



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 7th, 2019

Volume 30, Number 9

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Congress has some work to do, while Trump signs billions of dollars for infrastructure into a bill in *Legislative Update*. A lot of stuff going on in Baldwin County *In The News*, there are several Funding Opportunities still available, and this week's *Just For Fun* is a new mode of transportation.

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

www.mobilempo.org  Check us out on FACEBOOK

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

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

Mobile MPO meetings

There was a Mobile MPO meeting this month, 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).

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](#)

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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:

100069499 Federal aid number : STPMB 4919 County : MOBILE Scope : RW

Project Description : ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65

Urban Area : 067 MOBILE

Target Start Date : 9/1/2020

Engineers Estimate : \$2,000,000.00

100069501 Federal aid number : STPMB 4919 County : MOBILE Scope : CN

Project Description : ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65

Urban Area : 067 MOBILE

Target Start Date : 11/4/2022

Engineers Estimate : \$13,636,500.00

100069500 Federal aid number : STPMB 4919 County : MOBILE Scope : UT

Project Description : ADDITIONAL LANES ON CR-41 (CELESTE ROAD) FROM FOREST AVENUE TO JUST WEST OF I-65

Urban Area : 067 MOBILE

Target Start Date : 11/1/2021

Engineers Estimate : \$1,000,000.00

100070116 Federal aid number : RHCH RR19 County : MOBILE Scope : CN

Project Description : RAILROAD CROSSING IMPROVEMENTS, GATES AND SIGNALS ON BAYOU AVENUE EAST IN SATSUMA AT NORFOLK SOUTHERN RAILROAD, JUST EAST OF SR-13 (US-43), AAR/DOT NO. 727820J

Urban Area : 067 MOBILE

Target Start Date : 10/15/2019

100070084 Federal aid number : 99-509-495-610-902 County : MOBILE Scope : MP

Project Description : CONSULTANT TUNNEL INSPECTION FOR VARIOUS NTIS ELEMENTS

Urban Area : 067 MOBILE

Target Start Date : 7/1/2019

Engineers Estimate : \$30,000.00

100070082 Federal aid number : 99-509-495-042-901 County : MOBILE Scope : MP

Project Description : CONSULTANT TUNNEL INSPECTION FOR VARIOUS NTIS ELEMENTS

Urban Area : 067 MOBILE

Target Start Date : 7/1/2019

Engineers Estimate : \$15,000.00

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 Target start date : August 30, 2019

New Target start date : September 27, 2019

Project : 100055881 (RW)

Federal aid number : STPMB 7550 (602)

County : MOBILE

Project Description : ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)
Old Target start date : August 01, 2019
New Target start date : September 01, 2019

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)

This week and last week, 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

House FY 2020 Appropriations Schedule this Week

The House Appropriations Financial Services and General Government Subcommittee is scheduled to [mark up its fiscal \(FY\) 2020 appropriations bill](#) this evening. The Homeland Security appropriations bill is expected to drop tomorrow. The full House Appropriations Committee [will meet today to mark up](#) the FY 2020 [Transportation-HUD](#) and [Agriculture-FDA](#) appropriations bills.

Trump Signs Disaster Relief Bill With Billions for Infrastructure

[Tom Ichniowski](#) June 6, 2019

After a delay of several months, Congress has approved and President Trump has signed a package containing \$19.1 billion in disaster-relief funds—more than half of will go for infrastructure and related work—to help storm-battered regions of the U.S. rebuild from hurricanes, floods and other calamities.

The legislation, which Trump signed on June 6, received final congressional approval on three days earlier, when the House passed it on a 354-58 vote. The Senate had cleared the bill on May 23. [View bill summary [here](#) and text of final bill [here](#).]

House Speaker Nancy Pelosi (D-Calif.) noted the focus on infrastructure in the bill, saying in a June 5 press briefing that the legislation could be viewed as “the first big major investment in infrastructure” this year.

The construction-related funding in the package includes \$3.2 billion for the Army Corps of Engineers to do repairs and speed construction of flood- and hurricane-protection projects.

The Dept. of Defense will receive \$2.7 billion to repair and reconstruction facilities at military bases. Among the affected installations are Tyndall Air Force Base in Florida, which was hit hard by Hurricane Michael and Offutt Air Force Base in Nebraska, heavily damaged by floods earlier this year.

Also in line for funds are the Marine Corps’ Air Stations New River and Cherry Point and Base Camp Lejeune—all in North Carolina—struck by 2018’s Hurricanes Michael and Florence.

Lawmakers also allocated \$1.65 billion in emergency relief funds to the Federal Highway Administration, to reimburse states and territories for their post-storm repairs and other expenditures.

The legislation contains \$2.4 billion for Housing and Urban Development Dept. community development disaster-relief block grants, which can go for various purposes, including housing and reconstructing infrastructure.

The Environmental Protection Agency will receive \$349 million to improve resiliency of water systems in states affected by Florence, Michael and Typhoon Yutu, as well as 2018 wildfires and earthquakes. Of the EPA water total, \$296 million will go for drinking water state revolving funds and \$53 million for Clean Water state revolving funds.

Besides the funding, the legislation extends the National Flood Insurance Program for four months, to Sept. 30.

House Appropriations Committee Chairwoman Nita Lowey (D-N.Y.) said in a [statement](#), “While it has taken far too long, this \$19.1-billion bill includes a broad array of measures to help meet the urgent needs of disaster-stricken communities, from health care and nutritional assistance to social services and infrastructure repairs.”

The House had approved a \$14.2-billion disaster-relief measure back in January but Senate Republican leaders didn’t take up that bill. On March 26, when the Midwest was hit by severe flooding, Senate Appropriations Committee Chairman Richard Shelby (R-Ala.) released a \$13.5-billion version of the bill

President Trump had objected to the amount of funding in Democrats’ proposal for Puerto Rico, which suffered heavy damage from Hurricane Maria in 2017.

A bipartisan House and Senate agreement on a disaster-aid package finally was reached in May. That cleared the way for approval of the final version of the measure, which included HUD block grants and other funds for Puerto Rico.

After the Senate’s vote right before the Memorial Day break, Lowey and other House Democrats tried to move the bill through their chamber for final action three times during the recess. But passage during the break required unanimous agreement, and individual House Republicans blocked the measure’s approval on three occasions. Still, the bill’s House supporters carried the day.

Alabama Legislature passes seat belt bill that memorializes Lee High School athlete

Updated May 31, 2019 | Posted on May 31, 2019 0



The number of traffic-related deaths reached a high of 1.35 million in 2016, according to the 2018 Global Status Report on Road Safety, released by the World Health Organization.

The Alabama House of Representatives Thursday gave final passage to a bill that will require all occupants of a vehicle to wear a seat belt.

The legislation sponsored by Sen. David Burkette, D-Montgomery, and Rep. Chris Sells, R-Greenville, passed the House 76 to 17, and now goes to Gov. Kay Ivey to be signed into law. The bill was named after Roderic Deshaun Scott, the Robert E. Lee High School basketball star from Montgomery who died after a car crash in 2016.

Burkette passed the bill in the Senate, while Sells carried the House companion bill. Rep. Kirk Hatcher, D-Montgomery, joined Sells on the house floor in urging final passage.

“The Roderic Deshaun Scott Seat Belt Safety Act puts a human face on an issue that’s long overdue to be addressed,” Hatcher said. “This is an important step in strengthening the safety culture in Alabama by requiring seat belt use by back seat passengers.”

“National data show us that seat belt use and compliance with seat belt laws may be the most effective safety measure we can take,” Sells said. “Now Alabama’s seat belt law will truly reflect the importance of seat belts in highway safety.”

“It is my hope that voluntary compliance with this new law will save thousands of lives in the years to come,” Burkette said. “I am saddened that it took such a tragedy to serve as the impetus for passing this law, but honoring Roderic Scott is an appropriate way to preserve the memory of this special young man.”

“The Alabama Legislature is to be commended for amending Alabama’s seat belt law to include rear seat passengers,” said Tony Harris, Government Relations Manager at the Alabama Department of Transportation. “Sixty percent of the people dying on Alabama’s roadways are not wearing a seat belt, especially those riding in rear seats. Many crashes are survivable with the use of a seat belt.”

Alabama becomes the 29th state to require seat belt use by rear seat vehicle occupants.

Alabama law since 2000 has required use of seat belts by front seat vehicle occupants. The law had not addressed seat belt use in rear seats by occupants over the age of 15.

Rear seat passengers in a vehicle are three times more likely to die in a crash if they are not wearing a seat belt, according to the National Highway Traffic Safety Administration.

Congress Returns with a Herculean Agenda

Congress returns to work today after a week-long recess with fresh hope of passing several bills, including all 12 appropriations bills, legislation to raise the debt ceiling, and a budget agreement that will avoid \$100 billion in automatic spending cuts to both discretionary defense and discretionary domestic programs before Congress leaves town for its month-long summer recess.

The degree to which Democrats and Republicans will be able to work together remains an open question given the potential for disagreement on a range of issues other than the fiscal ones mentioned above. These include gun control, Supreme Court nominations, the question of impeachment, and potential problems reauthorizing the *Older Americans Act*.

So what can we expect over the next 28 full legislative days before the August recess? It is likely that Congress will pass a \$19.1 billion disaster relief bill today and it will go to the president for his signature. It is also likely that Congress will find a way around obstacles to passage of the *Older Americans Act* before the current law expires on September 30. What is not clear, however, is whether Congress will pass 12 appropriations bills on time, adopt legislation to raise the debt ceiling, or avoid \$100 billion in cuts to discretionary defense and domestic programs.

It has been suggested that Congress may ultimately pass a two-year continuing resolution in order to keep the government funded through the 2020 election. But, as the [New York Times](#) has pointed out, a penchant “for brinkmanship on the debt ceiling and a desire to keep strict spending limits in place, [is] prompting concern on Capitol Hill,” making bi-partisan progress on the debt ceiling and a budget agreement to avoid \$100 billion in automatic cuts extremely difficult.

Funding Opportunities

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.](#)

[FTA Announces Bus and Bus Facility Funding Opportunity](#)

Date: May 16, 2019

The U.S. Department of Transportation's Federal Transit Administration (FTA) has announced the availability of \$423 million of competitive grant funding through its [Grants for Buses and Bus Facilities Program](#). Fixed route bus operators, states and local governmental entities that operate fixed route bus service, and Indian tribes are eligible to apply for projects involving the replacement and rehabilitation of buses and related facilities. **Proposals are due June 21.**

Federal Transit Administration Announces \$15 Million Funding Opportunity for Innovative Mobility Projects in Public Transportation

5/8/2019

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the [opportunity to apply for \\$15 million in research funds](#) through the new [Integrated Mobility Innovation \(IMI\) Demonstration program](#). This program will support innovations in public transportation service models, payment systems, and automation applications to improve mobility for all Americans.

"FTA is committed to advancing U.S. Transportation Secretary Elaine L. Chao's strategic goal of innovation, which is key to improving safety and reliability in our transportation system," said FTA Acting Administrator K. Jane Williams. "As public transportation continues to experience a period of rapid change, these grant funds are designed to help public transit providers throughout the country develop and deploy emerging technologies to better serve their customers."

The Integrated Mobility Innovation program brings together three areas of high interest to the transit industry and traveling public: Mobility on Demand, Strategic Transit Automation Research, and Mobility Payment Integration. Applicants can propose projects that involve one or multiple areas.

Mobility on Demand (MOD) – \$8 million

Building on FTA's successful [initial round of MOD projects](#), these projects will deploy new tools and service models, such as mobile applications or on-demand microtransit, that make transit more convenient and accessible. Focus areas include projects that provide first-mile/last-mile connections to transit hubs; improve mobility for those with limited transportation choices; and involve targeted, reproducible approaches to data sharing and collection.

Strategic Transit Automation Research (STAR) – \$5 million

FTA developed the five-year [Strategic Transit Automation Research \(STAR\) Plan](#) to explore the use of vehicle automation technologies in bus transit operations. This grant opportunity is specifically soliciting automation projects identified in the STAR Plan roadmap, including Automated Advanced Driver Assistance Systems (ADAS) for transit buses and automated shuttles.

Mobility Payment Integration (MPI) – \$2 million

This research area was developed from FTA's recognition of the importance of the evolving mobility payment marketplace in managing and integrating mobility. Payment integration can allow seamless, complete trip planning among a range of public and private operators, enhancing regional mobility.

How to Apply

Providers of public transportation, including public transportation agencies, state/local government DOTs, and federally-recognized Indian tribes, are eligible to apply. Eligible applicants must identify one or more strategic project partner(s) with a substantial interest and involvement in the project.

Projects will be evaluated and selected based on criteria outlined in the [Notice of Funding Opportunity](#), including the project's potential impact, innovativeness, and transferability to other communities. Applications will be accepted until August 6, 2019, at 11:59 p.m. Eastern time.

Additional information, including detailed application instructions and contacts for additional information, can be found at <https://transit.dot.gov/IMI>.

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](#)

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must

notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

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

Just For Fun

Might as well JUMP!

We miss our LIME bikes here at the GMO, but now that MODA! comes to the GMO Building regularly, we find an air conditioned trolley is also a good mode of transportation to get to lunch downtown. We also understand that the bike share [GOTCHA is going to take over](#) where LIME left off. HOWEVER, this week, a new form of mode sharing was created. There is now an app planned for San Francisco called "Jump On It", in which a commuter could rent a pogo stick (*this is for real*). Cangaroo, a start-up based in Malmo, Sweden, plans to roll out shared, app-based pogo sticks in several cities, including San Francisco, starting this summer.



But can a person commute using a pogo stick? YES! Look [HERE](#) The fastest mile pogo stick jumping is 7 min 40 sec, and was achieved by Drew McQuiston (USA) in Pittsburgh, Pennsylvania, USA, on 24 June 2017 [HERE](#)



<https://www.littlethings.com/man-uses-pogo-stick-for-transport/>

Can a pogo stick be improved? What if instead of springs, [repelling magnets](#) were used for a smoother controlled ride, or [compressed air](#)?



It has been studied!! It is also an [extreme sport](#)!

We don't think this toy will "bounce" into being a mode of transportation, but we don't want to "jump" to any conclusions either, you know; Just For Fun....

In the News

In Baldwin County, ‘bad timing’ clouds Beach Express toll

Updated Jun 4, 2019; Posted Jun 4, 2019



Rep. Steve McMillan, R-Gulf Shores, at the governor's pre-inaugural party at The Lodge at Gulf State Park in Gulf Shores, Ala. (John Sharp/jsharp@al.com).

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

Each year since 1979, as its annual session concludes, the Alabama House of Representatives recognizes the member who pitched the “deadest bill” of the past few months. This year’s winner was the sponsor of a bill [seeking to regulate fertilizer made of human sewage](#). The House doesn’t poke fun at bills that had the worst timing. If it did, members might have honored Rep. Steve McMillan, R-Gulf Shores, for pitching a toll authority in Baldwin County.

The timing, McMillan agreed, “could be better,” but his bill did pass and now awaits further action by the Baldwin County Commission. It’s arriving, however, as [tolls explode into the public consciousness](#) on the coast, thanks to the state’s plan for how it will finance the [Interstate 10 Mobile River Bridge and Bayway project](#).

The state Department of Transportation expects to [charge motorists \\$3 to \\$6](#) travel the new bridge and rebuilt Bayway, to repay the \$2.1 billion construction bill.

“It’s bad timing on our end,” said Baldwin County Engineer Joe Nunnally. “But we just want to make sure that it’s clearly understood that these are two separate things.”

‘Totally different’

McMillan’s bill, [HB611](#), would establish a new toll authority, via a referendum, as a way to generate revenues to build a 24.5-mile stretch of the Beach Express from Interstate 65 to I-10. The establishment of the toll authority, solely for the Beach Express project, could be on the county’s ballot next year.

Nunnally said he plans to resurrect a decade-old toll study and bring it before the County Commission seeking funding for an update. That update would look at how much to charge future Beach Express motorists.

The original study, which was completed in 2008, pegged the toll at around \$3.

The big hurdle may be persuading voters that the Beach Express toll is entirely unconnected to ALDOT’s I-10 tolls. “We’re just going to have to do good education seminars and PR and make sure the people are understanding that this is something totally different,” Nunnally said.

ALDOT would assess a toll on I-10 from Virginia Street in Mobile to U.S. 98 in Daphne — basically, the length of the bridge and Bayway project. It also would toll the George Wallace Tunnel, meaning there would be few options to avoid traveling between downtown Mobile and the Eastern Shore without handing over some dollars.

Local politicians are already looking for ways to finance the I-10 project without expensive tolling, and are [hoping to have a gathering with Gov. Kay Ivey and ALDOT leaders this month](#). Meanwhile, I-10 tolling is drawing fierce opposition on social media, where over 1,800 people are part of a Facebook group called, “Block the Mobile Bayway Toll. [Continue HERE](#).”

Port Authority's Lyons: 'If all goes well' with federal funding — Port of Mobile expansion to start October 2020, be done in three years

(Screenshot/APTV)

MOBILE – Earlier this year, the Alabama legislature passed the Rebuild Alabama Act during a special session, which was almost immediately signed into law by Gov. Kay Ivey upon its passage.

With it came one of the most debated issues of the year, an increase in the state's fuel tax. However, it also included a line item that allowed for some of the gas tax proceeds to finance the expansion of the Port of Mobile.

During an interview that aired on Huntsville radio's WVNN that took place in Mobile, Alabama, Port Authority director Jimmy Lyons laid out a timetable for completion. He explained part was contingent on the federal matching for the state component of financing and the completion of a combination of several projects going on at once.

Gulf Shores to study three options at Canal Road intersection

Posted by [John Mullen](#) | Jun 5, 2019 | [Baldwin County](#) | [0](#) | Reprinted with permission from the LAGNIAPPE

Gulf Shores Public Works Director Mark Acreman said alternatives for eliminating a 90-degree bottleneck at Canal Road and East Second Street will soon be narrowed down to three.

Residents voiced opinions during a May 7 meeting on how best to reroute traffic through or around the neighborhood in the southeast corner of that intersection. There are five residential streets and Meyer Park included in the area affected by the rerouting.

"We'll find out what were their top three picks and go back and maybe do a follow-up meeting just to try to streamline that," Acreman said. "Right now, we just had some lines on a drawing, but Volkert is exploring what types of right-of-ways might be needed and what type of impact we may have based on the three alignments. Then we start weighing out the pros and cons of each one of those."

There are also several businesses and restaurants in the immediate area and it is across from the Waterway Village District, which the city is trying to develop as a pedestrian-friendly area. Traffic coming through the 90-degree turn limits foot traffic between the two areas.

Two of the most favored routes used 10th Street East down to 22nd Avenue East, continuing west on 22nd before making a dip through undeveloped city property to connect with Dolphin Avenue. There is already a four-way intersection with traffic signals there just one block east of State Route 59 and the Intracoastal Waterway bridge.

A second option also uses 10th Street, but goes south through 22nd Avenue and onto Gulf State Park property, looping westward to connect with Dolphin Avenue.

Big Beach Brewing Company is one block south of the 90-degree turn and General Manager Ryan Shamburger said he favors moving that traffic flow to the southern part of the neighborhood.

"The new bridge will temporarily reduce traffic through our 'canal road corridor' because vehicles destined for Orange Beach will not be using the current 59 bridge," Shamburger said. "The near-future projection for traffic through the 'corridor' will eventually increase by 50 percent as land development increases north of the new bridge. Because of that, we are in favor of the two routes that take the corridor traffic down 10th and around the south side of the neighborhood."

Gulf Shores has recently studied a route through the state park to eliminate the turn, but abandoned the plan due to several factors, including difficulty securing the permitting.

"We don't know yet how feasible that one is," Acreman said. "From an impact standpoint it minimizes the community impacts, but it impacts the state park. When you impact some type of public park it really changes the complexity of one of these types of projects. There's a lot more permitting and a lot more hoops to go through if the park is even receptive."

"We're just trying to make sure whatever ideas we start to fine tune they're what the community's wanting and what the community thinks will be the least impactful and balance that out with what can we actually build and permit."

Foley, Baldwin seeking federal grant to develop right of way

Posted by [John Mullen](#) | Jun 5, 2019 | [Baldwin County](#), [Bay Briefs](#) | [0](#) | Reprinted with permission from the LAGNIAPPE

The city of Foley is currently studying bringing two new trail projects to the city, with one of those involving the former L&N Railroad right of way.

Much of the spine of the old L&N spur from Bay Minette to Foley remains in place today and the right of way is predominantly owned by Riviera Utilities, according to Foley Councilman Ralph Hellmich. Recently Foley officials met with the Baldwin County Commission seeking to turn the old railroad bed into a trail with help from a National Park Service (NPS) grant program called Rails to Trails.

The grant would pay for planning the route. The 60-mile easement could possibly be added to with hopes of going from Bay Minette all the way to the beach cities of Orange Beach and Gulf Shores, Hellmich said.

"The National Park Service contacted the city of Foley in 2018 regarding trails in general," Foley City Planner Miriam Boutwell said. "The city of Foley applied for a consultant grant through NPS's Rivers, Trails and Conservation Assistance Program."

Before meeting with commissioners Boutwell said the city formed a group of interested parties from Foley, Riviera Utilities, Baldwin United and other groups.

"A Rails to Trails project seemed viable since the city of Foley originally purchased the old railroad right of way," Boutwell said. "Since that time, parcels have been sold, but Riviera Utilities maintains an easement. We are researching the viability of placing a public pedestrian way on these easements. The overall project would be Foley to Bay Minette, but would be completed in phases. At this time, we think the first phase might connect Foley, Summerdale and Robertsedale; however, that will be decided during the project scoping."

But that's not the only trail project Foley is working on, Boutwell said. The second involves the Graham Creek Nature Preserve.

"Foley will continue working with the NPS to work on a trail from Graham Creek Nature Preserve to Gulf Shores/Orange Beach," Boutwell said. "The city will apply for a consultation grant and form a stakeholder group for this area. It will follow the same process as Rails to Trails. We will apply for a consultation grant this year and then apply for a project grant next year."

Boutwell is not sure how much the initial grants will be until more study is done leading up to the projects.

"Although this is being done via a grant, the NPS does not charge for this service," Boutwell said. "Once the project details are worked out, those plans will be used for budgeting purposes and to apply for funding grants."

Boutwell said it's too early in the process to put a timeline on the project.

Rails to Trails is a national program and in Alabama there are 87 miles of converted trail at 20 different sites, including trails in Robertsedale and Citronelle. According to railstotrails.org, the national nonprofit organization is "dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people."

Percentage of US highways in poor condition up 25%: study

BY [NIV ELIS](#) - 06/06/19

The percentage of U.S. highways in poor condition rose 25 percent between 2008 and 2017, according to a new study of federal highway data.

The [study by AutoInsurance.org](#), an industry-linked publication, found that about 10 percent of all U.S. highways were in poor shape based on a score of the road's roughness. Another 31 percent were deemed acceptable, and 59 percent in good shape.

The increase comes despite a recent uptick in funding, from a low of \$39.1 million in 2015 to \$45 million in 2018.

Urban areas had twice as much rough road as the national average, while rural areas had just 6 percent in poor condition.

The study also found that despite in the increase in bad roads, the percentage of overall roads in good condition was up 7 percent over the same period.

The study said it was hard to link funding to road conditions, given that some of the areas with the worst roads had been given more funding for exactly that reason, while areas with better roads required less.

"The discrepancies in funding likely have to do with the quality of the roads, meaning states that need more repairs might get more funding," the study found.

The study also found the percentage of bridges in poor condition dropped from 12.1 percent in 2008 to 8.9 percent in 2017.

It comes as Congressional Democrats and [President Trump](#) seek a \$2 trillion infrastructure package. Recent negotiations were derailed when Trump abruptly cut short a meeting, furious over Democratic talk of impeachment.

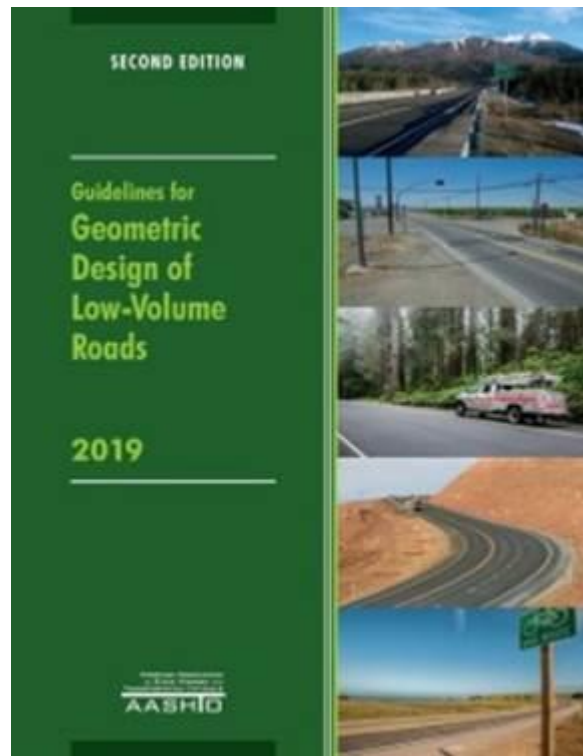
Infrastructure, a major theme of Trump's presidential campaign, had long been seen as a possible area of cooperation with Democrats.

Transportation Research

AASHTO Issues Second Edition of Low-Volume Roads Guidelines

editor@aaasho.org May 31, 2019

The American Association of State Highway and Transportation Officials recently issued the second edition of its “Guidelines for Geometric Design of Low-Volume Roads,” available from the [AASHTO Store](#) by [clicking here](#).



First published in 2001, AASHTO's guidelines aim to help highway engineers select appropriate geometric designs for local and collector roads with low daily traffic volumes.

AASHTO said the first edition of its low-volume guidelines addressed the design needs of roads carrying average daily traffic volumes of 400 vehicles per day or less.

The new second edition of its low-volume road guidance not only replaces the first edition but also includes design advice for local and minor collector roads carrying average daily traffic volumes of 2,000 vehicles per day or less, the organization said.

AASHTO added that its low-volume roads geometric design guidelines can be used in lieu of applicable policies presented in its broader “[A Policy on Geometric Design of Highways and Streets](#)” handbook, commonly known as the “[Green Book](#).”

[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.](#)

[HUD Updates Location Affordability Index](#)

Date: May 09, 2019

The U.S. Department of Housing and Urban Development (HUD) has announced the publication of Version 3 of the [Location Affordability Index \(LAI\)](#) dataset. The LAI is a nationwide database of modeled household housing and transportation costs launched by HUD and DOT in 2013, and now updated, with the goal of providing greater insight into how these costs vary by geographic and household characteristics. Version 3

primarily uses data from the 2012-2016 American Community Survey and other national and state data products. The LAI has seen significant use since its initial release in 2013. Policymakers have used this data for local and regional transportation and land-use planning. It has also been used by a number of researchers for a variety of topics. In 2016 it was the focus of a special [Location Affordability double issue of Housing Policy Debate](#), which included new research on the impact of location affordability. Lastly, the LAI has proved valuable to software developers because makes a large amount of Census data on demographics and the built environment available via web service. The data can be accessed via the [LAI page on HUD Exchange](#) or directly from [HUD's Enterprise GIS Open Data Portal](#). Please email locationaffordability@hud.gov with any comments or questions.

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.