



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 1st, 2018

Volume 26, Number 9

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET MAY 25th, 2018
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed Planning Studies

[Destination 2040 Long Range Transportation Plan](#)

[Toole Design Non-Motorized Mobility Study for Downtown Mobile](#)

A SARPC Board meeting has been announced for June 13th, if you are on the board please plan to attend. The US 45 Feasibility Study Advisory Committee met this week; see *Mobile MPO Updates*. Congress returns next week in *Legislative Updates*, there is some new transit planning funds in *Funding Opportunities*. In the News, Wave Transit management being considered, and this week's *Just For Fun* is for sports fans.

Don't forget to go vote next week!

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

The Mobile MPO met last week.

Last Wednesday, the Mobile MPO met and adopted several resolutions. There was a resolution adopting the WAVE Transit's Targets and Performance Measures as per the FAST ACT, as well as the agreement between the Mobile MPO and ALDOT concerning all other Performance Measures and Targets for Safety, System Performance and Freight, and Bridge and Pavement Condition. There were several amendments to the 2016-2019 Transportation Improvement Program (TIP) as well:

Bridge Funds

100049566 (CN) Replace Bridge, Bin 008714, SR-16 (US-90) Westbound over Tensaw-Spanish River.

Old Engineers Estimate: \$19,062,500.00; New Engineers Estimate: \$24,595,731.22

National Highway Funds

100068084 (UT) SR-158 Extension Lott Road Overpass and Jug Handle. Grade, Drain, Base, Pave and Bridge (EB Seabury Creek Tributary and Partial Lott Road); \$30,000, FY 2018

STP ATTRIBUTABLE FUNDS

(New Project) (PE) Airport Blvd, additional lanes from Snow Road to 1.46 miles West to just past Eliza Jordan Road, FY 2019, \$1,300,000

Interstate Maintenance Funds

[2018 Unified Planning Work Program](#)

100055398 (CN) Southwest Region, Mobile Area Sign Replacement on I-10, I-65 and I-165 from FY 2019 to FY 2021
\$5,601,338.92

[2016-2019 Transportation Improvement Program](#)

Earlier this week, the Mobile County Engineer provided a tour to some Project Ranking Committee members of the new project being added to the Transportation Improvement Program; Airport Blvd, additional lanes from Snow Road to 1.46 miles West to just past Eliza Jordan Road. The Project Ranking Committee consisted of Mr. Ricky Mitchell, Mrs. Kellie Hope, Mrs. Kina Andrews, Hon. Margie Wilcox, and Mr. Edwin Perry. The score is based on objective points and subjective points. The new project scored a 58.4, which is a midrange to high number compared to the other projects of the TIP. This project is in the LRTP and is scheduled for funding as part of the next Pay As You Go Program.

[Origin Destination Study Using Cell Phones](#)

At the MPO meeting, Mr. Dan Dealy spoke on behalf of the Southern Rail Commission, with an update on passenger rail activity on the Gulf Coast.

Contact Us

Also, the 25 year Long Range Transportation Plan (LRTP) will have to be updated this summer to account for the I-10 Mobile River Bridge. When the Plan was adopted, it was not known if the Bridge was going to be a tolled facility or not. There are NEPA guidelines concerning tolled facilities and how they are to be treated in a MPO's LRTP. Specifically, the traffic volume adjustments because of the toll, the environmental justice considerations because of the toll, and an updated bicycle pedestrian considerations for the project.

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

The Mobile MPO's Bicycle and Pedestrian Advisory Committee (BPAC) met at the GM&O Building several weeks ago. Mr. Edwin Perry with ALDOT was on hand to give an update on Bike/Ped accessibility over the Mobile River. The meeting focused heavily on discussing the inclusion of Bike/Ped facilities on the proposed I-10 Mobile River Bridge. The Committee voted to amend the Bike/Ped section of the Long Range Transportation Plan to include: a detailed description of a Belvedere on the I-10 Mobile River Bridge; Bike/Ped Facilities on the Cochrane-Africatown Bridge; and the Value Added Options proposed by ALDOT with an additional Value Added Option "D".

Tom Piper
Senior Transportation
Planner
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The Value Added Option "D" recommends a shared use path on the I-10 Mobile River Bridge span connecting to the Belvedere of the Base Bid to an elevator and stair tower on the east main span pier, and connecting the Bike/Ped path from the Battleship Memorial Park to the Eastern Shore. The LRTP will be modified later this summer, and will include a Value Added Option "D" to account for the connection to Daphne as part of the Bridge Project. We will keep you posted.

Monica Williamson
Transportation Planner
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Performance-Based Planning and Programming: A Report to Congress

MAP-21 required that USDOT prepare a report to Congress on the impact of the performance-based planning processes (PBPP) of MPOs within five years of the date the legislation went into effect. This report highlights some of the national progress on PBPP and data from case studies on the effectiveness of PBPP. [HERE](#)

Anthony Johnson
Transportation Planner
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FREIGHT DATA

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 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 map to link to the survey results. <http://www.mobilempo.org/freightplanning.html>

South Alabama Regional
Planning Commission
110 Beauregard St
Mobile, Alabama 36602
(251) 433-6541

Container Trucks Going To Choctaw Point



NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

US 45 Feasibility Study

The US 45 Feasibility Study Stakeholders group met this week at the Toulminville Library, thank you for all that attended. There was a lot of great dialogue, and it seems that road diets, sidewalk improvements, bike lanes, is the direction the study should take. It was noted the impact of the Mobile Street project, that was one of Drew Davis' first projects with Volkert years ago. City of Mobile Councilmember Fred Richardson also noted the positive impact that the Mobile Street improvement made to the community, and compared it to the potential for US 45. We appreciate Councilmember Richardson's leadership role in this project.

Public Participation is an important part of this study, and the Advisory Committee was ready to get to work with churches to get the word out on the next meeting to engage the public.

The next meeting is scheduled to be on June 28th, and the time and location are still to be determined. Last week MPO staff, Volkert and CERM met with the City of Prichard City Council at Prichard City Hall. It was a very informative meeting and we gained some insight into the needs of the project.

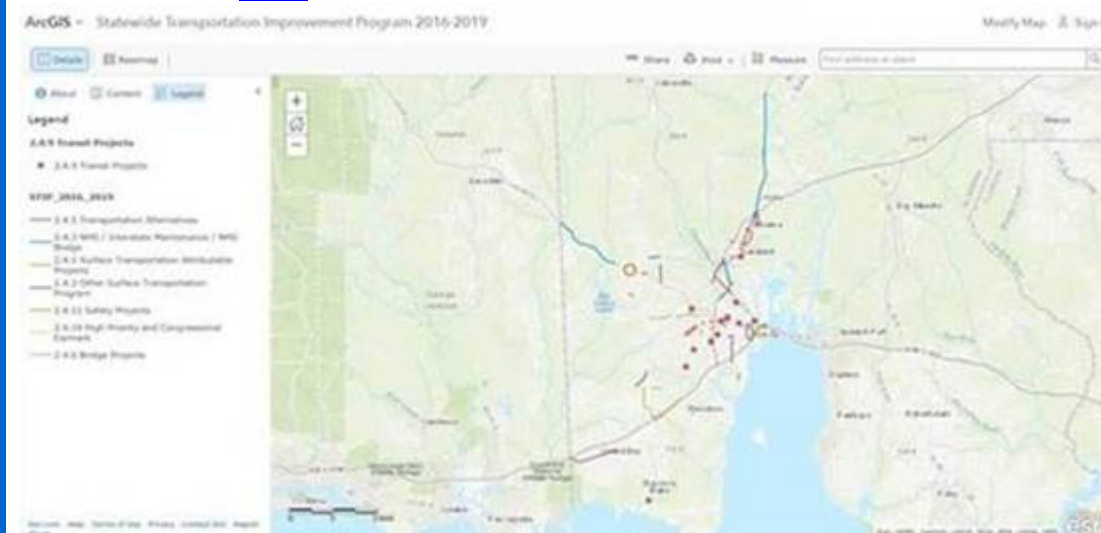
If you are interested in serving on the Advisory Committee, please contact Kevin Harrison. We will keep you posted on the progress of the Study. The presentation and futures dates can be found [HERE](#); we will keep you informed.

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 : 100060154 (CN)

Federal aid number : NHF 0158 (505)

County : MOBILE

Project Description : SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE, DRAIN, BASE, PAVE, AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)

Old Engineers Estimate : \$36,727,650.00

New Engineers Estimate : \$32,400,000.00

Projects in Region Let May 25th, 2018

MULTIPLE COUNTIES

For constructing the Median Barrier Protection (Cable Guiderail Installation) on I-65 from the SR-59 Interchange to the Railroad Bridge at MP 75.500 (Site 1) and on I-65 from the SR-158 Interchange to north of the CR-41 Interchange (MP 16.900) in Saraland (Site 2). Length 45.698 mi. The Bracket Estimate on this project is from \$2,376,096 to \$2,904,118.

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Interior Lighting on SR-42 (US-98) in the Bankhead Tunnel in Mobile. Length 0.641 mi. The Bracket Estimate on this project is from \$1,300,658 to \$1,589,693
- For constructing the Bridge Deck Replacement (Partial) on Airport Boulevard over I-65 in Mobile. Length 0.052 mi. The Bracket Estimate on this project is from \$256,844 to \$313,920.

BALDWIN COUNTY

- For constructing the Additional Lanes (Grading, Drainage, Pavement, Traffic Signals, and Traffic Stripe) on SR-181 from south of the intersection of SR-104 north of Fairhope to south of the intersection of CR-64 in Belforest. Length 3.979 mi. The Bracket Estimate on this project is from \$17,874,500 to \$21,846,611.
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the Dyas Creek Bridge to the Escambia County Line. Length 7.319 mi. The Bracket Estimate on this project is from \$8,461,432 to \$10,341,751.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-59 from the intersection of CR-12 in Foley to the junction of Windbigler Drive. Length 6.469 mi The Bracket Estimate on this project is from \$2,410,810 to \$2,946,546.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-182 from the junction of West Lagoon Avenue to the East City Limits of Gulf Shores. Length 4.062 mi. The Bracket Estimate on this project is from \$1,383,581 to \$1,691,043.
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the Dyas Creek Bridge to the Escambia County Line. Length 7.319 mi. The Bracket Estimate on this project is from \$8,461,432 to \$10,341,751 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Congress Returns Next Week with Appropriations, Rescissions Ahead

Following the holiday recess, Congress returns next week to continue work on fiscal year (FY) 2019 spending bills. The House is prepared to vote on three bundled appropriations bills - Energy-Water, Military Construction-Veteran Affairs, and Legislative Branch – also referred to as a “minibus” package. Among funding provided in the FY19 Energy-Water bill, the House Appropriations Committee has approved \$301.5 million for the U.S. Economic Development Administration (EDA), level with the FY18 funding. The Senate Appropriations Committee is scheduled to consider two spending bills next week: Transportation-Housing and Urban Development and Military Construction-Veteran Affairs. Congress is also set to consider a proposed rescission package totaling \$15 billion in previously approved spending. The measure would revoke unspent funding from federal agencies and programs including \$30 million from EDA.

McConnell's Plan for a Packed Summer Senate Agenda

Majority leader says he is “not into playing games this summer”

Updated 5/31/18 3:18 p.m. | Senate Majority Leader Mitch McConnell's aggressive summer legislative agenda features floor time for bundles of spending bills, as well as three major authorizations.

The Kentucky Republican said he would prioritize the fiscal 2019 defense authorization, a new farm bill and updated water resources development legislation.

McConnell did not seem to envision a summer full of votes on “gotcha” amendments targeting vulnerable senators (almost entirely Democrats in 2018).

“I’m not particularly interested in just having point-scoring amendments, although some of the bills that I call up are open for amendment and people may, on both sides, may do some of that,” McConnell said. “I’m mainly interested in scoring points, putting points on the board, passing bills that will be signed into law.”

Among the items not on the summer agenda? A floor debate over an updated authorization for the use of military force with an uncertain outcome.

Foreign Relations Chairman Bob Corker of Tennessee and Democratic Sen. Tim Kaine of Virginia have led the drafting of a compromise AUMF that’s been the subject a Foreign Relations Committee hearing, but the joint resolution has skeptics on both sides of the aisle.

“Without presidential support, I can’t imagine I would call up an AUMF,” McConnell said. “It would be a debate reminiscent of the week we spent on immigration back in February, which, you know, we spun our wheels for a week and passed nothing.”

“I don’t have the time ... to waste on things that are going nowhere,” McConnell said.

[Immigration off the list?](#)

In an interview just ahead of Memorial Day, McConnell also reiterated that he would not have floor time available for potential House-passed immigration-related legislation unless President Donald Trump indicated he would sign such a measure. Even then, he might want more assurance that the bill would have the votes to get past filibuster threats in the Senate.

“If it came out of the House and the president said he was for it, I’d obviously consider it,” he said. “What I’m not interested in doing is having another week, and certainly not more than one week, as I said yesterday, spinning our wheels and getting nowhere.”

McConnell was well aware, however, that related issues like funding for Trump’s desired wall at the border with Mexico might come up as part of an appropriations amendment debate.

“When you go to a bill like that, you’ve got to work your way through the amendment process, and that’s the way the Senate works,” McConnell said. “You just have to be determined to finish, and when I call up a bill, I’m going to be determined to finish.”

McConnell has maintained his seat as a senior member of the Appropriations Committee during his time as leader. He is substantially involved in the process of trying to work with the House so that bills arrive from the other side of the Capitol building in a way that minimizes obstacles in the Senate.

“From a parliamentary point of view, they need to bunch them before they come over to us, but the goal is to move as many of the bills as we can in minibuses of two or three bills each,” McConnell said. “We’re in coordination with the House.”

So far, procedural objections appear to be under control.

“We anticipate, for example, in the Senate being able to get on these bills without a motion to proceed, which would be a great step in the right direction by the minority,” McConnell said. “There seems to be pretty broad agreement across party lines that we want to get these bills done and not have the ending that we had last year.” Continue [HERE](#)

Federal infrastructure plan could borrow from Southern Nevada

By **Art Marroquin** / Las Vegas Review-Journal

May 29, 2018 - 5:20 pm

Federal lawmakers could follow Southern Nevada’s lead in implementing a fuel revenue indexing tax to help fund infrastructure projects, including an extension of Interstate 11 from Hoover Dam to Phoenix, the chairman of the House Transportation Committee said Tuesday.

Without providing specifics, Rep. Bill Shuster, R-Pa., said he is working with Rep. Peter DeFazio, D-Ore., in crafting an infrastructure policy plan set for release in June, aimed at building and repairing roads, bridges, airports, seaports and other facilities nationwide.

“There’s lots of ideas out there on how to do it, and indexing and the gas taxes are some of the options that need to be on the table,” Shuster said during an hourlong meeting with local transportation officials at North Las Vegas City Hall.

“It needs to be done on a bipartisan basis,” Shuster said. “It’s not going to pass unless Republicans and Democrats come together to say ‘OK.’ ”

The Clark County Commission adopted a fuel indexing tax in 2013 that raised about \$700,000 to pay for 225 road projects countywide. County voters supported a November 2016 measure that extended the tax for another decade to raise another \$3 billion for road improvements.

Shuster was visiting the Las Vegas Valley by invitation of fellow Republican Crescent Hardy, a former congressman who is looking to win back his seat to represent a district taking in most of northern Clark County, southern Lyon County and all of Esmeralda, Lincoln, Mineral, Nye and White Pine counties.

Hardy won the seat representing Nevada's 4th Congressional District in 2014 and held it for one term before he was defeated by current Nevada Rep. Ruben Kihuen, a Democrat, in 2016.

"Fuel indexing has benefited our valley immensely and it will continue to do so," Hardy said. "I think the chairman is on board with trying to move forward to get funding." [HERE](#)

Why gas prices are pumped up – and how we can lower them

(Pixabay)

Summer driving season is here, and motorists nationwide are seeing an unwelcome sign (literally): higher gas prices. As a result, politicians are playing the blame game, pointing the finger at the Trump administration for higher pain at the pump.

But what's really going on, and is there anything policymakers can do?

The law of supply and demand explains a lot. Because oil is a globally traded commodity, different factors around the world affect the supply of and demand for oil, which in turn affects the price Americans pay at the pump.

Demand is certainly up. According to the International Energy Agency, global oil demand increased 1.6 percent in 2017. That may not sound like a whole lot, but it's significantly higher than the average increase of 1 percent over a decade.

It's worth noting, by the way, that higher gas prices often result from a healthier economy. In the United States and around the world, stronger growth means businesses and families are using more oil.

On the supply side, OPEC and its friends decided to cut back production at the end of 2016 and throughout 2017, in an effort to increase prices. With 2016 output levels as the baseline, 21 countries have been reducing production by a total of nearly 1.8 million barrels per day.

Countries such as Saudi Arabia exceeded their production cuts, while others produced more oil than they said they would. The collapse of the Venezuelan and Angolan economies resulted in substantial decreases in oil production, so OPEC is easily meeting its reduction targets.

OPEC's strategy is unlikely to be sustainable, though. The cartel has never been able to restrict supplies and control oil prices for very long, because oil comes from a diverse set of suppliers (both OPEC and non-OPEC), many of whom have a strong incentive to cheat and boost oil production above their quotas.

Even when oil prices were lower, some OPEC nations and OPEC allies failed to meet their reduction targets. If prices continue to rise, and production continues to decline in Venezuela and Angola, the incentive to cheat, or to reverse the agreement, only grows stronger. In fact, Reuters recently reported that OPEC could agree to increase its production levels at its next official meeting in June. Continue [HERE](#)

Nicolas Loris is The Heritage Foundation's Herbert and Joyce Morgan Fellow, specializing in energy, environmental and regulatory policy analysis.

Funding Opportunities

Federal Transit Administration Announces \$25.8 million for Transit Planning in Communities Nationwide

Deadline July 23rd, 2018

WASHINGTON – The U.S. Department of Transportation’s Federal Transit Administration (FTA) announced today the availability of \$25.8 million in grant funds to support transit planning efforts in communities across the country. The competitive grant funds are provided through FTA’s [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). A [Notice of Funding Opportunity](#) (NOFO) appears in today’s Federal Register.

"It is important for communities and transit agencies to comprehensively plan their public transportation systems to improve mobility and access to transit," said FTA Acting Administrator K. Jane Williams. "This program is an excellent opportunity for cities and towns to maximize transit-oriented development around their transit systems and ensure they are capturing the value associated with transit."

The Pilot Program for TOD Planning provides funding to integrate land use and transportation planning efforts along eligible transit projects. The grants will fund comprehensive planning to support transit ridership, multimodal connectivity, and mixed-use development near transit stations. The Pilot Program for TOD Planning supports identification of infrastructure needs, engagement with the private sector and development of financial tools to encourage TOD implementation such as value capture.

Eligible applicants include FTA grantees that are either a project sponsor of an eligible transit project or an entity with land use planning authority in an eligible transit capital project corridor. To ensure that planning work reflects the needs of the local community, transit project sponsors and entities with land use planning authority must partner to conduct the planning work. The application period will close on July 23, 2018 at 11:59 p.m. Eastern time.

FTA’s TOD Pilot Program was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and amended by the Fixing America’s Surface Transportation (FAST) Act. The program is authorized through fiscal year 2020.

U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants will replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America’s infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

“BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits,” said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

[BUILD Grant Webinars](#)

May 29, [How to Compete for BUILD Transportation Grants – Rural/Tribal Applicants](#)

May 31, [Preparing a Benefit-Cost Analysis for a BUILD Application](#)

For 2018 BUILD Transportation Discretionary Grants, USDOT is offering a series of special topic webinars that delve into various aspects of the BUILD application process. These webinars are a great resource for anyone considering applying to BUILD this year or those preparing a BUILD application, as the webinars come from the funding source and share the expertise of USDOT to prospective applicants.

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

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

FHWA Offers New Funding for Innovative Demonstration Projects

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

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

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

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

Industrial Access Road and Bridge

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

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

To stay up to date on all of the many grants that are available click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

What in the Wide World of Transportation?

Spanning the globe to bring you the constant variety of transportation! The thrill of victory, and the agony of defeat!

The first verifiable claim for a practical **bicycle** belongs to German Baron Karl von Drais, a civil servant to the Grand Duke of Baden in Germany. Drais invented his Laufmaschine (German for "running machine") in 1817, that was called Draisine, a velocipede. The German government eventually BANNED the velocipede because [they were tearing up sidewalks](#). He also invented the hand car for rail roads, and the meat grinder, but not at the same time [HERE](#). **The invention of the bike was 200 years ago**, and makes one think of what is going to happen in 200 years from now?



The [Igor I Sikorsky Human Powered Helicopter Competition](#) was launched in 1980 by the American Helicopter Society (AHS). The rules stated that the \$250,000 prize could only be won by a human-powered machine capable of hovering for at least 60 seconds, reach at least 3 meters in height, and stay within an area 10 meters by 10 meters. After 3 decades of failed attempts from across the globe, the University of Toronto won the competition several years ago [HERE](#). This little Canadian college is no stranger to breaking records, [like the 83 mph bicycle](#).



The University of Maryland came so close in 2012 to winning the competition; however, if you watch the video, at 4:40, is the agony of defeat... sports fans. [HERE](#)



How far away are we from taking our bikecopter from Baldwin County to Mobile County? *Just For Fun*, it is exciting to think about. Especially if they float, and hold a fishing pole, since today is the opening day of red snapper season...

In the News

City looking to replace WAVE management

Posted by [Dale Liesch](#) | May 30, 2018 | [Bay Briefs](#) | [0](#) |

The city is looking to replace the current operator of its transit system. Mayor Sandy Stimpson has asked the Mobile City Council to consider a \$396,215 contract with First Transit Inc. for three years.

City spokesman George Talbot said the administration was impressed with the company's work in Montgomery in rejuvenating the capital city's transit system.

"They ran it more efficiently and also improved service and route efficiency," Talbot said. "They'll bring new eyes and creativity to the table."

First Transit has proposed a plan to improve ridership in Mobile through increased customer satisfaction and better routing, according to a statement. The cost to run the system will decrease through the contract from \$72.67 per hour to \$48.41 per hour, according to the statement. Council Vice President Levon Manzie has called a public safety committee meeting to discuss the contract. Councilman Joel Daves said the transportation committee would meet at 2 p.m. on Tuesday, June 5, to discuss the contract.

Due to budget cuts in April 2016, the council voted on a McDonald Transit recommendation to cut most of the WAVE routes operating outside of the city.

During the 2016 fiscal year budget process in September 2015, the City Council cut more than \$700,000 from its general fund transfer to WAVE. Before the cut, the city was paying more than \$6 million of the system's \$10 million budget; the other \$4 million came from federal grant funds.

Among several other routes, the cuts did away with a bus to Eight Mile as well as other areas beyond the federally funded transfer hub in downtown Prichard. A bus to Chickasaw and a bus to Tillman's Corner were also eliminated. The hours other buses run were also changed.

The new contract would pay for one employee for three years and come with two one-year renewal options, said Paul Wesch, executive director of finance. The contract would also come with use of employees in Transit First's corporate office in Cincinnati, Ohio.

In other business, during a pre-conference meeting the council debated the merits of entering into two separate contracts to allow exclusive rights for a vendor to use concession stands at Sage-Herndon and Medal of Honor parks. The contracts were held over by council rules, but at least two members seemed skeptical.

The contracts would pay the city \$300 per month, but utilities such as water and power would be provided to the vendors. Richardson said he didn't think \$300 per month would cover the utility costs. Manzie said he would not support it as written, given the importance of a free market. He said it's important to allow food trucks and others who spend money on business licenses and pay taxes to have an even playing field.

Committee considers changes to CIP program

Posted by [Dale Liesch](#) | May 30, 2018 | [Bay Briefs](#) | [0](#) |

A Mobile City Council committee has suggested reforming the earmarks associated with roughly \$30 million coming into city coffers from a 1-cent sales tax increase.

The council's Capital Improvement Project (CIP) committee suggested changes that would simplify the city's capital budget and also secure steady funding for its capital improvement plan, which splits \$21 million of that tax money evenly among the seven council districts to be used for infrastructure projects.

The ordinance supporting the capital plan mandated the city split the remaining money from the tax increase — roughly \$9 million — proportionally among public safety, economic development and other projects.

The suggestion by Councilman John Williams would consolidate line items for public safety vehicles and economic development into a single line item of up to \$4 million to be used for municipal buildings, studies and other citywide capital expenses. The rewrite would also direct any money left over be put into the capital budget.

"I would like to see us make it simpler," Williams said.

Councilors did request that Mayor Sandy Stimpson's administration work with them to find possible alternative funding streams for other line items within the capital budget.

One area of concern was changing the \$5 million line item for economic development. As Councilman Joel Daves pointed out, it would be tough to predict when and how much money would be needed for economic incentives.

"The problem is you don't need it until you need it," Daves said. "You also don't always see it coming a year in advance."

Dianne Irby, executive director of engineering and development, told councilors that in the past, the city has pulled hundreds of thousands of dollars from district spending for citywide projects and studies. For instance, Irby said, \$387,000 of CIP money from each district went to buildings. Another \$347,000 from each district went to study the greenway project. Continue [HERE](#)



STAFF REPORT

Have you got time for a short survey about transportation on the Eastern Shore?

The Eastern Shore Metropolitan Planning Organization (MPO) is soliciting input from the public regarding Public Transit and transportation in the Eastern Shore MPO Planning Area.

The survey can be found at <https://www.surveymonkey.com/r/PFQM3CP> and shouldn't take more than 7 to 9 minutes to complete.

The survey will be open from May 8 to July 11.

Paper copies of surveys and drop boxes are also located at the locations listed below:

- Fairhope: Baldwin County Satellite Courthouse, Public Library, Chamber of Commerce, BRATS Hub
- Daphne: City Hall
- Loxley: Town Hall
- Spanish Fort: City Hall
- Silverhill: Town Hall
- Robertsedale: BRATS Central Office, Baldwin County Central Annex

For more information regarding the transit survey, please contact the Eastern Shore MPO at 251-990-4643 or 251-990-4640.

Shrinking cities: Alabama's biggest Census declines

By Lawrence Specker | lspecker@al.com | Posted May 30, 2018 at 02:36 PM | Updated May 31, 2018 at 11:24 AM

Estimates

The U.S. Census conducts an actual count of the population every 10 years; in between it uses a variety of statistical tools to estimate population changes. The latest round of calculations indicate that a number of Alabama municipalities with populations of more than 10,000 have seen declines over the years from 2010 to 2017.



File photo

Pleasant Grove

Between 2010 and 2017, according to U.S. Census estimates, Pleasant Grove lost just six people for a decline of 0.06 percent.

Estimated 2017 population: 10,104.

Note: The estimated one-year loss of 54 people from 2016 to 2017 was enough to shift Pleasant Grove from long-term net growth to long-term net decline.

Mountain Brook

Mountain Brook lost 32 people between 2010 and 2017 for a 0.16 percent decline to 20,381.

As with Pleasant Grove, its 2016-17 losses (80 people or 0.39 percent) were enough to change a long-term net gain to a long-term net decline.

Birmingham

Birmingham lost 1,527 people from 2010 to 2017 for a decline of 0.72 percent.

Estimated 2017 population: 210,710.

2016-17 decline: -553/-0.26 percent.

Oxford

Oxford lost 168 people from 2010 to 2017 for a decline of 0.79 percent.

Estimated 2017 population: 21,180.

2016-17 decline: -6/-0.03 percent.

Talladega

Talladega lost 250 people from 2010 to 2017 for a decline of 1.59 percent.

Estimated 2017 population: 15,426.

2016-17 decline: -131/-0.84 percent.

Alexander City

Alexander City lost 280 people from 2010 to 2017 for a decline of 1.88 percent.

Estimated 2017 population: 14,595.

2016-17 decline: -24/-0.16 percent.

Scottsboro

Scottsboro lost 286 people from 2010 to 2017 for a decline of 1.94 percent.

Estimated 2017 population: 14,484.

2016-17 decline: -50/-0.34 percent.

Decatur

Decatur lost 1,278 people from 2010 to 2017 for a decline of 2.3 percent.

Estimated 2017 population: 54,405.

2016-17 decline: -200/-0.37 percent.

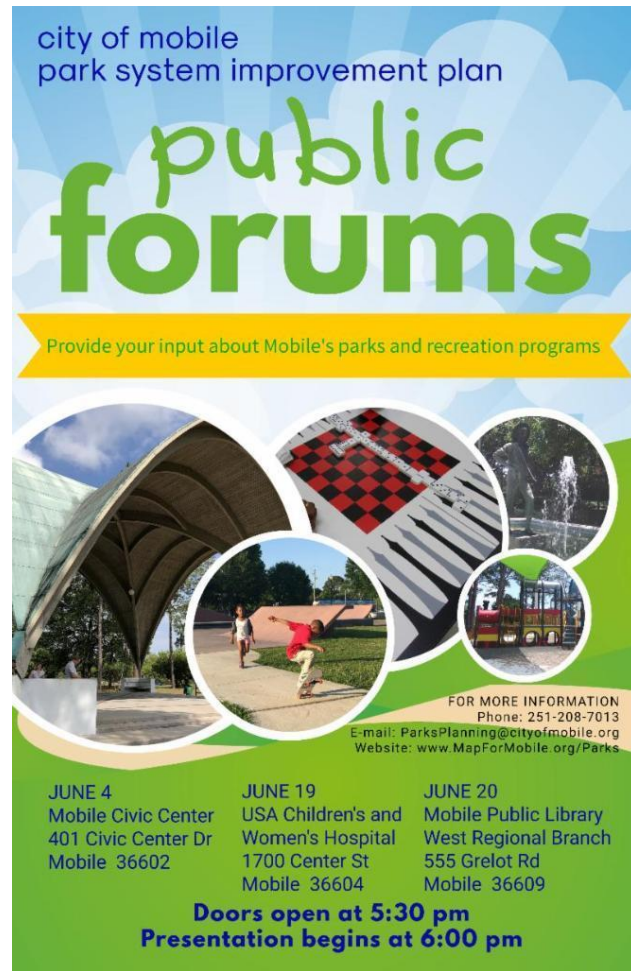
Mobile

Mobile lost 4,846 people from 2010 to 2017 for a decline of 2.48 percent.

Estimated 2017 population: 190,265.

2016-17 decline: -1,325/-0.69 percent

Continue [HERE](#)



The City of Mobile is hosting public forums in the month of June to gather feedback that will help guide the Parks and Recreation System Improvement Plan.

Citizens will have three chances to help shape the future of City parks for the next decade. Doors will open at 5:30 pm for each forum.

The formal presentation will begin at 6 pm with opportunities for feedback to follow. For more information, go to www.mapformobile.org/Parks.

When: June 4, 6 pm

Where: Mobile Civic Center, 401 Civic Center Drive

When: June 19, 6 pm

Where: USA Children and Women's Hospital, 1700 Center Street

When: June 20, 6 pm

Where: Mobile Public Library West Regional Branch, 555 Grelot Road

REGISTRATION IS OPEN!!
ALABAMA RECREATIONAL TRAILS

LEADERSHIP WORKSHOP

Thursday, June 7, 2018

8:00 AM to 5:00 PM

Orange Beach Community Center

27235 Canal Road

Orange Beach, Alabama 36561

A fun and informative gathering for those who plan, develop, and manage recreational trails in Alabama.

[FOR ADDITIONAL INFORMATION AND TO REGISTER CLICK HERE](#)

Transportation Research

ANNOUNCEMENT: Two External Webinars – Update to FHWA’s Community Impact Assessment Reference Guide, June 19 and New Best Practice Examples, June 26

The purpose of this message is to inform you of two upcoming webinars on our 2018 Update of the *Community Impact Assessment (CIA): A Quick Reference for Transportation* and new Example Best Practices, sponsored by FHWA’s Office Planning, Environment, and Realty. The webinars will highlight how the iterative CIA process helps practitioners to identify communities and evaluate the effects of transportation actions on quality of life. This process can help increase understanding of context, identify safety needs, and accelerate project delivery by incorporating community considerations early in the decision-making process. CIA also helps to improve analysis and documentation for NEPA, Civil Rights, and environmental justice.

The first webinar will discuss the background and purpose of the reference guide update, including new resources developed since the 1996 publication; provide an overview of the CIA process; and discuss new socioeconomic data sets, robust analysis tools, and innovative public involvement approaches. The second webinar will highlight five new CIA best practices in different States. The reference guide and the examples will be available soon at: <https://www.fhwa.dot.gov/livability/cia/>.

Please share this information with FHWA planning and environment staff, State DOTs, MPOs, and other contacts so that they can register for these informative webinars.

PRESENTERS

Community Impact Assessment: A Quick Reference for Transportation (2018 Update) – Tuesday, June 19

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Michael Grant, ICF
- Anne Morris, Anne Morris & Associates
- Tracee Strum-Gilliam, PRR Inc.

Community Impact Assessment: Example Best Practices – Tuesday, June 26

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Erik Frisch, City of Rochester
- Stephanie Blanco, Los Angeles Metro
- Anthony Davis, New Jersey Department of Transportation
- Pat Ivey and Jamine Robbins, North Carolina Department of Transportation
- Leslie Montgomery and Chris Hermann, Ohio Department of Transportation

WEBINAR LOGISTICS:

June 19, 2018

- 12:30pm - 2:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1701>

June 26, 2018

- 2:30pm - 4:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1702>

For additional information, please contact Gary Jensen at 202-366-2048 or gary.jensen@dot.gov or Fleming El-Amin at 202-366-0233 or fleming.el-amin@dot.gov.

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

NTI has scheduled the following course:

Course: Transportation Planning Process

Schedule: Monday, July 23, 2018 – 8:30am – 4:00pm (Registration 8:00am)
Tuesday, July 24, 2018 – 8:30am – 4:00pm

Location: Pensacola City Hall (City of Pensacola Technology Resources Building)
222 W. Main Street
Pensacola, FL 32502
850-435-1603

Host: West Florida Regional Planning Council (wfrpc)

Developing Data Standards and Guidance for Transportation Planning and Traffic Operations—Phase 1

The objective of this study is to prioritize transportation planning and traffic operations standard areas and develop standards and/or guidance to be used and adopted by the transportation community. The five standard data areas or “bundles” to be evaluated for further standard development include travel time, demand, incident and work zones, and network and transit.

Staff Contact: [Jeremy Raw](#), 202-366-0986

National Dialogue on Highway Automation

FHWA launched a [National Dialogue on Highway Automation](#) this week. The program includes five upcoming workshops hosted around the country concerning different areas of highway automation. FHWA plans to include a broader range of stakeholders to inform FHWA’s role in automation and national research, policy, and programs to aid in the development of the technology. The Launch Workshop will be in

Detroit, Michigan on June 7. The first issue workshop, which will focus on policy and planning, will be in Philadelphia, Pennsylvania June 26-27.

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.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>


- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

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.

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