$292.7 million in discretionary grant funding through its new [Port Infrastructure Development Program](#), which aims to support public coastal ports by improving the safety, efficiency, or reliability of goods movement into, out of, or within a port.

USDOT said it will award grants via this program for port transportation infrastructure projects located either within the boundary of a coastal seaport, or outside the boundary of a coastal seaport, that directly relate to port operations or to an intermodal connection. The minimum award size is \$10 million, with a federal cost share not to exceed 80 percent, the agency noted

USDOT added [in a statement](#) that the Consolidated Appropriations Act of 2019 made \$292.7 million worth of PIDP grants available, including \$92.7 million for the 15 coastal seaports that handled the greatest number of loaded foreign and domestic twenty-foot equivalent units of containerized cargo in 2016.

That type of port infrastructure funding is key to improving the "global trade competitiveness" of the United States, noted Kurt Nagle, president and CEO of American Association of Port Authorities, [in testimony](#) before Congress last year.

"Building America's 21st century seaport infrastructure requires considerable federal investments," he said. "Both landside and waterside investments are critical to our nation's competitiveness including our ability to export U.S. goods."

Mobile to Celebrate Independence Day

The City of Mobile will celebrate the nation's 243rd birthday on July 4th in scenic Cooper-Riverside Park. Activities will include live music, outdoor family fun, food (available for purchase), and much more. Park gates open at 2 p.m. with a full day of fun and celebration for youngsters and the young-at-heart.

Mardi Gras Park will also be available for picnicking, outdoor fun and viewing the fireworks show. Park rules will be strictly enforced by the Mobile Police Department in both locations. GulfQuest, adjacent to Cooper-Riverside, will be open from 2 p.m. to 7 p.m. for exhibit tours. Water slide all-day pass: \$5. Click [here](#) for more info. Tents & umbrellas, alcoholic beverages, glass bottles, grilling/cooking not allowed.

Mobile Pops @ 7 p.m.

Fireworks @ 9 p.m.

Emerge Show & Band @ 9:15 p.m.

Transportation Research

[TRB TCRP Report on Dialysis Transportation](#)

The Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP) has released a pre-publication version of [Research Report 203: Dialysis Transportation: Intersection of Transportation and Healthcare](#). The report responds to major concerns of public transportation agencies about the rising demand and costs to provide kidney dialysis trips and about experiences showing these trips require service more specialized than public transportation is designed to provide.

The report documents the complicated relationship of two different industries—public transportation and healthcare, each with its own perspective and requirements—to highlight problems, identify strategies addressing concerns, and suggest options that may be more appropriate for dialysis transportation.

Accompanying the report are a supplemental report and Excel spreadsheet. The [Supplemental Report](#) includes, along with a literature review and results from the project's surveys, an assessment of the comprehensive data provided by the U.S. Renal Data System. The community data tool is an [Excel forecasting tool](#).

[Learn more and access the reports and tool here.](#)

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 NationSM](#) 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 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.

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.