



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, May 31st, 2019

Volume 30, Number 8

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In the last day of the session, the Alabama legislature returns money to ALDOT and passes a bill to crack down on slow left lane drivers, while the US legislature cracks down on earmarks? see *Legislative Updates*. There is a lot going on *In The News*, including the Bankhead Tunnel is open to pedestrians this weekend, there is other road work going on, a letter to President Trump, and an important discovery. There is a new *Funding Opportunity* for High Risk Rural Roads (HRRR), and this week's *Just For Fun* will go ahead, and make your day...

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:

NONE AT THIS TIME

Projects in Region Let May 31st, 2019

ESCAMBIA COUNTY

- For constructing the Planning, Resurfacing, and Traffic Stripe on I-65 from the SR-21 Interchange in Martinville to 0.400 mile north of the junction of CR-40. Length 13.294 mi. The Bracket Estimate on this project is from \$16,798,221 to \$20,531,159 .

MOBILE COUNTY

- For constructing the Planning, Resurfacing, and Traffic Stripe on I-65 from north of the SR-13 (US-43) Interchange in Creola to include the Bridge Raising at Lester Dairy Road. Length 6.049 mi. The Bracket Estimate on this project is from \$2,440,086 to \$2,982,327 .
- For constructing the Planning, Widening, Resurfacing, and Traffic Stripe on CR-32 (Three Notch - Kroner Road) from the junction of CR-33 (Dawes Road) to west of the junction of CR-39 (McDonald Road) in Churchill. Length 1.800 mi. The Bracket Estimate on this project is from \$1,723,604 to \$2,106,628 .

BALDWIN COUNTY

- For constructing the Planning, Resurfacing, Guardrail Installation, and Traffic Stripe on SR-3 (US-31) in Bay Minette from the junction of Pine Street to the junction of Crosby Mill Road. Length 1.657 mi. The Bracket Estimate on this project is from \$2,480,703 to \$3,031,971

[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

Senate Republicans permanently ban earmarks

By BENJAMIN WERMUND 05/24/2019 11:47 AM EDT

Pork barrel spending won't be returning to Congress any time soon after Senate Republicans this week moved to permanently ban earmarks.

The Senate GOP on Thursday behind closed doors added a permanent ban on earmarked spending to their conference rules, a move that comes as some buzz had built around an eventual return of earmarks.

Sen. Ben Sasse (R-Neb.), who pushed for the Senate GOP ban on Thursday, boasted that the move stops a looming "earmark binge." His office said the 28-12 vote followed a "heated" 45-minute debate.

A moratorium on earmarks from 2011 expired in January and Democratic leaders, including House Majority Leader Steny Hoyer, spent weeks earlier this year working with Republicans in both chambers to reach a deal to usher them back, though that deal never materialized.

President Donald Trump has even endorsed the idea of bringing them back.

House Appropriations Chairwoman Nita Lowey (D-N.Y.) said in March that earmarks wouldn't return this year, but left the door open for the future, saying at the time that "over the coming months, Democrats and Republicans in the House and Senate must discuss the issue of earmarks in our respective caucuses and conferences to determine member preferences, solicit ideas to ensure that taxpayer dollars are spent wisely, and when applicable, change rules to permit members to request earmarks."

Sasse said earmarks needed to be ruled out.

"It's pretty simple: Earmarks are a crummy way to govern and they have no business in Congress," Sasse said in a statement. "Backroom deals, kickbacks, and earmarks feed a culture of constant incumbency and that's poisonous to healthy self-government. This is an important fight and I'm glad that my Republican colleagues agreed with my rules change to make the earmark ban permanent."

"Problem Solvers" look to break infrastructure standoff

John Gallagher, Washington Correspondent

An impasse between Congressional leadership and the Trump Administration on an infrastructure deal has elevated the importance of work being done behind the scenes by a bipartisan coalition on Capitol Hill.

[A report](#) released on May 28 by the Problem Solvers Caucus – a 44-member group within the U.S. House of Representatives equally divided among Democrats and Republicans – outlines areas of potential consensus on infrastructure. The report, which the group sees as a template

for a “joint effort” on surface transportation and port investment, was issued a week after President Donald Trump [cancelled a planned meeting on infrastructure](#) at the White House with Congressional leaders.

“We put this report together because of the striking lack of leadership in Washington focused on solving problems to help people in this issue,” caucus co-chair Tom Reed (R-New York) told FreightWaves. “Though we do not endorse any one of these funding options, we are trying to be productive to add substance to the debate by listing known revenue options to discuss openly and honestly with the American people.”

“Investing in our nation’s infrastructure shouldn’t be a partisan issue – it’s just common sense,” said caucus co-chair Josh Gottheimer (D-New Jersey), in a statement. “It’s why the Problem Solvers Caucus has put aside partisanship to find a solution to fix our crumbling roads, bridges and tunnels – and the Administration and Congress must do the same. We can’t afford to play political games and keep kicking this problem down the road.”

The caucus places priority on stabilizing Highway Trust Fund revenues, which are generated by the 18.4-cent per gallon federal excise tax on gasoline that hasn’t been increased since 1993. They point out that because it hasn’t been indexed to inflation, construction costs or fuel economy standards, the purchasing power of the tax is worth 40 percent less than it was 26 years ago. Congress has had to resort to supplementing the trust fund since 2008 through transfers from the U.S. Treasury and other federal funds.

The group agreed that one potential solution is to update the tax by indexing it for inflation (either immediately or phasing it in), in addition to a “modest annual registration fee” on electric vehicles “which currently either contribute nothing or contribute significantly less to the Highway Trust Fund than gasoline-powered vehicles,” the report asserts.

In addition, the caucus proposes a user fee based on freight value that would be assessed through waybill taxes, essentially extending the current air cargo tax to trucking services. It also supports pilot projects to help transition to a [mileage-based user fee](#) (also known as a vehicle miles tax, or VMT) while assessing existing state and regional pilot projects. “Congress should also consider creating a pilot project to implement a mileage-based user fee on fully automated vehicles,” according to the report.

But despite bipartisan support within the group, getting other Republicans within Congress, particularly in the Senate, to accede to any kind of tax increase will be difficult. [Early optimism that Republicans might be willing to give ground](#) on raising the federal gas tax has since waned. Regarding port infrastructure, the report points out that the U.S. is losing business to Canada and Mexico because of inadequate funding for maintenance dredging to accommodate larger classes of container and other cargo ships.

One solution, the caucus asserts, is to ensure that the harbor maintenance tax – a .125 percent fee on cargo value assessed to cargo owners that import goods into U.S. ports – be fully utilized within the Harbor Maintenance Trust Fund.

Allowing full use of the revenues collected into the fund, a proposal supported by the American Association of Port Authorities, would provide an extra \$18.6 billion for maintenance dredging over the next 10 years, a 29 percent increase, the group contends.

Alabama legislature passes bill to crack down on slow left lane drivers

[Sean Ross](#) 2 days ago

MONTGOMERY — The Alabama Senate on Tuesday passed a bill making it a misdemeanor to drive in the leftmost lane on an interstate for more than 1.5 miles without passing another vehicle, with exceptions.

[HB 212](#), sponsored by Rep. Phillip Pettus (R-Killen) and entitled the “Anti-Road Rage Act,” would be effective on the first day of the third month after it becomes law. Law enforcement officers would only be able to issue warning citations to violating drivers in the first 60 days following the law’s effective date.

The bill previously [passed](#) the House and now heads to Governor Kay Ivey’s desk.

Exceptions allowed by the bill are as follows:

- When traffic conditions or congestion make it necessary to operate a vehicle in the leftmost lane.
- When inclement weather, obstructions or hazards make it necessary to operate a vehicle in the leftmost lane.
- When compliance with a law, rule, ordinance or traffic control device makes it necessary to operate a vehicle in the leftmost lane.
- When exiting a roadway to the left.
- When paying a toll or user fee at a toll collection facility.
- If the vehicle is an authorized emergency vehicle operated in the course of duty.
- If the vehicle is operated or used in the course of highway maintenance or construction.

An amendment added to the bill before it passed the House further specifies that vehicles traveling through construction zones are exempt.

During House debate on the bill, Pettus explained that current law already [mandates](#) that slower drivers move to the right but this bill would clarify that mandate and add specificity. He said Alabama Department of Transportation (ALDOT) would put up signs on the interstate advising

drivers that the left-hand lane is for passing only and include the proposed law's 1.5-mile distance parameter. ALDOT is also poised to spend \$25,000 on public service announcements if the legislation is signed into law.

Pettus is a retired state trooper and spoke from his experience with enforcing interstate traffic laws and seeing accidents caused by slow left-hand lane drivers.

““It's a big problem in Alabama. It slows traffic down,” Pettus said, advising his bill would speed the flow of interstate travel and commerce.

General Fund to pay for health program; Legislature ironing out details of \$2.1B budget

By Mary Sell / Alabama Daily News

Posted May 30, 2019 at 1:30 AM

Updated May 30, 2019 at 1:30 AM

MONTGOMERY — The Alabama General Fund will pay for a health insurance program for low-income children, Senate leaders said Wednesday. But there are still other details in the \$2.1 billion budget to be worked out Thursday, which might be the last day of this legislative session.

Meanwhile, Senate President Pro Tem Del Marsh, R-Anniston, said Wednesday evening that the court system would not receive money from an Alabama Department of Transportation fund, a budget transfer that has happened for the last ten years.

“There was a desire to get \$35 million back to road and bridges,” Marsh said. “I think we've found a way to do that.”

In order to garner support for the 10-cent-a-gallon gas tax approved earlier this year, Gov. Kay Ivey in February suggested stopping at least some of a \$63 million annual transfer from transportation to the courts and law enforcement.

Ivey's budget proposal left \$35 million in ALDOT that had been going to courts.

Sen. Greg Albritton, R-Atmore, is the General Fund committee chairman. As of Wednesday night, he wanted the courts to keep some of that road and bridges money.

“Why did we go there in the first place? Because we didn't have a funding source for the courts, so I'm very concerned with how the courts are going to stand this,” Albritton said. “But if negotiations continue like it looks like, we'll be able to have the means to satisfy those means. One way or another, we'll get there.”

Though both the 2020 General Fund and \$7.1 billion education budgets are the largest in years, but disagreements about these details have prevented their final passage.

“The agreement we had with the Senate, the House and governor is that we would take half of those dollars and send them back to ALDOT,” Speaker of the House Mac McCutcheon, R-Monrovia, said.

But Albritton and the Senate last week restored \$20 million of that transfer. He said Wednesday that stopping the ALDOT transfers wasn't part of the gas tax discussion in the Senate.

McCutcheon does.

“When we were debating the infrastructure bill, many members went back to their districts and told people that's what we were going to do.”

Albritton has said that paying for the state's \$35 million share of the federal Children's Health Insurance Program in 2020 and losing that \$35 million for courts is too big a hit for the General Fund budget, despite a \$105 million surplus in the budget.

“That's why I've been such a pain in the behind,” Albritton said. “I have some extreme concerns about that, in particularly faced with what (the 2021 budget demands) will bring, which will be higher CHIP (costs), higher prisons (costs) and higher Medicaid (costs).”

Albritton described the budget negotiations this session as “difficult.”

Sen. Arthur Orr, R-Decatur, the Senate education budget chairman, has argued that CHIP should not be an education expense in 2020. The program for low- and mid-income children is expected to cost an \$70 million more in 2021. Orr said the education budget could help with the cost then.

Rep. Lynn Greer, R-Rogersville, is on the House General Fund Committee. He said not everyone agrees that the General Fund should pay for CHIP in 2020,

“But we'll do what we gotta do and worry about next year when we need twice that much,” Greer said..

“I don't feel obligated by it,” he said.

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

GO AHEAD, MAKE MY DAY.....

Happy Birthday to Clint Eastwood who is 89 today. He is the iconic, legendary tough guy. Most of us grew up with his movies with his roles as a courageous rebel and instigator, but little do we know about his car collection....

“Are you going to pull those pistols or whistle Dixie” in your Fiat 500



“Hell of thing killin a man, take away all he’s got, and everything he’s gonna have” minus the Chevy Trail Blazer and GMC Typhoon.



Clint Eastwood actually has an extensive tough guy car collection, including the Grand Torino and the Pink Cadillac , [HERE](#)

In the News

Mobile County letter asks Trump to back federal funding for I-10 bridge

Updated May 29, 2019; Posted May 29, 2019

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

President Donald Trump will be asked by the Mobile County Commission for his official support in funding of the Interstate 10 Mobile River Bridge and Bayway widening project.

The commission gave the OK on Tuesday to submit a letter to the White House asking for the Trump Administration's help in securing federal support -- that doesn't include tolling area motorists -- for the building of the massive \$2.1 billion project.

"If we don't get our name in the hat, we don't stand a chance of getting some funding," said Commissioner Jerry Carl, who wrote the letter which is currently being edited before it's mailed out to the White House.

"I thought it would be a great idea to reach out to him," Carl said.

Congressional politics



Mobile County Commission Jerry Carl at groundbreaking ceremony on Friday, July 25, 2014, for the McGowin Park Shopping Center near Hank Aaron Stadium in Mobile, Ala. (Mike [Brantley/mbrantley@al.com](mailto:mbrantley@al.com))

The issue could be [rooted in 2020 politics](#), as Carl is running for the U.S. Congressional seat occupied by Republican Rep. Bradley Byrne, who has announced he is seeking the Senate seat currently occupied by Democratic Sen. Doug Jones.

Aside from Carl, three other Republicans have announced their candidacies: state Rep. Chris Pringle of Mobile, former state Sen. Bill Hightower of Mobile and businessman Wes Lambert.

Pringle, in a statement to [AL.com](http://al.com), said he continues to oppose a proposal by the Alabama Department of Transportation to finance the bridge through tolls. He is advocating for an effort led by state Sen. Chris Elliott, R-Daphne, that includes working with ALDOT on [finding financing alternatives](#). Local lawmakers are expected to meet next month with ALDOT officials and Gov. Kay Ivey's office to discuss the project's funding.

Continue [HERE](#)

[ALDOT Mobile Area](#) @ALDOTMobileArea 17h17 hours ago

Tomorrow evening, ALDOT will begin performing girder repair work on the I-10 overpass above Canal St. Crews will begin by closing the right lane of the I-10 westbound on-ramp from Water Street at 7 pm. Please view the press release below for project details and the signed detour

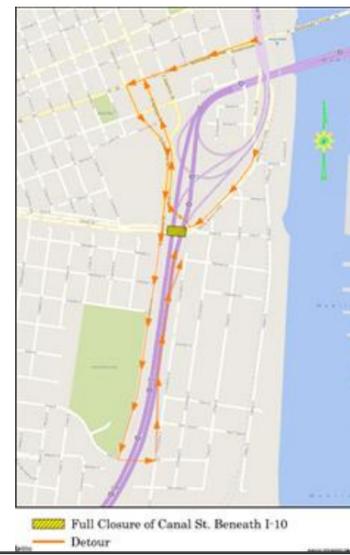
ALDOT TO PERFORM GIRDER REPAIR PROJECT ON I-10 OVERPASS IN MOBILE COUNTY

Mobile, Ala. – The Alabama Department of Transportation (ALDOT) will be performing girder repair work on the I-10 overpass above Canal St. beginning Friday, May 31.

The scope of the project includes replacing the outside westbound girder at MP 26.4 which was damaged due to a traffic accident.

Crews will begin by closing the right lane of the I-10 westbound on-ramp from Water Street beginning Friday, May 31 at 7:00 p.m. This allows for the I-10 westbound through lanes to be shifted left in order to provide crews access to the work area. The on-ramp will stay reduced to one lane and the inside westbound shoulder will function as a through lane while repair work is performed. Canal Street will be closed in both directions under I-10 for the duration of the repair work. The attached detour will be signed appropriately.

Law enforcement, message boards and additional traffic control devices will be utilized for safety and information purposes. Motorists are encouraged to use safe speeds and extra caution when driving through the work zone.



Property owners affected by Beach Express extension identified

Posted by [Gabriel Tynes](#) | May 29, 2019 | [Baldwin County](#), [Latest](#) | [0](#) |

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Before any ground can be turned for the estimated \$200 million, 25-mile long Baldwin Beach Express extension between Interstates 10 and 65, the state must secure rights of way from property owners along the route. As [Lagniappe reported last week](#), the Baldwin County Commission's preferred route roughly follows an existing logging road known as Brady Road, affecting at least 42 property owners.

County Engineer Joey Nunnally said the county has applied for \$11 million in Restore Act grants through the Alabama Gulf Coast Recovery Council, which will need to be approved by the U.S. Department of the Treasury before funds are available.

"If we're acquiring rights of way (ROW) with federal funds, we're going to have to jump through the federal requirements," Nunnally said. Those include guidelines for using fair market values to assess acquisitions, certifying appraisers and provisions for contiguous parcels, among other things. Nunnally said the county has not yet notified potentially affected property owners.

"It's a little early, so we've not reached out to any of them yet, but as soon as we get word about the funding, we'll likely begin that process," he said.

At least one, Elaine King of Robertsedale, said until she was contacted by a reporter she was unaware of the county's plans and will likely be opposed to selling all or a part of her family's property east of the South Alabama Megasite.

"We have a cabin and a house up there and we use it for family outings," King said, adding the property has been in the family for several generations. "You want to keep as much as you can for as long as you can because of the investment, but as far as I know, no one has been contacted about [ROW acquisition]. I want to keep my property ... it's in my family and i want to keep it that way. I'm up to selling nothing."

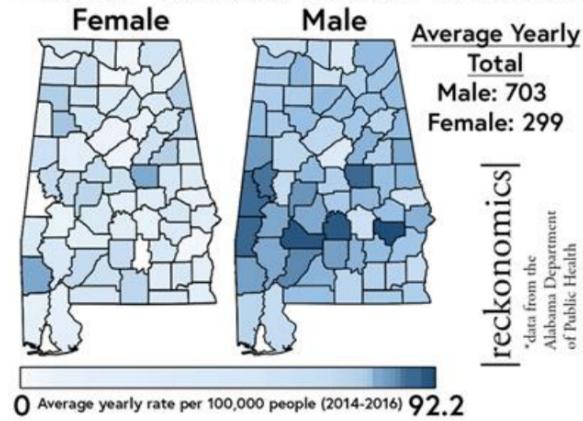
Nunnally said the county would likely seek a 300-foot ROW along the length of the route, with additional space needed for some ramps, service roads and other infrastructure. A toll authority recently proposed for the project by the state legislature will have the power of eminent domain.

Following a map provided by the county, Lagniappe has identified the following property owners who may be affected. The list indicates the parcel number, owner name, city and state, size of acreage and use or improvements. Continue [HERE](#)

Alabama men twice as likely as women to die in traffic crashes

Today 7:30 AM

Motor Vehicle Crash Deaths



Alabama men are more than twice as likely as women to die in motor vehicle crashes.

58

By [Ramsey Archibald](#) | rarchibald@al.com

Alabama men are more than twice as likely as women to die in motor vehicle crashes, according to data from the Alabama Department of Public Health and the Alabama Department of Transportation.

But it's not just Alabama. This follows a national trend.

Between 2014 and 2016, the most recent year ADPH had available data, an average of 1,002 people died in Alabama in motor vehicle crashes each year. On average, 703 of those deaths, or 70 percent, were men. That state average is roughly equivalent to the national average over that same span. From 2014-2016, an average of 35,345 people in the United States died in motor vehicle crashes, according to the National Highway Traffic Safety Administration. Around 71 percent of them were men.

There are many reasons why this might be the case, according to Allison Green, ALDOT's Drive Safe Alabama coordinator.

"In general, men will engage in more risky behavior than women," Green said. That includes driving under the influence of drugs or alcohol, she said, but also speeding.

"Speeding is often the main contributing factor in a fatal crash," Green said. "What might have been a minor incident, when you add speeding, makes it a fatal crash."

Another main factor, according to Green, is safety restraints. Men are less likely than women to wear a seatbelt, which can be one of the biggest factors in fatal crashes.

ALDOT backed a bill that [passed the legislature](#) this week that would amend Alabama's seatbelt law and make it a requirement for adults to wear a seatbelt in the back seat.

"People are dying because they don't have that seatbelt on," Green said. Continue [HERE](#)

SUMMER BANKHEAD BIKE/PED HOURS [ALDOT Mobile Area @ALDOTMobileArea](#)

Join us this Saturday from 6-8 a.m. for Bike and Ped the Bankhead! Walk, jog, or bike the Bankhead Tunnel. Invite your friends and family and help us spread the word! We want to see you there! [#MobileAL](#) [#SpanishFortAL](#) [#DaphneAL](#) [#FairhopeAL](#)



11:27 AM - 29 May 2019

Byrne: Getting federal money for new Mobile Bayway Bridge not a ‘priority’ for ALDOT, ‘Focused on tolling’

[Jeff Poor](#) 5 days ago

The most significant political controversy that has consumed Southwest Alabama in recent days is not the abortion ban or the Alabama legislature’s failure to work toward a lottery like much of the state, but the threat of a toll on the proposed new I-10 Mobile Bayway Bridge connecting Mobile and Baldwin Counties.

According to reports, the toll could be as high as \$6 each way for commuters making the trek from Mobile over the Mobile River, across the Mobile Bay and into Spanish Fort.

However, U.S. Rep. Bradley Byrne (R-Fairhope), a candidate for U.S. Senate in 2020 and an opponent of the toll, has said there are other funding alternatives to a toll to which the Alabama Department of Transportation (ALDOT) and other state officials do not appear to be receptive.

During an appearance on “Midday Mobile” on Mobile’s FM Talk 106.5, Byrne explained he and other federal officials were working on getting federal money. However, he said ALDOT did not seem to share the same enthusiasm for obtaining federal money as he and others are.

Africatown residents, stakeholders see hope in Clotilda discovery

Posted by [Dale Liesch](#) | May 29, 2019 | [Bay Briefs](#) | [0](#) |

Reprinted with permission from the Lagniappe

For Cleon Jones, it was just a matter of time.

The president of the Africatown Community Development Corporation had heard for years from his parents and grandparents the last slave ship to travel to America was hidden by the murky waters of the Mobile River. He never doubted it would be found and identified.

“We’ve been taught all this, all our lives,” he said. “I’ve even fished in the area where the Clotilda was laying dormant. I was quite confident we would be celebrating the finding of this great ship.”

The Alabama Historical Commission (AHC) announced Wednesday, May 23 the identifying of the ship, according to a statement.

“The discovery of the Clotilda is an extraordinary archaeological find,” AHC Executive Director Lisa Demetropoulos Jones said in a statement. “The voyage represented one of the darkest eras of modern history and is a profound discovery of the tangible evidence of slavery. This new discovery brings the tragedy of slavery into focus while witnessing the triumph and resilience of the human spirit in overcoming the horrific crime that led to the establishment of Africatown.”

From February to July 1860 — some 52 years after the U.S. banned the importation of slaves — the Clotilda illegally transported 110 people from Benin in West Africa to Mobile. Co-conspirators Timothy Meaher and Captain William Foster made an effort to evade authorities and destroy evidence of their criminal voyage by burning the vessel and dividing the Africans among their captors, where they remained in slavery until the end of the Civil War.

Community supporters are hopeful the Clotilda wreckage can be an addition to plans already underway for a welcome center. Jones said the community received more than \$3 million in BP settlement money for the facility.

Whether the ship can be safely raised or not, Jones is hopeful a memorial can be dedicated, either at the ship’s resting spot or within the confines of the community founded by its passengers.

“I’d like to see it in the community,” he said. “We could bring it to the same property as the welcome center.”

Karlos Finley, immediate past president of the Dora Franklin Finley African-American Heritage Trail agreed; however, he also discussed possibly building a replica on the site as well. Such an exhibit could have the same impact as The Legacy Museum in Montgomery.

“There could be holograms from the bowels of the ship that tell the stories of those who crossed the Atlantic Ocean,” he said. “It could be the most powerful thing people could see.”

Like Jones, Finley hopes the discovery can help the community economically by bringing visitors from all over the world to Africatown to learn more about the history.

Under the federal mandate set forth in the Abandoned Shipwrecks Act of 1999, the Alabama Historical Commission and the State Historic Preservation Office are charged with the management and guardianship of maritime archaeological sites abandoned and embedded in Alabama waters.

In accordance with that mandate, the AHC took action last January after a local reporter made news with a claim of having located and identified the ship. Though the ship detected was, in fact, not the Clotilda, the incident renewed interest in resolving the puzzle of what had become of the ship that transplanted the enslaved individuals from Africa to Alabama.

The work and focus of AHC became to locate the remains and confirm the identity of the storied shipwreck. AHC, working in conjunction with the Black Heritage Council, National Geographic Society (NGS), Smithsonian National Museum of African American History & Culture (NMAAHC), the Slave Wrecks Project (SWP), Diving with a Purpose (DWP) and the National Park Service (NPS) assembled a team of foremost experts in maritime archaeology led by Dr. James Delgado and Search Inc. to conduct archaeological assessment of a previously unsearched area of the Mobile River.

Survey: Americans Avoiding Automobile Travel Due To Highway Congestion

editor@aaashto.org May 31, 2019

The U.S. Travel Association [released a survey](#) on May 22 that it said shows Americans avoided an estimated 47.5 million auto trips in 2018 due to highway congestion; equivalent to the loss of \$30 billion in travel spending and 248,000 jobs, according to the organization's economists.

The survey also found that comfortable majorities of American auto travelers would prefer to pay more in user fees to fund system improvements rather than sit in traffic, noted Roger Dow, the group's president and CEO.

"The infrastructure discussion tends to grind to a political halt when it turns to resources," he explained in a statement. "So we tested the funding question with polling. The interesting thing we found is that Americans are willing to pay more as long as their money is explicitly used to improve transportation in their region."

Key findings from the survey include

- For each additional hour traffic adds to a weekend car trip, travel demand drops by an average of about 18 percent.
- Two-thirds (66.1 percent) of auto travelers said they would rather pay an additional \$2 to \$3 each way to fund transportation projects than sit for an additional 1.5 to two hours in traffic each way.
- More respondents (60 percent) said traffic congestion would be a greater deterrent to car travel than a 25-cent increase in gas taxes (40 percent).
- Overall, most auto travelers (80 percent) said that additional gas taxes will not negatively impact the frequency of their travel by car. Among these travelers, nearly 89 percent said up to a 25-cent gas tax increase would not negatively impact their car travel.
- When told Congress is considering proposals to increase other taxes and fees on drivers that would result in transportation improvements, 64.8 percent of auto travelers said they are "willing" to support such proposals. Yet 23 percent said they are "unwilling" to support such proposals because there is no assurance that the funding would go to projects in their region.

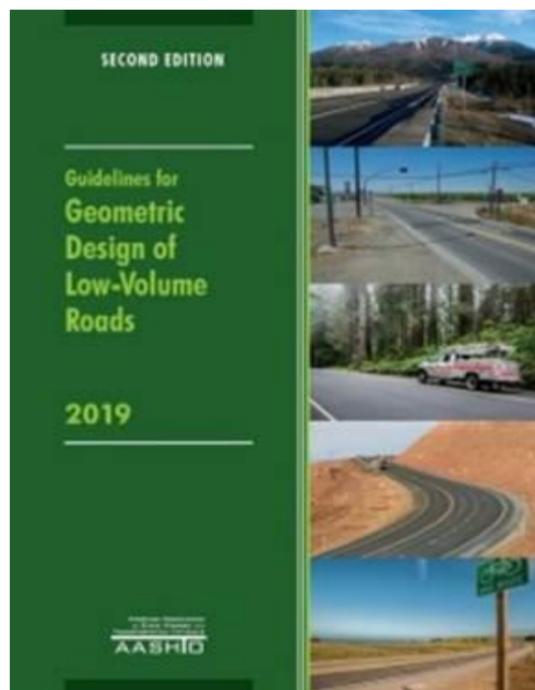
"Our survey gave travelers a choice: would you rather pay more, or continue to sit in traffic? And two-thirds said they would rather pay a little more," Dow noted. "We hope that gives Congress some encouragement to make difficult decisions, because data shows us that inaction is putting the brakes on connectivity and prosperity."

Transportation Research

AASHTO Issues Second Edition of Low-Volume Roads Guidelines

editor@aaashto.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.

