



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 24th, 2018

Volume 27, Number 8

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The South Alabama Freight Forum (SAFF) was this week and the US 45 Feasibility Study Stakeholders meeting is next week; see *Mobile MPO Updates* The deadline for Mobile Urban Area FTA 5310 applications is September 12th; see *Funding Opportunities*, and *In The News*. **Check out [ALGO Traffic](#) before you travel!**

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

South Alabama Freight Forum (SAFF)

This week, the South Alabama Regional Planning Commission housed a freight forum which consisted of staff of local governments, and individuals that are involved in the freight community in South Alabama. The idea of the forum is to find out the problems in the freight community, and develop solutions. There is A LOT going on in Mobile right now with the channel to be dredged, Walmart, Airbus, Austal, and it all leads to trucks, and more trucks; they are the backbone of this country. In fact some key takeaways of the Federal Freight Conditions and Performance Report are:

- By the year 2045, the total value of freight in the United States is expected to nearly double that of 2012.
- Trucks move 64 percent of freight by ton and 69 percent of freight by value—by far the single largest mode.
- Intermodal Connectors provide the “last mile” linkage between freight facilities and the NHS.
- Since the year 2000, States have designated approximately 182 new freight intermodal connectors.
- The lack of safe truck parking in all States, and especially in and around large metropolitan areas, is a growing concern to truckers.

The forum was also an opportunity to inform the freight community about various surface infrastructure projects like Water Street, McDonald Road Extension, and the I-10 Mobile River Bridge. That agenda item actually seemed to have the most interest from the freight community; what projects are going to be done, and when.

Dr. Shashi Nambisan with the Alabama Transportation Institute ([ATI](#)) of the University of Alabama also presented. The ATI will have a program housed in the GulfQuest in the upcoming year. Dr. Nambisan spoke thoroughly on the economics of infrastructure. Both the economics of the infrastructure improvements, and the economics of not doing anything. The Alabama Transportation Institute will house a research and policy program at GulfQuest, and the South Alabama Regional Planning Commission will be supportive collaborators with the program. We look forward to it being kicked off in the fall of 2018.

In our efforts to update the freight element of the Long Range Transportation Plan, we have developed a freight survey to be shared with the freight community. The results and data from this survey, will compliment data we purchased from INRIX, and the APM Terminal Survey, 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.

Below is the link to online freight survey (*which goes live today*) and the presentations. Please forward the link to anyone that may have interest in providing input.

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

US 45 Feasibility Study

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On August 1st there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, 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 29th in the Prichard City Council Chamber.

June 28th 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](#).

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](#)

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/>

Recent Scheduling Changes This Week for Mobile

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

Project : 100066636 (FM)

Federal aid number : NH 0163

County : MOBILE

Project Description : RESURFACING ON SR-163 FROM THE NORTH END OF THE DOG RIVER BRIDGE TO THE SOUTH END OF THE I-10 OVERPASS

Old Target start date : December 07, 2018

New Target start date : January 25, 2019

Project : 100066703 (CN)

Federal aid number : STPMB 0016

County : MOBILE

Project Description : INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - SR-16 (US-90) FROM BROAD STREET TO BANKHEAD TUNNEL

Old Engineers Estimate : \$476,420.00

New Engineers Estimate : \$890,505.23

Project : 100066702 (PE)

Federal aid number : STPMB 0016

County : MOBILE

Project Description : INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - SR-16 (US-90) FROM BROAD STREET TO BANKHEAD TUNNEL

Old Engineers Estimate : \$148,580.00

New Engineers Estimate : \$237,728.00

Project: 100052600 (ROW)

County: Mobile

Project Description: McGregor Avenue Widening From Airport Boulevard To Dauphin Street And Installation Of A Roundabout At Dauphin Street

Old Estimate: \$2,500,000

New Estimate: \$2,750,000

Projects in Region Let August 31st, 2018

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Resurfacing, Driveway, and Parking Lots with ADA Curb Ramps at the MOWA Visitor Center. The Bracket Estimate on this project is from \$77,481 to \$94,699.
- For constructing the Relocation of Movable Barriers and Gate Arms on SR-188 at the J.A. Wintzell Memorial Bridge in Bayou La Batre. The Bracket Estimate on this project is from \$1,471,184 to \$1,798,114 .

BALDWIN COUNTY

- For constructing the Interchange Modifications (Diverging Diamond) on I-10/SR-181; Roadway Improvements (Widening, Bridge Rail Retrofit, and Traffic Stripe) on SR-181; and the Turn Lane Installation and Drainage Improvements (Grading, Drainage, Pavement, Traffic Signals, and Lighting) on SR-16 (US-90). Length 0.908 mi. The Bracket Estimate on this project is from \$5,740,572 to \$7,016,254 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Busy Fall Ahead for Congress

September will be busy for Congress, with several big items on the to-do list. FAA reauthorization will have to be completed (or the program extended) before the end of the month, in addition to wrapping up spending bills. The Senate will also be busy with the confirmation process for a new Supreme Court justice. The Senate is already back in Washington after an abbreviated August recess and is currently working on a fiscal year 2019 spending package that combines two appropriations bills: Defense and Labor-Health and Human Services-Education. Today they are resuming consideration of a Health and Human Services assistant secretary for family support nominee, Lynn Johnson. The House returns after Labor Day.

EPA Receives Record Number of Letters of Interest for WIFIA Water Infrastructure Loans

The agency received more than \$9.1 billion in collective loan requests for 2018 Water Infrastructure Finance and Innovation Act Program funding

08/16/2018

Contact Information:

EPA Press Office (press@epa.gov)

The U.S. Environmental Protection Agency (EPA) received 62 letters of interest (LOIs) collectively requesting \$9.1 billion in loans from a wide range of prospective borrowers in response to the Water Infrastructure Finance and Innovation Act (WIFIA) program's 2018 Notice of Funding Availability.

"The more than \$9 billion in WIFIA loans requested is nearly double our lending capacity for 2018, demonstrating the critical need for investment in our nation's water infrastructure and strong support for EPA's Water Infrastructure Finance and Innovation Act program," said EPA Office of Water Assistant Administrator David Ross. "EPA looks forward to reviewing the letters of interest we received as we advance the President's infrastructure agenda and help communities better protect public health and water quality."

EPA received LOIs from prospective borrowers located in 24 states, the District of Columbia, and Guam for a wide variety of projects, including wastewater, drinking water, water recycling, desalination, stormwater management, and combined approaches. More than half of the LOIs addressed one or both of EPA's 2018 WIFIA Notice of Funding Availability (NOFA) priorities: reducing exposure to lead and other contaminants in drinking water systems and updating aging infrastructure. While the majority of prospective borrowers are municipal government agencies, other prospective borrowers include small communities, public-private partnerships, corporations, and a tribe. See the full list of letters of interest submitted.

In April 2018, EPA announced the availability of additional WIFIA funding that could provide as much as \$5.5 billion in loans. Leveraging private capital and other funding sources, these projects could support \$11 billion in water infrastructure investment and create up to 170,000 jobs. Prospective borrowers responding to the 2018 NOFA were required to submit a letter of interest by July 31, 2018. EPA is currently evaluating the submitted letters of interest for project eligibility, credit worthiness, engineering feasibility, and alignment with WIFIA's statutory and regulatory criteria. Through this competitive process, EPA selects projects it intends to finance and invites them to submit a formal application this fall.

Background

Established by the Water Infrastructure Finance and Innovation Act of 2014, the WIFIA program is a new federal loan and guarantee program at EPA that aims to accelerate investment in the nation's water infrastructure by providing long-term, low-cost supplemental credit assistance for regionally and nationally significant projects.

EPA is currently processing applications from the 2017 WIFIA NOFA. To date, EPA has issued over \$1 billion in WIFIA credit assistance through loans to King County (Washington), the City of Omaha (Nebraska), the San Francisco Public Utilities Commission (California), and the Orange County Water District (California).

According to EPA's estimate of national drinking water and wastewater needs, over \$743 billion is needed for water infrastructure improvements. EPA's WIFIA program plays an important part in fulfilling this need and in the President's Infrastructure Plan, which calls for expanding project eligibility.

To learn more the 2018 WIFIA NOFA letters of interest submitted, visit <https://www.epa.gov/wifia/wifia-letters-interest>

For more information about the WIFIA program, visit: <https://www.epa.gov/wifia>

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.

[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](#)

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.

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

Around the world in 80 modes of transportation

In celebration of the powerful plane, the humble hoof, and everything in between, we journey around the world in 80 modes of transportation. [Here's](#) the series.

And if those modes don't appeal to you [here's](#) the top 10 new vehicles and technology for transportation in the future.

In the News

Transportation officials discuss financial needs of infrastructure

Posted by [Dale Liesch](#) | Aug 22, 2018 | [Bay Briefs](#) | [0](#) |

Having ballooned from initial projections of \$800 million to nearly \$2 billion today, the Interstate 10 bridge project over the Mobile River would be impossible for the Alabama Department of Transportation to fund on its own. That's why the cable-stayed suspension bridge and Bayway widening project is the state's first public-private partnership, Project Manager Matt Erikson told a group participating in a freight forum hosted by the South Alabama Regional Planning Commission (SARPC) Monday, Aug. 20. The project comes at a time when the state struggles to properly fund its roadway projects, Alabama Transportation Institute (ATI) Executive Director Shashi Nambisan, Ph.D., told forum participants.

Several factors are to blame when it comes to the state's poor infrastructure funding, Nambisan said. For one, the gas tax, which helps pay for much infrastructure, has not increased since 1992. Meanwhile, the cost of construction has increased. It now costs \$175 to purchase the same amount of construction materials \$100 would buy in 1992, Nambisan said. At the same time, vehicles are more fuel efficient. This means the average driver spends less on gas and therefore pays less tax.

"The gas tax has roughly stayed the same," he said, noting the replacement costs of the state's roads and bridges keep climbing. "Alabamians are paying 40 percent less in taxes."

Over 10 years, the cost to replace the state's infrastructure is slated at about \$631 billion. In the next 20 years that increases to \$1.03 trillion, Nambisan said. Further, the state only takes in about \$1.6 billion in revenue from the gas tax, which means drivers only pay one half of 1 percent of the value of the state's roadways. There have been discussions of raising the gas tax by 8 cents to 10 cents per gallon, but Nambisan believes it needs to be raised to three or four times that. As the number of vehicles on the road continues to increase, so does the need for more capacity. From 1990 to 2015, the number of vehicles on the state's roadways has increased by 46 percent, while the number of miles traveled by those vehicles has increased by 57 percent. Meanwhile, capacity has grown just 14 percent.

"You have congestion, delays and other safety concerns," Nambisan said. "It's a tremendous amount of cost."

Leaving roadway capacity at its current level could also have a negative impact on economic development, he said. By 2040, Nambisan said, commuter delays on the state's roadways could cost \$1.4 billion. The economic impact of such delays could be \$2.5 billion. By 2040, the average commuter will spend 41 hours per year stuck in traffic. This is up from nine hours in 2016.

"The cost of doing nothing is not zero," he said. "It's huge. We need informed decision-making by our elected officials."

ATI, a department of The University of Alabama, recently signed a lease with the city of Mobile to move into about 2,000 square feet of space at GulfQuest National Maritime Museum of the Gulf of Mexico. Nambisan said two employees of the institute would be in Mobile permanently, while others would visit on an "as-needed" basis. Bridges in the state are in bad shape as well. Of 15,954 bridges, 5,753 are more than 50 years old, Nambisan said. Bridges are esigned to last 50 to 70 years.

"We don't have to rebuild this overnight," Nambisan said. "We need to rebuild them, though, and part of it is we don't have the resources."

ALDOT is still working through the environmental process on the proposed Mobile River bridge, Erikson told the group. Erikson, the project manager, said the environmental impact study is the final hurdle before a request for proposals can be issued to the project's three developer teams. The timeline really begins in March of next year, when ALDOT plans to send out a final request for proposals. From there, it'll take three to four months for development teams to make final pitches before one is selected. After a four- to five-month period, construction is expected to begin in early 2020, Erikson said.

SARPC Transportation Director Kevin Harrison also presented a new freight survey at the meeting, which asks about local trucking companies' routes to help gather data for future planning. The survey asks about "choke points" on local roadways, tolls on the proposed river bridge and the effects of a pedestrian-friendly Water Street on the trucking business.

"We did a local survey in 2010 and it helped us develop freight zones," Harrison said. "We did get pretty good data out of it."

Harrison said he wants to go live with the new survey in "about a week or so" at mobilempo.org/freight.

LimeBikes race onto campus

[Marissa Mason](#), Managing Editor • August 20, 2018 • [Leave a Comment](#)



USA President Tony Waldrop riding a LimeBike during USA's 2018 convocation. Photo by Marissa Mason



(Actual picture of MPO staff riding Lime bike to a meeting downtown Mobile)

International transportation and mobility provider, Lime, partnered with the University of South Alabama and the City of Mobile to replace Jag Bikes with new rentable bikes this semester. The partnership came at no cost to USA or the City of Mobile.

The Jag Bike program was purchased and maintained through the university, but the infrastructure wasn't adequate to track and service the bikes, according to southalabama.edu. USA currently has a fleet of LimeBike 3-speed bikes featuring baskets, bells and reflectors, although more options may arrive in the future, according to Title IX Director Krista Harrell.

Students can use the bikes by downloading the app "Lime – Your Ride Anytime," signing up and scanning the QR code or entering the bike's tag number to unlock it. Although the bikes advertise rates of one dollar per half hour, students, faculty and staff can get half off by using their .edu email address when registering their account.

"The city and USA partnered to make sure they chose the same one so that the same app can be used on campus and downtown," Harrell said.

When customers reach their destination, they can end their session in the app. This will automatically lock the bike even without a bike rack by using a lock on the back wheel of the bike. Although the bikes can be parked anywhere, Lime and USA ask that the bikes remain outdoors and in sunny areas so they can recharge. The bikes are also 3G and GPS enabled, allowing customers to find nearby bikes in the app. This feature also allows Lime staff to locate the bikes and distribute them to high traffic areas, such as the on-campus dorms.

"Most people aren't going to ride them super far," Harrell said. "If you ride kind of around the area, they have staff that will come and maneuver them back to campus locations. It's important to help people understand that the bikes need the sun to help charge. Try to keep them in the area, park them responsibly and don't take them inside."

GPS and 3G also keep the bikes from being stolen. If the bikes are moved without being unlocked, they will sound an alarm, according to Harrell.

"Vandalism/theft with our fleet has been less than 1 percent," southalabama.edu stated. "To further enhance our operation, Lime has built-in sensors that track bikes that have fallen/are on the ground. Our ops team can respond to issues more quickly with our algorithm on dispatching and bike status analysis."

Lime also offers a program for people with low-income called LimeAccess, "To qualify for Lime Access, an individual simply needs to demonstrate eligibility or participation in any state or federally-run assistance program," Lime's website stated. "Lime Access members receive a 95 percent discount on all Lime pedal bike rides and a 50 percent discount on all Lime-E electric-assist bike and Lime-Selectric scooter rides. Once you've joined Lime Access, you can pay using cash at one of PayNearMe's 27,000 plus retail locations."

With the new program, Harrell hopes to see more students using eco-friendly transportation. She reminds students to obey all of Alabama's state bike laws and urges drivers to be patient when sharing the road with cyclists.

"It's about encouraging health and wellness and a bike-friendly campus and giving our community an opportunity for transportation that's good on carbon emission, cost and traffic," Harrell said. "It's an opportunity to get outside."

Survey finds Alabama among Top 10 states with worst drivers

Updated Aug 21; Posted Aug 21



Does Alabama deserve a place among the nation's worst drivers? *(File image)*

By [William Thornton](#)
wthornton@al.com

This may be news to you - or confirmation - but a study finds Alabama among the nation's top 10 states with the worst drivers.

[SmartAsset](#), a financial advice tech company, is out with a study that finds five of the top 10 states with the worst drivers are in the South.

How did they arrive at this conclusion? By looking at four metrics:

*Fatalities per 100 million vehicle miles driven, using 2016 data coming from the National Highway Traffic Safety Administration.

*Arrests for driving under the influence per 1,000 drivers, using FBI numbers and data on number of drivers from the Department of Transportation.

*Percent of insured drivers, from the Insurance Research Council's 2017 numbers.

*Google Trends numbers over the last year on speeding tickets and traffic tickets.

Thank God for Mississippi. The Magnolia State placed at the top for worst drivers. Alabama finished seventh, but had three top 10 scores among the metrics, and an alarmingly high fatality rate. Here's what Smart Asset said:

"Residents in the state google traffic or speeding tickets at the fourth-highest rate in the country. At best, this is a sign that people are interested in learning about local traffic violations. At worst, this Google Trends data shows that large numbers of drivers are breaking the

law. More alarming than the traffic ticket searches is the fatality rate. About 1.5 people die for every 100 million vehicle miles driven in Alabama. That is the eighth-highest rate in the country."

Transportation Research

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](#)

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.

AUBURN UNIVERSITY
SAMUEL GINN COLLEGE
OF ENGINEERING

Federal Highway Administration
Alabama Department of Transportation
Alabama Technology Transfer Center
And the Department of Civil Engineering

presents the

2018
ALABAMA
RURAL ROAD SAFETY
CONFERENCE

October 2 - 4, 2018



Host Location
Lake Guntersville State Park Lodge
1155 Lodge Drive
Guntersville, AL 35976

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

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.

[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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-

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.