



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 10<sup>th</sup>, 2018

Volume 27, Number 6

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Today is the deadline for Rural FTA 5310 applications, the Urban deadline is September 12<sup>th</sup>; see *Funding Opportunities*. The South Alabama Freight Forum (SAFF) is on August 20<sup>th</sup>, see *Mobile MPO Updates*, and *In The News*, the Alabama Transportation Institute will be housed in Gulf Quest. This week's *Just For Fun* will bridge the gap, between funny and not.... Have a great weekend!

Check out [ALGO Traffic](#) before you travel!

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

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

## Mobile MPO Updates

### US 45 Feasibility Study

Last week there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, Jimmie Gardner. Despite the weather, we had a pretty good turnout. Several comments were made pertaining to the study, and we gained some good input. The next meeting will be a stakeholder meeting on August 30<sup>th</sup>. Please stay tuned for details.

June 28<sup>th</sup> was the first public meeting for the US 45 Feasibility Study, and was held at Leflore High School. The meeting was well attended by nearly 70 people. Mobile City Councilman Levon Manzie was on hand to guide the meeting and answer questions. Nick Amberger, the City of Mobile Engineer was also present and assisted in answering questions posed by the public. Mr. Drew Davis with Volkert and Mr. Clifton Lambert with CERM presented the attendees with preliminary ideas developed in previous Advisory Committee meetings. These included road diets, sidewalk improvements, bike lanes, and roundabouts at key intersections. The presentation, maps from the meeting, and comment form are available on our website [HERE](#).



### FREIGHT

The South Alabama Regional Planning Commission will be housing a South Alabama Freight Forum (SAFF). This forum will meet probably twice a year, and talk about freight issues in terms of our surface infrastructure. We want to know what the problems are, and develop solutions. This will also be an opportunity to inform the freight community about various surface infrastructure projects like Water Street, the I-10 Mobile River Bridge, etc.; we will keep you posted. The SAFF will take place on August 20<sup>th</sup>, and is invite only in order to minimize the number of participants.

As most of you know, the Mobile MPO has been trying to update its freight plan as an element to the Long Range Transportation Plan. We purchased data from INRIX to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information. To help validate the truck data, we are working with APM Terminals to try and nail down where the container trucks are coming from and going to. One day a quarter, APM Terminal will have on-board tablets for drivers to answer a series of questions

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in terms of where they came from, where is their return trip, if they came in from outside of Mobile County, which direction did they come from, etc; the data is exciting and interesting. Below is a flow map from the survey data in terms of container trucks going to the container terminal at Choctaw Point. Click the link for the survey results:

<http://www.mobilempo.org/freightplanning.html>

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## 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](#)

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## TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

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

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

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

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

<http://mobileriverbridge.com/>

## Projects in Region Let July 27<sup>th</sup>, 2018

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### ESCAMBIA COUNTY

None at this time

### MOBILE COUNTY

For constructing the Bridge Replacement and Approaches on Dunlap Drive over Pinto Pass in Mobile. Length 0.085 mi.

The Bracket Estimate on this project is from \$719,667 to \$879,593 .

### BALDWIN COUNTY

None at this time

[What's Under Construction?](#)

[Project Status](#)

## Legislative Updates

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### Department of Transportation moves to put more freight on water

August 09, 2018 [Michael Angell](#)

Pilot projects will increase barge movements of freight while Senator aims to put more money to grants.

The US government is taking aim at truck congested roadways and poor marine port infrastructure with two new initiatives.

[The U.S. Department of Transportation announced \\$4.8 million in grants](#), administered through the Maritime Administration (MARAD), that will help advance the Marine Highway program.

The grants are aimed at highways serving ports in Louisiana, Virginia, New York, and Connecticut, and support the development of new container-on-barge services in Kentucky and Rhode Island, the DOT said.

“Strengthening the country’s waterways and domestic seaports stimulates economic growth, reduces congestion and increases the efficiency of our national freight transportation system,” said Secretary of Transportation Elaine Chao.

The Marine Highway Program uses 29,000 miles of navigable waterways to relieve land-based freight traffic, especially along major highways.

“These marine highway grants will help expand freight movement on the water and modernize our inland ports and waterways,” said MARAD Administrator Mark Buzby.

#### THE DOT'S MARINE HIGHWAY SYSTEM

The largest grant will go to the Port of Baton Rouge and Port of New Orleans. It will receive \$2.5 million to purchase marine terminal and handling equipment for efficient loading and unloading of container-on-barge operations in New Orleans.

The service is designed to relocate empty containers in Memphis to meet export customer demand in Baton Rouge. This grant aims to expand service to the New Orleans France Road terminal and will allow northbound containers to be offloaded as far north as Memphis.

The Paducah-McCracken County Riverport Authority will also receive \$250,000 for a container-on-barge demonstration project.

In the Northeast, Quonset Development Corporation, a Rhode Island state-sponsored company, will receive \$855,200 for an 800-TEU barge service running between New York and New Jersey to Rhode Island. The barge will remove approximately 83,200 containers and 14,976,000 vehicular miles annually from the road, according to MARAD.

The New York City Economic Development Corporation will get a \$300,000 grant for studying how to increase shipping container movement by barge between New Jersey and New York terminals and beyond.

The Port of Virginia will receive \$456,000 for the James River Expansion Project which aims to move freight between terminals in Hampton Roads and the Richmond Marine Terminal. The Connecticut Port Authority will get \$503,000 for a ferry project across the Long Island Sound.

In a separate announcement, Mississippi Senator Roger Wicker introduced the Port Improvements Act, which will give the Department of Transportation further authority to award grants aimed at “improving the safety, efficiency, or reliability of the movement of goods through ports and intermodal connections to ports.”

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## USDOT, EPA Propose Fuel Economy Standards ‘Freeze’ To Improve Safety, Reduce Costs

[editor@aaashto.org](mailto:editor@aaashto.org)

The U.S. Department of Transportation and the Environmental Protection Agency are seeking to “freeze” light vehicle fuel economy standards via a new rulemaking effort, according to a joint proposal issued Aug. 1.

The agencies plan to “lay out” eight options for a single national fuel-economy standard for model years 2021 through 2026, with USDOT and EPA backing an option to “lock in” the 2020 standards until 2026 because their analysis “suggests that those standards strike the appropriate regulatory balance between vehicle improvements, environmental benefits and safety.”

The EPA and the National Highway Safety Administration jointly issued a notice of proposed rulemaking on Aug. 2 dubbed the “Safer Affordable Fuel-Efficient Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks” or “SAFE Vehicles Rule” that provides in the words of both agencies a “much-needed time-out” from more stringent and costlier fuel economy standards, initiating a process to establish a new 50-state fuel economy and tailpipe carbon dioxide emissions standard for passenger cars and light trucks.

Senator John Barrasso, R-Wyoming, chairman of the Committee on Environment and Public Works is backing the administration’s move.

“I applaud the Trump administration for proposing new standards for cars and trucks,” he said in a statement. “Unless the Obama administration’s punishing standards are changed, consumer choice will be limited and the cost of vehicles will skyrocket. When

setting standards, Washington must consider what is best for the whole country. The previous administration ignored that concern. Americans shouldn't be denied the ability to purchase a car or truck that meets their needs. The standards must allow people to buy the vehicles they require, at a price they can afford."

Yet there is also long-term opposition to this "freeze" to contend with. In May, California launched a legal effort in conjunction with 17 other states and the District of Columbia to "set aside and hold unlawful" what was then still only a proposed plan to "weaken" the nation's existing fuel economy rules; a plan that now, however, would also eliminate California's waiver from the national standards, which allows it to create its own light vehicle emission/fuel efficiency rules.

Transportation Secretary Elaine Chao and EPA Acting Administrator Andrew Wheeler noted in a joint opinion column in *The Wall Street Journal* that "there are compelling reasons for a new rulemaking" as the fuel economy standards implemented by the Obama administration "raised the cost and decreased the supply of newer, safer vehicles."

For example, they said the current fuel economy standards "helped drive up the cost of new automobiles to an average of \$35,000" and that "keeping in place the standards finalized in 2012 would add \$2,340 to the cost of owning a new car and impose more than \$500 billion in societal costs on the U.S. economy over the next 50 years."

Furthermore, Chao and Wheeler argued that, due to those increased costs, "Americans are holding on to their older, less-safe vehicles longer and buying older-model vehicles" with the average vehicle on the road today now 12 years old. They also both pointed to data from a NHTSA study issued in May that indicates passengers are likelier to be killed in older light vehicle models versus newer ones.

They added that the 2012 fuel efficiency standards EPA and NHTSA seek to change "were designed to encourage the development and sale of electric vehicles" but that only about 1.5 percent of new vehicles sold are powered by electricity.

"Some data conclude that nearly half of consumers who purchase an electric car do not buy another because of challenges with range and recharge times," Chao and Wheeler said. "Yet to meet the previous administration's fuel-economy and greenhouse-gas standards, manufacturers would have to produce vehicle lineups that are 30 percent electric or more over the next seven years—far more vehicles than buyers are likely to want. Our goal is to ensure that consumers have a variety of safe, fuel-efficient choices so they can decide for themselves which options suit them best. This includes electric vehicles, for those who want them."

There are varying views of the potential impact of this proposed fuel economy standard "freeze." One report issued in April by the think tank Resources for the Future when EPA first suggested rolling back those standards said they were "a central part of the Obama administration's efforts to reduce U.S. greenhouse gas emissions" and that supporters of the current standards argue that they "would substantially reduce emissions at a modest cost."

But that report also indicated that "the standards have been highly controversial" and that "supporters of weakening the standards—including those in the Trump administration—argue that the current standards would be excessively costly to consumers and automakers, while providing little or no benefit to the public."

RFF's analysis four months ago concluded that eliminating the fuel economy increases mandated by the 2022–2025 rules "would have small effects on gasoline consumption, greenhouse gas emissions, and oil imports during those years and even out to 2030." However, the ultimate effects of weaker standards "could be greater over time," the group warned, "especially if they hurt the progress of new technologies and the political momentum for tighter standards in the United States and in other countries in the longer term."

## Funding Opportunities

### Applications for FTA 5310 Funds for the Mobile Urban Area *deadline September 12, 2018*

The South Alabama Regional Planning Commission is responsible for the management and administration of the Federal Transit Administration (FTA) Urban Area Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transportation program in the Mobile Urbanized Area. The goal of the 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and



- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

Eligible Recipients for the Mobile Urban Area 5310 funds include:

- Private non-profit agencies providing transportation services that meet the special needs of seniors and individuals with disabilities.
- Local governmental agencies approved by the state to coordinate service for the seniors and individuals with disabilities.
- Governmental authorities certifying that no non-profit organizations are readily available in an area to provide the service.

SARPC will accept grant applications until September 12, 2018 at noon for Fiscal Year 2019 Mobile Urban Area 5310 funds. Please read the guidelines and application before attempting to complete it. The guidelines and application can be found online at <http://mobilempo.org/5310.html>.

Technical assistance is available on an as needed basis. If you have questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email [mwilliamson@sarpc.org](mailto:mwilliamson@sarpc.org).

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### **[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)**

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

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### **Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements**

On July 19, the Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program that includes more than **\$318 million in grant funding** from the Consolidated Appropriations Act of 2018. **Applications for funding under this solicitation are due no later than 5:00 p.m. EDT, September 17, 2018.** To view the NOFO, visit <https://www.fra.dot.gov/Page/P1120>. FRA plans to provide web-based training and technical assistance to applicants to address questions – see CRISI webinar info section below.

- The CRISI grant program directs much needed critical investment to rural America. By directing at least 25 percent of available funds towards rural communities, the USDOT/FRA is able to safely connect and upgrade rural America's rail infrastructure.
- In addition, selection preference will be given to projects with a 50-percent non-federal funding match from any combination of private, state, or local funds. USDOT/FRA will also consider how well the project aligns with key USDOT/FRA objectives including supporting economic vitality; leveraging federal funding; preparing for life-cycle costs; using innovative approaches to improve safety and expedite project delivery; and holding grant recipients accountable for achieving specific, measurable outcomes.

#### **CRISI Webinar Info**

The FRA will host webinars on **August 8, 2018**, to aid eligible entities seeking funding. Those interested in participating can **register** at <https://www.fra.dot.gov/Page/P1117>, and FRA encourages participants to submit questions in advance.

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### **FHWA Offers New Funding for Innovative Demonstration Projects**

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

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

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

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

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## Industrial Access Road and Bridge

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

Prior to the date the qualifying (new or expanding) project is “placed in service,” the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

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To stay up to date on all of the many grants that are available visit [www.grants.gov](http://www.grants.gov).

## Just For Fun

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*Just for Fun* this week, we thought we would look at some odd bridges. Below is the Golden Bridge in Vietnam, with its human hands holding up the sky. [HERE](#) are some great pictures of the bridge.



One of the greatest “human bridges” is from a Budweiser beer commercial for the 2001 Super Bowl, and is pure American: [HERE](#)



Vietnam is also home to the Dragon Bridge, which breathes fire





And in Scotland, they have a haunted bridge that for whatever reason, dogs have the urge to jump off of to their death. Hundreds of dogs have jumped off this bridge. This is no laughing matter, especially since August 26<sup>th</sup> is International Dog Day; please keep your dogs on a leash when crossing the [Overtoun Bridge](#).



## In the News

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### **University of Alabama rents space in Mobile for transportation research**

By Staff report -Tuscaloosa News  
Posted Aug 6, 2018 at 6:50 PM

The University of Alabama will lease space at the GulfQuest facility in Mobile for research and program initiatives in the region, primarily in the area of transportation.

“The University of Alabama has a long history in Mobile and along the Gulf Coast, including the Dauphin Island Sea Lab. With a large and growing number of research projects and collaborations in the area, the GulfQuest facility will give us a centrally located physical space to expand our research capacity,” said John Higginbotham, UA interim vice president for research and economic development in a statement released by the university.

The lease begins Sept. 1 at the facility on South Water Street in downtown Mobile. GulfQuest is a 120,000-square-foot maritime museum designed to look as if it were a ship headed into Mobile Bay and the Gulf of Mexico.



At the facility, UA's Alabama Transportation Institute plans to house a research and policy resource that brings together research and development industry professionals. The facility will provide those professionals with a site to seek innovative solutions to the challenges of building and maintaining a transportation system that provides safety and mobility for Alabama's citizens, while providing efficient freight movement, stimulating economic growth and conserving energy resources.

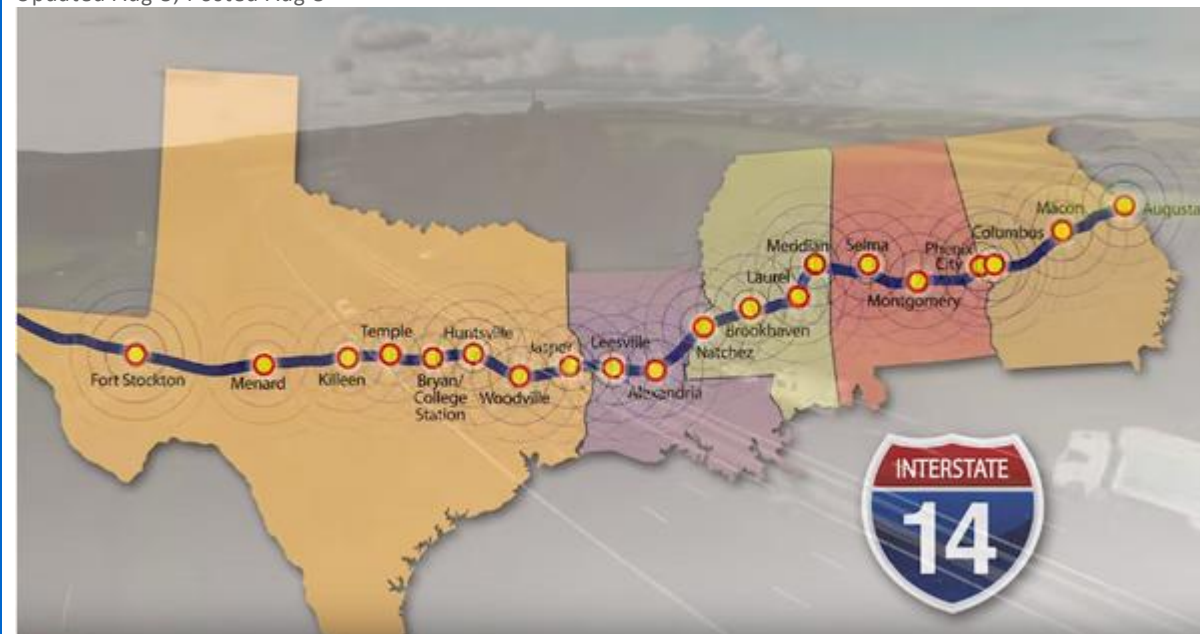
The city of Mobile's multimodal transportation system includes aviation, roads and interstate highways, rail, ports, harbors and inland waterways that support significant engineering, maintenance, manufacturing and technical training activities for transportation as well as activities in the financial, tourism and service sectors, said Shashi Nambisan, executive director of the Alabama Transportation Institute.

The Alabama Transportation Institute's plans drew praise from lawmakers and regional officials.

"We are pleased and proud to welcome the University of Alabama to downtown Mobile," said Mobile Mayor Sandy Stimpson. "This partnership with the Alabama Transportation Institute is significant because of the incredible growth we are experiencing as a region, placing unprecedented demand on our infrastructure. In addition, UA's location at GulfQuest should help energize our waterfront and continue momentum downtown."

## Alabama has no plans, no funding for new interstate, transportation department says

Updated Aug 8; Posted Aug 8



Screen grab from a promotional video.

43

206shares

By [Dennis Pillion](#)  
[dpillion@al.com](mailto:dpillion@al.com)

A proposal to build a [new interstate highway through Alabama](#) ultimately faces long odds of being successful, according to the Alabama Department of Transportation.

Tony Harris, government relations manager for ALDOT, said the department has no plans at present to move forward on the idea, has not had discussions with any of the groups in favor of the idea and doesn't have available funding to do the evaluations to begin planning a project like Interstate 14 through Alabama.

"There has been no discussion about a proposed Interstate 14 involving state transportation officials in Alabama and the advocates for this idea," Harris said. "In today's funding climate, this proposal isn't likely to get serious consideration."

A group of college students from Georgia and Alabama called the [Youth Infrastructure Coalition](#) recently launched a web site and [YouTube video](#) to promote the idea of building a new interstate highway from west Texas to Augusta, Ga., passing through Alabama's Black Belt, from Selma to Montgomery, then on to Phenix City, Columbus, Ga., Macon and Augusta.

While the Federal Highway Administration did conduct a study to explore the feasibility of the Interstate 14 project from Texas to the Atlantic coast, Harris said in Alabama that study was only the first step in what would be a very long and expensive process, if it ever happens.

"You need funding to do the federal studies that are necessary to identify a route, to clear all the environmental hurdles that are there and to do the preliminary engineering," Harris said. "That process would take a decade or more and would be quite expensive."

Harris said the FHA study lays out suggested routes, but there would be issues and complications that are not addressed in that report. For example, he said, one of the proposed routes cuts through the Tuskegee National Forest. Harris said it would be unlikely that federal officials would allow a new interstate to be built through a protected National Forest area.

"It's one thing to know that there's a federal study out there that's been conducted and to put up a website and say, 'hey, this is a great idea,'" Harris said. "It's another thing to confront the realities that we live in, in the transportation world that hasn't seen a meaningful increase in transportation funding in three decades."

Harris also said that many local areas in Alabama have ideas for new interstate projects. Dothan leaders are interested in an interstate connection with I-10 in Florida. Huntsville officials would love an interstate across north Alabama.

"There are more ideas floating around out there, more wants floating around around out there, than we can fund," Harris said. "And frankly, it puts us in a situation where we have to choose what to do with the funding we have and seek the maximum benefit that we can get from those funds."

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## Work begins on Highway 181 widening project

Monday, August 6th 2018, 5:20 pm CDT  
Monday, August 6th 2018, 5:20 pm CDT  
By WALA Webstaff



BALDWIN COUNTY, AL (WALA) -

A major road project is getting underway in Baldwin County.

The Alabama Department of Transportation started work Monday on a four-mile section of Highway 181. Once the job is finished, the highway will have four lanes between State Road 104 and U.S. Highway 31.

There will be lane closures during the construction. ALDOT said crews will avoid working during peak commuting hours.

Work on the \$20 million project will continue through spring of 2021.

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## Alabama's lagging infrastructure could hurt economic development efforts

By Michael Tomberlin  
August 8, 2018



Infrastructure needs are a high priority for Alabama. As the state's population has grown, more travelers are using the state's roads. (file)

In economic development, companies consider three key elements as they look to locate or expand in an area. When it comes to business climate and workforce development, Alabama is tops. When it comes to reliability and access to infrastructure, not so much. Shashi Nambisan, executive director of the [Alabama Transportation Institute at the University of Alabama](#), said statistics show the state's infrastructure needs action now.

"Over the last 25 years, there has been a tremendous increase in population, about 20 percent, (an) increase in the number of registered vehicles across the state and, most importantly, the vehicle miles driven across the state," Nambisan said. "At the same time, we have had just a nominal 14 percent increase in the capacity, the number of new lanes or new lane miles that have been added."

[Alabama's lagging infrastructure could hurt economic development efforts](#) from [Alabama NewsCenter](#) on [Vimeo](#).

The reason is funding. Alabama hasn't raised its gasoline tax, the primary source of roadway funding, in more than 25 years. In the years since, fuel efficiency has risen in cars and there has been a rise in hybrid and electric vehicles.

Jim Page is chairman of the [Alliance for Alabama's Infrastructure](#) and president of the [West Alabama Chamber of Commerce](#).

"We have not adjusted what we pay at the pump since 1992 and, certainly over a generation, inflation and construction costs, the dollar doesn't go as far as it did back then. So, we've really been declining," Page said.

"We do think a comprehensive package needs to be introduced where we need to take in technology considerations, the changing way vehicles are being made, all need to be on the table. But, for right now, and we think for the foreseeable future, paying at the pump is still the primary way for us to get revenue for road projects in this state. So a nominal tax increase, at the very least, has got to be introduced for us to be able to catch up." [HERE](#)

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## **Bike-Sharing Service to Launch Aug. 15 in Mobile**

Mobile will launch its downtown bicycle-sharing service on Aug. 15.

Copyright 2018 The Associated Press.

Aug. 4, 2018, at 12:54 p.m.

Bike-Sharing Service to Launch Aug. 15 in Mobile

MOBILE, Ala. (AP) — Mobile will launch its downtown bicycle-sharing service on Aug. 15.

The launch date means that rental bikes should be readily available during the Aug. 25 Dauphin Street Beer Festival, which serves as an informal kickoff for the downtown entertainment district's busy fall season, and the Ten Sixty Five music festival on Oct. 5-6, Al.com reported .

Back in March, Mobile Mayor Sandy Stimpson announced a partnership with the company LimeBike, now known as Lime. Stimpson and company representatives said the service would launch in the summer, after local staff and other resources such as warehouse space were worked out.

The plan calls for the first 500 bikes to be distributed downtown and on the University of South Alabama campus.

In a statement, Stimpson called for Mobilians to help make the bike share program a success. He asked motorists to give cyclists plenty of room, and asked cyclists not to park their bikes in places that block vehicular or pedestrian traffic.

Lime is one of several in the rapidly expanding field of shared transportation providers. It takes a dockless approach, meaning its bikes can be left anywhere. Riders use a smartphone app to find and unlock a bike and pay an hourly rental charge. The bikes themselves have built-in locks and GPS locators. One job of local staff is to move bikes around so they don't just pile up at destination spots.

Company officials said the name change reflects what it describes as its "exciting growth into multimodal transportation." Lime rents electric scooters as well as bikes.

In early July, Lime announced \$335 million in funding in a deal heavily supported by Uber and Google Ventures. According to a CNet report, plans call for Uber to include Lime scooter rentals in its app.

"Our investment and partnership in Lime is another step towards our vision of becoming a one stop shop for all your transportation needs," Rachel Holt, Uber's head of new modalities, said in a statement quoted by CNet. "Lime already has an expansive footprint, and we're excited to incorporate their scooters into the Uber app so consumers have another fast, affordable option to get around their city, especially to and from public transit."

Lime announced in July that its machines had been used for more than six million rides since the company was founded in Greensboro, North Carolina, in June 2017.



# Transportation Research

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## **Analysis of Congestion Scenarios in Long Range Plans Using Travel Forecasting Models**

A recent FHWA report describes the process of developing, analyzing, and displaying results of a scenario forecasting process using travel demand models. It strives to inform MPOs and state DOTs on scenario building methods using the Travel Time Index (TTI) and regional long-range planning models, and includes a step-by-step section to produce calculations using a trip-based model and explores the question of “what would it take to not let congestion get worse?” [HERE](#)

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## **[Updated Report Tracks 209 Transportation Funding Bills in 39 States](#)**

by Carolyn Kramer

One-time funding measures, primarily bonds or general fund transfers, are the most popular type of state transportation investment legislation introduced since the start of 2018, according to the Transportation Investment Advocacy Center’s™ (TIAC) latest tracking report.

Twenty measures to increase transportation infrastructure funding have been approved in 15 states, among a total of 209 bills considered in 39 statehouses tracked by TIAC.

Other popular funding mechanisms introduced this year include:

- Allowing local transportation funding, 41 bills in 14 states.
  - Providing non-fuel tax recurring revenue, including tolls, vehicle registration fees, and sales taxes, 36 bills in 17 states. Five bills in Kansas, Utah, Oregon and Connecticut were approved.
  - Increasing state motor fuel taxes, 25 bills in 11 states. Only one state- Oklahoma- approved a measure to increase the state gas tax. Oklahoma’s 5 cents-per-gallon increase goes to the Roads Fund, which frees up General Fund revenue to be used for education purposes.
  - Establishing a study or task force to investigate the state’s current transportation funding system and make suggestions for improvements to create more sustainable revenue sources, 18 bills in 13 states.
  - Altering electric and hybrid vehicle fees, 13 bills in nine states.
- While many state legislatures have adjourned for the year, 12 are still in session, and several— including Maine and Mississippi— are considering special sessions to address unfinished transportation funding proposals. Ballot measures are also pending in Missouri, Colorado, Connecticut, California, and Virginia.

[Read](#) the report to see more details about what is happening in each statehouse.

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## **Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century**

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

Staff Contact: Harlan Miller, 202-366-0847

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## **Strategic Transit Automation Research Plan**

FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the areas of enabling research, integrated demonstrations, and strategic partnerships. The plan focuses on stakeholder engagement, knowledge transfer, and technical assistance to ensure that complementary work being done by the public sector, private sector, and academia is effectively communicated and leveraged.

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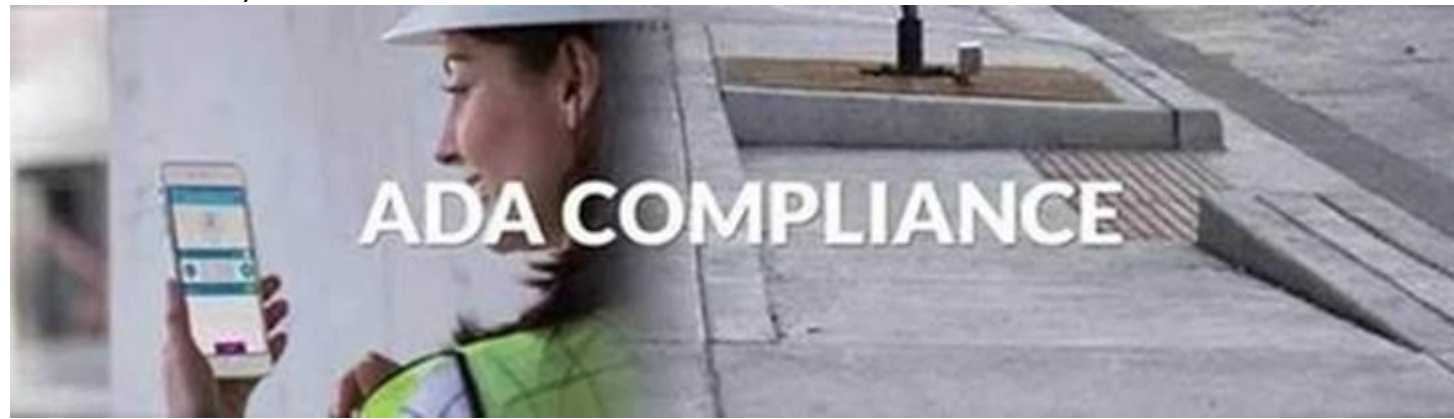
## **[Identification of High Pedestrian Crash Locations](#)**

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

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## **New ADA Sidewalk and Curb Ramp Compliance App**

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- Location is automatically collected in GIS

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## 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.