



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 19th, 2019

Volume 31, Number 2

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Tom Piper

MEETINGS ANNOUNCED- MPO MEETING AUGUST 21. TCC/CAC MEETING JULY 31. See *Mobile MPO Updates*. There is an announcement of available "Transportation Planning Funds" for those that are interested, and August seems to be the deadline of some *Funding Opportunities*. There is a joint Mobile / Eastern Shore **MPO 101 workshop** coming up this summer, please see *Mobile MPO Updates*. The Senate asks to repeal the rescission, and BE SAFE in *Legislative Updates*. *In The News* is being dominated by the Bridge, and because of that this week's *Just for Fun*, embraces the toll. 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

MEETINGS ANNOUNCED

There will be a Mobile MPO Policy Board meeting on August 21, 2019 at 10:00 AM in the SARPC Board room on the First Floor of the GMO Building. Prior to that meeting, there will be a Technical Coordinating / Citizens Advisory (TCC/CAC) meeting on July 31, 2019 at 10:00 AM in the Transportation Dept of SARPC on the second Floor of the GMO Building. There are couple of items on the agenda that include the FY 2020 Unified Planning Work Program (UPWP) and the FY 2020-2023 Transportation Improvement Program (TIP). Both of the UPWP and the TIP will be out for public review several weeks prior to the MPO Policy Board Meeting. MPO Staff will send out the first memorandum next week.

Please see our web page for further details www.mobilempo.org

MOBILE AREA DEMAND RESPONSE TRANSIT SYSTEM FEASIBILITY STUDY

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

Click on link below to see the Scope of Work

[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

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



SAVE THE DATE!



**METROPOLITAN PLANNING ORGANIZATION
(MPO) 101 Informational Seminar**

Date: August 14, 2019

Time: 8:30 a.m. – 2:00 p.m.

Location: Blakeley Hall



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

FREIGHT DATA

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

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

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

<http://mobileriverbridge.com/>



About the project:

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

Recent Scheduling Changes This Week for Mobile

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

None this week

Projects in Region Let July 26th, 2019

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Culvert Replacement (Grading, Drainage, Pavement, Bridge, and Traffic Stripe) on SR-13 (US-43) over Steele Creek in Satsuma. Length 0.434 mi. The Bracket Estimate on this project is from \$2,965,495 to \$3,624,493 .

BALDWIN COUNTY

- For constructing the Bridge Replacement and Approaches on CR-9 over Barner Branch northwest of Magnolia Springs. Length 0.184 mi. The Bracket Estimate on this project is from \$916,992 to \$1,120,768 ..

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

Legislative Updates

Doug Jones says federal 'Be Safe' legislation could support I-10 project

Posted Jul 18, 5:53 PM



In this Memorial Day weekend photo from 2015, a traffic bottleneck builds on Interstate 10. It is a common sight along the interstate near the Wallace Tunnel. The Alabama Department of Transportation is analyzing a public-private partnership to build a new \$2.1 billion I-10 Mobile River Bridge and to widen about 10 miles of the Bayway. To help pay for the project, the state is proposing a toll. (Mike Kittrell/mkittrell@al.com)

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

U.S. Senator Doug Jones said Thursday that that bipartisan legislation in Congress could provide potential funding for the Interstate 10 Mobile River Bridge and Bayway project.

Jones, during a weekly call-in with members of the Alabama media, said the "Be Safe Act of 2019," could have up to \$100 million in grants through the U.S. Department of Transportation for projects to improve emergency evacuation routes in small and rural communities.

While unclear whether the program would apply to the I-10 project, Jones said he felt it was an example of an "alternative" funding source which lawmakers are searching for at a time when a toll proposal for the future \$2.1 billion project is viewed as too expensive by a number of local lawmakers.

Jones, along with Republican Louisiana Senators Bill Cassidy and John Kennedy, [introduced the legislation in June](#).

"If we can get that passed, it might be additional monies (for the project)," said Jones. "We are trying to do everything we can and I hope the state and local folks will do that same. It's hard in a state like Alabama, whose income is lower than most (other states) to force people to use a toll road to go back and forth to work."

Jones also urged U.S. Rep. Bradley Byrne, R-Fairhope, to sponsor the legislation in the U.S. House. Byrne is seeking the Republican nomination for the Senate in 2020, and Jones is running for re-election.

"I do think the state and ALDOT need to redouble their efforts, for sure, and we need to do that as well," said Jones. "It's a potential \$100 million for Mobile and others. We have to look outside the box, and that's what I'm doing. Maybe (Byrne) can do that too." Continue [HERE](#)

[Senate Transportation Leaders Ask to Repeal \\$7.6 billion Federal Highway Funding Rescission](#)

Chairman John Barrasso (R-WY) and Ranking Member Tom Carper (D-DE) of the Senate Environment and Public Works Committee submitted a [letter](#) requesting Senate leadership repeal a provision in the FAST Act which would rescind \$7.6 billion in federal highway funding on July 1, 2020. The senators state in the letter that they are making progress on a bipartisan surface transportation reauthorization bill, but that it won't be ready in time to address the scheduled rescission. They are requesting Senate leaders to include a repeal of the provision in a budget or spending agreement that Congress considers before the end of this fiscal year. [House to Consider Second Five-Bill Appropriations Minibus Next Week](#)

The House will vote on a second five-bill funding package next week ([information on the first five-bill minibus can be found here](#)). The [\\$383 billion bill, H.R. 3055](#) will combine the Agriculture, Commerce-Justice-Science, Interior-Environment, Military Construction-VA and Transportation-HUD spending bills for the upcoming fiscal year, which begins Oct. 1. Congress will have until Thursday morning to file amendments to this second minibus.

Votes on the second minibus will begin after the House moves this week to pass its first five-measure spending package — a [nearly \\$1 trillion package, H.R. 2740](#), that would fund the departments of Defense, Health and Human Services, Energy, Education, Labor and State, as well as congressional operations. The two spending

bills not included in these two minibuses are the measure to fund the Department of Homeland Security, and the measure to fund the Treasury Department, IRS and other agencies which both passed the full committee earlier this week.

Missing in Action on Capitol Hill: A Debate on Infrastructure Funding Policy

Eugene Mulero | Staff Reporter July 18, 2019

Infrastructure policy, which was seen as a bright legislative point at the start of the year capable of reaching President Donald Trump's desk, is now hardly mentioned by the president and leaders on Capitol Hill.

Since the collapse of negotiations in May with House Speaker Nancy Pelosi and her caucus on a \$2 trillion infrastructure measure, Trump has not publicly addressed the issue. Instead, he turned his focus on immigration and his re-election efforts.

Pelosi (D-Calif.), who blames Trump for the negotiation's collapse, and Senate Leader Mitch McConnell (R-Ky.) have not directed the tax-writing committees to address the looming insolvency of the nation's highway account. Dwindling revenue from the federal fuel tax backs the Highway Trust Fund account.

After the White House suggested infrastructure policy would be a front-and-center issue in 2019, most transportation stakeholders and policy observers had expressed optimism about a measure's chances. Nearly eight months later, not so much.

Even the consideration of a comprehensive highway policy bill Aug. 1 by the Senate Environment and Public Works Committee, which would cover surface transportation programs, has stopped short of eliciting enthusiasm across the transportation community. The Senate panel lacks jurisdiction over the thorny funding matter, and the current highway law, the [Fixing America's Surface Transportation \(FAST\) Act](#), expires in the fall of 2020.

Marcia Hale, president of the Building America's Future advocacy group, is not anticipating infrastructure policy to gain significant momentum on Capitol Hill during next year's general election cycle. As far as the FAST Act's reauthorization, she expects Congress to miss its fall deadline and advance short-term extensions to keep programs active.

"The House and Senate need to be talking about issues that the American public cares about. And our poisonous political debate at the moment is obviously not helping that, and quite hindering it," Hale told Transport Topics on July 17, stressing that other national concerns are being stymied by the Beltway's political climate.

"I do think you'll hear more about infrastructure starting this fall and throughout the primary season. And I would think that the Trump administration — the Trump campaign — might have something to say about it, as well."

Advancing a major infrastructure bill will necessitate the White House's leadership, Hale said: "So anything that [Trump] can do to help move the issue is not only good, but absolutely needed to make anything happen."

"I don't have a lot of optimism," added Eno Center for Transportation senior fellow Jeff Davis. "The closer we get to reauthorizing the FAST Act, the more that that is going to become the focus."

David Ditch, a budget and transportation associate in the Grover M. Hermann Center for the Federal Budget at The Heritage Foundation, argued that reauthorizing highway policy programs is likely to take a back seat to budget and spending obligations on Capitol Hill. The group is an advocate for devolving transportation funding responsibilities to states.

"If we were imposing the same amount of gas tax that we currently do but that gas tax was more being taxed and spent at the state and local level, there will be more value," Ditch told Transport Topics, "and at the same time we could manage to get rid of the trust fund deficiency."

To be sure, groups such as the U.S. Chamber of Commerce call on Congress to follow dozens of states' lead and approve an increase of the 24.4 cents-per-gallon diesel tax and 18.4 cents-per-gallon gas tax to boost the trust fund.

While Trump is mute on the subject, several presidential aspirants have brought up infrastructure policy. [Sen. Amy Klobuchar \(D-Minn.\)](#), a member of the Commerce Committee with jurisdiction over the trucking industry, was at the National Press Club in Washington on July 16 to promote a \$1 trillion proposal aimed at modernizing freight and passenger corridors.

"I will get that bill introduced in the first 100 days and get it done by the end of the year. Both Democrats and Republicans have been waiting throughout this administration to see a major infrastructure package. Two years and seven months later since the president won his election, we're still waiting," said Klobuchar.

Trump also had promised an infrastructure package during his first 100 days in office.

Reacting to the collapse of the White House's negotiations on infrastructure in May, Sen. Kamala Harris (D-Calif.), another candidate seeking to occupy the Oval Office, said Trump was deliberately avoiding working with Pelosi on fixing roads and bridges to pressure an end to the House's investigations into his campaign and financial holdings.

Transportation Investment Bills Can Succeed With Officials' Support, Experts Say



Tom Layfield (left), executive director of the Alabama Road Builders Association, described Gov. Kay Ivey's support as key in getting a conservative state Legislature to pass a revenue measure earlier this year. (Eleanor Lamb/Transport Topics)

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WASHINGTON — Support from state and local officials is vital for the success of transportation funding measures, according to road building experts.

Tom Layfield, executive director of the Alabama Road Builders Association, described Gov. Kay Ivey's support as the "secret ingredient" in overcoming the political hurdle of getting a conservative state Legislature to pass a revenue measure earlier this year.

Ivey on March 12 signed the Rebuild Alabama Act, which included a 10-cent fuel tax hike that will be indexed to keep up with the rising cost of rebuilding roads and a measure to deepen and expand the Port of Mobile.

Layfield was a panelist at the Transportation Investment Advocacy Center's Workshop for State and Local Transportation Advocates here on July 17. A component of ARTBA's Transportation Makes America Work program, TIAC offers education programs for legislators, organizations and companies in an effort to boost transportation investment.



Harrell

Drew Harrell, executive director of the Alliance for Alabama's Infrastructure, said Ivey announced a special session to work on the bill and met with legislators one on one to gauge their support, marking their leanings with either a red dot or a green dot.

"She took ownership of it," Layfield said. "It changed the dynamic."

The panelists indicated that transportation advocates can attract the attention of lawmakers and officials in a variety of ways.

For example, Harrell and his partners conducted an advertising campaign on social media platforms, television and billboards. They met with various local groups, such as chambers of commerce and Kiwanis clubs, to generate support for Rebuild Alabama. He also encouraged advocates to consider their initiative's name, comparing bills to marketable products.

"Name your legislation something catchy," Harrell said. "Naming it something that is fun and has some oomph behind it is critical." Mike Sturino, president of the Illinois Road and Transportation Builders Association, also encouraged transportation advocates to pounce on opportunities to point out the need for investment. A bridge failure on Lake Shore Drive in Chicago and the notoriously dilapidated Des Plaines River bridges that carry Interstate 80 in Joliet were examples of pressing infrastructure concerns. Sturino said he worked with unions to make a billboard that warned drivers approaching the Des Plaines River to "Cross Bridge at Your Own Risk."

Mike Sturino, president of the Illinois Road and Transportation Builders Association

These type of circumstances forced lawmakers to take infrastructure needs seriously, according to Sturino.

Illinois Gov. Jay "J.B." Pritzker announced June 2 that the Legislature had passed Rebuild Illinois, a \$45 billion infrastructure improvement plan that included provisions to increase the fuel tax rate and repeal the sales tax on truck license plates.

Joey Dean, executive vice president of the Arkansas chapter of Associated General Contractors, said studies demonstrating the safety benefits and job-creating potential of transportation investment also can make a difference.

Arkansas Gov. Asa Hutchinson signed a law that increased the fuel tax rate and imposed electric vehicle registration fees in March.

"When we put our coalition together and put our resources together, there's a lot more we can do with other groups than we can ever do on our own," Dean said. "Continued support from our governor is going to be crucial."

Funding Opportunities

Transportation Planning Funds Made Available (Deadline August 16th, 2019)

The Alabama Department of Transportation has made funding available for any “transportation Planning” type activity. If you have a transportation planning type project, funding may be available. Please ask Kevin Harrison for details.

The deadline for receipt of applications is Monday, August 5, 2019 at 8:00 a.m. These can be submitted through standard mail or e-mail to Michael Hora at horam@dot.state.al.us, with a subject line of “PL Application Submission”.

It was discussed at the 2019 Transportation Planners Conference in Orange Beach that these funds would be eligible for use by MPO’s through an application process (see attached application). It is acceptable to submit more than one application for multiple projects, but no more than one project can be on an individual application. These projects can have a lead through the MPO or another sponsor, and will need to begin after October 1st, 2019. Projects that are approved will not be required to be part of the UPWP and will have a separate charge number. Projects will be selected, and project sponsors notified by August 16th, 2019.

The type of projects that would be considered are planning in nature, such as feasibility studies, safety studies, intersection improvement studies, access management studies, transit studies, Long Range Transportation Plans, etc. These types of studies may identify environmental impacts (such as: historical districts, visible or known wet lands, etc.) but should not include any official environmental work, as this stage would be considered preliminary engineering (PE).

Please contact Michael Hora at (334) 242-6517 or horam@dot.state.al.us with any questions.

DEP/mh

Advanced Transportation and Congestion Management Technologies Deployment Initiative
Department of Transportation
DOT Federal Highway Administration (new deadline August 5th, 2019)

Description: Up to \$60 million in Federal Funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment. (23 U.S.C. 503(c)(4)(A)).

Link to Additional Information: [ATCMTD Program](#)

Grantor Contact Information: If you have difficulty accessing the full announcement electronically, please contact:

If you have difficulty accessing the full announcement electronically, please contact:

Ryan J Buck
Agreement Specialist
Phone 202-366-4229

TIFIA Rural Project Initiative (RPI)

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

For more information, click [HERE](#)



ALDOT Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (August 5th deadline to SARPC).

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

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

STATEWIDE COMPETITIVE CAPITAL AWARD APPLICATION For Fiscal Year 2020



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

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

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

The Alabama Department of Transportation (ALDOT) has allocated a portion of Highway Safety Improvement Program (HSIP) funds to establish a High-Risk Rural Roads (HRRR) Program for FY 2020. The intent of this program is to identify site-specific and programmatic safety improvements in an effort to reduce the statewide

fatality rate on rural roads. Therefore, ALDOT is placing a call to all local agencies (counties, cities, etc.) to submit applications in accordance with the HRRR Program Application Guidance (attached).

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

Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

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

Just For Fun

Yes, there is the possibility of a toll bridge, and no, there is NO additional federal funding for a project of this magnitude. The Bridge/Bayway project is three times the amount of federal funds the State of Alabama gets annually, which by the way is already spent. Further, in order to build the bridge, a new Bayway has to be constructed per federal (AASHTO) guidelines, which has created the MONSTER dollar amount for the project. ALDOT is getting a bad rap for this, and all they did was come up with a cost estimate, and way to fund the needed project. They are not the bad guys, at this point there is no other way to fund the bridge. There is going to either be a toll bridge, or there will be no congestion relief to I-10. Plain and simple.

SO JUST FOR FUN, lets embrace the toll, for just a moment, and look and some hilarious, creative ways, people have tried to avoid a toll; enjoy. Video [HERE](#)



In the News

Avoiding the Bayway toll could cost drivers more time



<https://www.wkrg.com/local-news/avoiding-the-bayway-toll-could-cost-drivers-more-time/>

MOBILE, Ala. (WKRG) — With a \$6 toll possibly coming to the Bayway, drivers could soon be looking for alternate routes.

If you go by what your maps tell you, it'll take you 24 minutes to cross to Baldwin County by the Bayway, 25 minutes if you go through Downtown to the Causeway, and 28 minutes if you take the Africatown Bridge to the Causeway.

When you get behind the wheel yourself, the GPS time estimates are not always accurate. News 5 decided to conduct our own test.

We wanted to make our starting and ending points the same to make our findings as accurate as possible. We also did our drives over the course of two days to make sure we were doing them at about the same time so rush hour traffic would not impact the times.

We left to take the Bayway route at 3:30 PM. We got stopped by a traffic jam on the Bayway around the Wallace Tunnel and again later on the Bayway bridge. Our car got to Baldwin County at 4:03 PM.

Taking the Causeway for the second test, we left at 4:30 PM. Traffic backed up on Government for several blocks before the Bankhead Tunnel was within view. Our car got to Baldwin County at 5:15 PM.

We took the Africatown Bridge for our final route leaving News 5 studios at 3-45. The only traffic issue we found was where the Bankhead Tunnel let out on to the Causeway. Our car got to Baldwin County at 4:16 PM.

Taking a look at all three routes, the Africatown Bridge comes in with the shortest time of 31 minutes, the Bayway comes in second at 33 minutes, and the Causeway comes in last with a time of 45 minutes.

The one big thing our test could not take into account is just how many cars will no longer use the Bayway due to the tolls. We will probably see an increased number of cars on the alternate routes, making traffic back up longer on those already busy roads.

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Legal challenges loom for I-10 Mobile River Bridge & Bayway Project

by Andrea Ramey

Thursday, July 18th 2019

The bridge over troubled water continues, as legal challenges are being planned for the I-10 Mobile River Bridge & Bayway project.

Groups like Block the Mobile Bayway Toll and others are threatening to file suit if demands, like lower tolls and location change, aren't met. Opposition stopped a different federal highway project in the Port City decades ago it could happen again.

Back in 1980's the government wanted to connect I-10 to I-165. The I-210 connector project would have been elevated eight stories over Water Street, but a coalition of opposition formed and stopped it.

Attorney Herndon Inge fought on behalf of the Coalition Against a Raised Expressway or C.A.R.E.

"Just like in 1985, they decide, they design, and then they defend," said attorney Herndon Inge.

Inge says the same arguments used then to block the project could be used now to stop the I-10 Mobile River Bridge and Bayway project. Inge says he's eyeing retirement and won't act as an attorney this time but he says he's fully prepared to be a plaintiff.

"We are locked and loaded. You drive that first stake and we're going to sue you," said Inge. "My objection is the location."

Inge says the massive structure and the construction of it will irreparably harm historical building and adversely impact downtown Mobile. He'd like to see the project moved further south.

"This is a solution several of us have proposed," said Inge. "And the highway department says, we've decided. We're not interested."

While Inge's objection is the location, other groups like Block the Mobile Bayway Toll say the tolls are excessive. ALDOT announced a \$6 toll this week. According to Money Wise, that would make it the 4th highest toll per mile in the nation. Continue [HERE](#)

Alabama transportation officials pitch \$90 monthly toll fee for I-10 bridge

- [Brendan Kirby](#)

- Updated Jul 18, 2019 | Posted on Jul 16, 2019



MOBILE, Ala. (WALA) – Daily commuters across a planned Mobile River bridge could end up getting a discount from tolls by buying a \$90 monthly pass, officials [told AL.com](#) on Tuesday.

Alabama Department of Transportation Director John Cooper told the website that the \$90 pass for cars, pickup trucks and motorcycles, would give motorists a break from a \$6 per-trip toll. In addition, people who use the bridge more than five times a month but don't buy the pass, would get a 15 percent discount.

Tony Harris, a spokesman for the department, told FOX10 News that the details of the discount have not been finalized. He said officials gave print news outlets a preview Tuesday and would brief television stations and the public Wednesday morning.

State officials hope to build a new bridge to provide additional capacity for cars that often get jammed at the Wallace Tunnel on Interstate 10. In addition to the bridge – which would be nearly as tall as the Golden Gate Bridge in San Francisco, the Mobile project involves replacing the existing Bayway with a taller and wider crossing that could handle more vehicles and be safe from hurricanes.

But tolls have dominated the discussion locally ever since ALDOT officials revealed that the plan included tolls of \$3 to \$6 per trip. With little federal money available, Cooper and other officials have said there is no way to finance the \$2.1 billion project without tolls.

Under ALDOT's plan, drivers would be tolled in segments between the Virginia Street exit in Mobile and Daphne. Drivers exiting at different points – to the Causeway, for instance – be pay less than those traveling the entire length. Drivers also pay a toll to use the Wallace Tunnel, although the Causeway and Bankhead Tunnel would remain free.

To keep traffic moving freely, the system would not include physical toll plazas. Instead, drivers would be charged either from transponder devices they buy for their cars or through a system that takes pictures of license plates and then sends bill through the mail. Continue [HERE](#)

Portion of Halls Mill Road to close for 2 days

NEWS

by: WKRG Staff

Posted: Jul 18, 2019 / 09:43 AM CDT / Updated: Jul 18, 2019 / 09:43 AM CDT



MOBILE, Ala. (WKRK) — Beginning Monday morning, July 22, Halls Mill Road will be closed between McVay Drive and Satchel Paige Drive.

Alabama Power will install a concrete pole about 500 feet west of McVay Drive. The road will be closed for a portion of two days, Monday, July 22, and Tuesday, July 23, between 8:30 a.m. and 4 p.m.

On the workdays, the road will be reopened when the crews are not working after 4 p.m. Detour signs will be in place.

City of Mobile, Alabama Power bring electric vehicle chargers to downtown

By Beth Thomas July 17, 2019

The city of Mobile and [Alabama Power](#) have partnered to bring the first residential electric vehicle (EV) charging stations to the downtown. Mobile Mayor Sandy Stimpson and [Alabama Power](#) Division Vice President Nick Sellers unveiled the charging stations at a news conference Monday.

“The addition of the EV charging stations ensures the city of Mobile is at the forefront of changes in energy and cleaner mobility,” Stimpson said. “[Alabama Power](#) continues to be a great partner for the city, and this investment only enhances amenities of our great downtown.”

Charging stations are in 11 locations across downtown: the [Mobile Convention Center](#), Church Street parking lot, [Cathedral Square](#), [Bienville Square](#), [Mardi Gras Park](#), the [Mobile Federal Building](#), [Staples Pake Building](#), old Gayfers building, [Buick building](#), [Mobile Cruise Terminal](#) and [One Saint Lewis Center](#). Each station can charge two vehicles at a time.

Residents and visitors who want to use the charging stations should download the [Charge Point app](#) on their smartphones and follow the directions.

“Electric vehicles are the future of transportation and the future is happening today,” Sellers said. “In addition to environmental benefits, electric vehicles are cheaper to fuel than traditional combustion engine vehicles and they require less maintenance. We are pleased to partner with the city to bring EV charging stations to downtown. This partnership represents a great example of innovation as we continue to build the future of energy.”

By the end of 2018, a record 1 million electric cars were on U.S. highways. An [Edison Electric Institute](#) study projects that 18 million electric vehicles will be on highways by 2030. The projected increase is largely due to advancements in technology, faster charging times and the availability of affordable vehicle options.

To learn more about electric transportation, visit <https://www.alabamapower.com/our-company/the-environment/electric-transportation.html>.

Transportation Research

TRB TCRP Report on Dialysis Transportation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation Dictionary

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

Search Tips

- Sources are listed in parenthesis after the definition.

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

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