



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 22nd, 2018

Volume 26, Number 12

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MOBILE MPO MEETING July 11th, 2018, at 10:00AM TCC/CAC meeting June 27th, 2018; please see *Mobile MPO Updates*

The US 45 Feasibility Study has a public input meeting scheduled next week for June 28th at the LeFlore High School gym; see *Mobile MPO Updates*. **NEW FUNDING ANNOUNCED**, the U.S. Department of Transportation Announces \$366.3 Million Funding Opportunity to Improve Transit Bus Infrastructure; please see *Funding Opportunities*.

There is a lot going on in D.C. in *Legislative Updates*, and despite [THIS RAIL REPORT](#), this week we have some disappointing news about passenger rail funding; see *In the News*. Speaking of passenger transit, see the week's *Just For Fun*.

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 and TCC/CAC to meet

Although the Mobile MPO met recently, new items have developed that need attention. There is another Performance Measure resolution, the Wave Transit requires a corrective resolution, and the following project is requested to be added to the TIP:

100067045 PE; Bridge Replacement on SR 163 Over Perch Creek from MP 3.931 to 3.983 \$870,000

Also, there are some projects in the STP Attributable that have had some cost increases, and we will be attempting to balance the outside years of STP Attributable funding for the next TIP (2020-2023). Finally, there will be a discussion on the creation of a South Alabama Freight Committee.

US 45 Feasibility Study

The US 45 Feasibility Study Stakeholders group met two weeks ago 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 first public involvement meeting is scheduled for June 28th, at the LeFlore High School gym from 5 pm to 7:30 pm.

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.

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>

Container Trucks Going To Choctaw Point

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NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

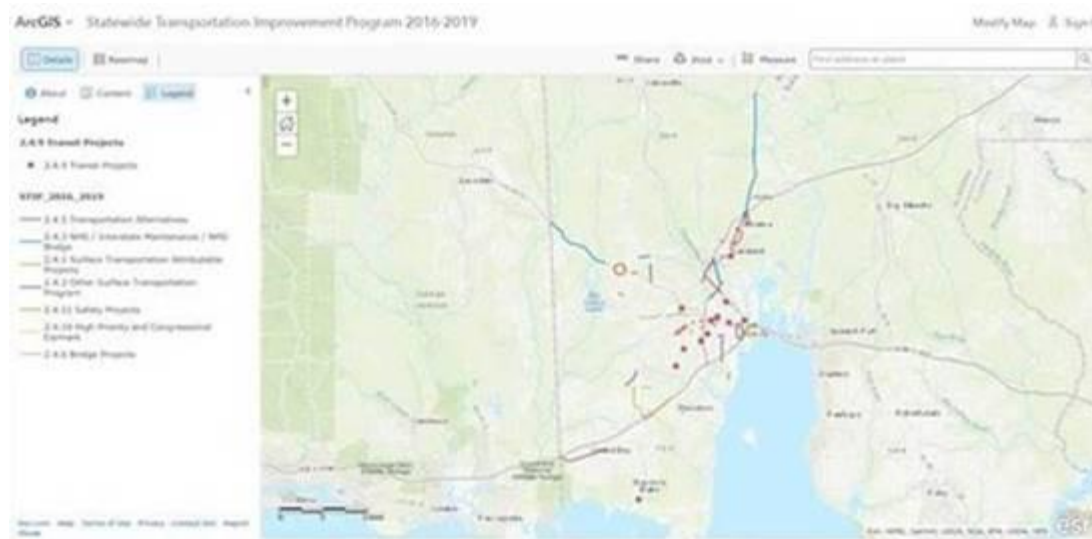
[Employment and Economic Development](#)

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 : 100067717 (UT)

Federal aid number : NH 0158 (508)

County : MOBILE

Project Description : SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN, BASE, PAVE, AND BRIDGE (EB COLLINS CREEK, EB MCCRARY ROAD, AND EB COLLINS CREEK TRIBUTARY)

Old Engineers Estimate : \$200,000.00

New Engineers Estimate : \$209,674.62

Project : 100060153 (CN)

Federal aid number : NH 0158 (508)

County : MOBILE

Project Description : SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN, BASE, PAVE, AND BRIDGE (EB COLLINS CREEK, EB MCCRARY ROAD, AND EB COLLINS CREEK TRIBUTARY) (UTILITY WORK)

Old Engineers Estimate : \$30,005,229.00

New Engineers Estimate : \$197,846.50

Project : 100052449 (UT)

Federal aid number : STPMB 7612 (600)

County : MOBILE

Project Description : MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.

Old Target start date : September 01, 2018

New Target start date : March 01, 2019

Project : 100066703 Federal aid number : STPMB 0016 County : MOBILE

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

Urban Area : 067 MOBILE

Target Start Date : 9/15/2018

Engineers Estimate : \$476,420.00

Projects in Region Let June 29th, 2018

ESCAMBIA COUNTY

For constructing the Resurfacing and Traffic Stripe on CR-45 (Butler Street) from the junction of CR-27 (Robinsonville Road) to the Monroe County Line (Site 1); on CR-27 (Robinsonville Road/Sardine Road) from the junction of CR-45 (Butler Street) to the junction of CR-18 (Foshee Road) (Site 2); and on CR-18 (Foshee Road) from the junction of CR-27 (Sardine Road) to the intersection of SR-118 (Site 3). Length 17.224 mi. The Bracket Estimate on this project is from \$1,902,730 to \$2,325,559

MOBILE COUNTY

None at this time

BALDWIN COUNTY

None at this time

[What's Under Construction?](#)

Legislative Updates

Administration Issues Reorganization Plan

This week, the Trump Administration released a government reform plan consisting of several proposed changes across federal government. The document, *Delivering Government Solutions in the 21st Century*, presents recommended steps to overhaul government service delivery. Among the over 30 reforms listed, the administration seeks to consolidate federal economic development programs within the U.S. Department of Commerce under a newly-formed agency, the Bureau of Economic Growth. In turn, the agency would oversee agencies and programs tied to economic development including Community Development Block Grant (CDBG), U.S. Department of Agriculture business and community facilities loans and grants, and federal-state regional commissions (Delta Regional Authority, Northern Border Regional Commission, and Denali Commission). The [full report](#) and [fact sheet](#) are available on the White House website.

Innovation and America's Infrastructure: Examining the Effects of Emerging Autonomous Technologies on America's Roads and Bridges

The Senate Environment and Public Works Committee held a hearing last week on how to incorporate autonomous vehicles in U.S. infrastructure. Several of the witnesses and senators indicated a desire to significantly upgrade roadways by adding road markings and signage. However, New York City DOT Commissioner Polly Trottenberg argued that it is not realistic to expect cities to overhaul existing infrastructure and that the technology should be developed to operate in existing environments. Shailen Bhatt from ITS America also stated that many states struggle to invest in innovative technology because of the difficulty to maintain their existing infrastructure. [HERE](#)

Trump admin floats changes to environmental review standards

BY TIMOTHY CAMA - 06/19/18 12:00 PM EDT 21

Trump admin floats changes to environmental review standards



© Getty Images

The Trump administration is considering major changes to the regulations that govern how federal agencies analyze the potential environmental impacts of their decisions.

The Council on Environmental Quality (CEQ), the White House agency responsible for coordinating compliance with the National Environmental Policy Act (NEPA), put out a notice Tuesday soliciting input on the matter from the public.

“Over the past four decades, CEQ has issued numerous guidance documents but has amended its regulations substantively only once,” the agency said in the notice, due to be published in the Federal Register Wednesday.

It said it wants comments “on potential revisions to update the regulations and ensure a more efficient, timely, and effective NEPA process consistent with the national environmental policy stated in NEPA.”

The solicitation stems from an August 2017 executive order President Trump signed that aimed to ease the permitting process for highways, bridges and other infrastructure projects. That was part of a major effort Trump is undertaking to get more infrastructure built.

CEQ asks in its notice a series of specific questions it wants public comment on. They include whether current regulations are obsolete, how environmental reviews can be made more efficient, whether CEQ should limit the number of pages in environmental review documents and whether it should redefine key terms for the purposes of the regulations.

Environmentalists and Democrats have long been critical of the Trump administration's efforts to streamline environmental reviews, arguing that officials are trying to reduce protections meant to minimize the impacts of projects and silence objectors.

Once the notice is published in the Federal Register Wednesday, the public will have 30 days to weigh in.

Tax cuts, 232 dash infrastructure hopes

[Jun 21, 2018 | 02:57 PM](#) | [Dom Yanchunas](#)

NEW YORK — The United States' long-anticipated national infrastructure investment is now unlikely to happen, stymied by President Donald Trump's other policy priorities including recent federal tax cuts and Section 232 tariffs.

In a development that would have seemed unthinkable a year or two ago, market participants have concluded that there will be no big federal infrastructure initiative for at least another year. Not totaling \$1 trillion. Not totaling \$500 billion. Not even totaling \$200 billion. Trump and Congress dug themselves into a funding hole when they passed the 2017 tax reform law that ballooned the federal deficit. Further challenging a large infrastructure commitment are Section 232's impact on the cost and availability of metals, a busier non-residential construction industry, unavailability of labor, immigration curbs and, now, rising interest rates.

Scott Paul, president of the Alliance for American Manufacturing, acknowledged that Washington has turned its attention elsewhere while the nation's bridges, highways, water and sewage systems, and other vital public infrastructure crumble or become antiquated.

"We're disappointed that a major effort to rebuild America's infrastructure has lost steam," Paul said. "It's apparently not a priority for this Congress or for the Trump administration, even though the needs are only growing."

Ned Hill, a professor at Ohio State University who teaches economic development and public finance, said states and municipalities will not be able to initiate many large infrastructure projects on their own because many of those governments are fiscally constrained, too. Hill said the approval of the federal tax cuts in December means there is not as much money available for a sizable infrastructure investment.

"The tax bill killed it," Hill said. "Increasing taxes to pay for it is politically untouchable."

The Congressional Budget Office has estimated that the tax reform law will add \$1.9 trillion to the US budget deficit. In March, Congress added \$300 billion in new federal military and domestic spending.

Hill said the steel and aluminium price increases resulting from Section 232 tariffs and other import curbs have exacerbated the barriers to achieving large infrastructure projects - mainly by increasing their price tags and introducing uncertainty. Borrowing also has become more expensive than in 2017, and interest rates seem to be pointing higher still.

"With the tariffs, projects will be much more expensive, and overall risk is much higher," Hill said. "There is no way to know what the cost is going to be."

American Metal Market's pricing assessment for US domestic cut-to-length platestands at \$47 per hundredweight (\$940 per ton), up 38.2% on the year.

The American Institute of Steel Construction lobbied the House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee this year, to no avail, said Brian Raff, the institute's director of government relations. While some progress was made on funding for waterways and aviation, Trump's broader infrastructure proposal complicated the legislative effort. It included provisions that would indirectly weaken some Buy America guarantees.

"There doesn't seem to be much of an appetite for transportation on the Senate side," Raff said. Continue [HERE](#)

Funding Opportunities

Buses and Bus Facilities Infrastructure Investment Program FY 2018 Notice of Funding *(deadline August 6th, 2018)*

Date Posted: 6/21/2018

Date Closed: 8/06/2018

Opportunity ID:

FTA-2018-005-TPM-BUS

Grant Program:

[Bus & Bus Facilities Infrastructure Investment Program](#)

Opportunity Announcement PDF:

[Buses and Bus Facilities Infrastructure Investment Program FY 2018 Notice of Funding](#)

Details:

06/21/2018. Notice of Funding Opportunity (NOFO): Solicitation of Project Proposals for the 5339(b) Grants for Buses and Bus Facilities Infrastructure Investment Program (Bus and Bus Infrastructure Program). The Federal Transit Administration (FTA) announces the availability

of approximately \$366.3 million of Fiscal Year 2018 funds for buses, bus facilities, and bus equipment. Synopses and full announcement will be posted on Grants.gov as opportunity [FTA-2018-005-TPM-BUS](#). Proposals must be submitted electronically through Grants.gov website by **11:59 p.m. Eastern Time on August 6, 2018**.

Summary: The purpose of the Bus and Bus Infrastructure Program is to assist in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses or related equipment, and rehabilitating, purchasing, constructing or leasing bus-related facilities.

Eligible Applicants: The Bus and Bus Infrastructure Program provides funds to designated recipients that allocate funds to fixed route bus operators, and to states, and local governmental authorities that operate fixed route bus service.

Link and Instructions for attaching the supplemental form to the SF-424: All applicants must complete the [supplemental form](#) and attach it to their submission in GRANTS.GOV.

Dates: An applicant must submit a proposal electronically by 11:59 PM Eastern Time on 8/6/2018. Any agency intending to apply should initiate the process of registering on the GRANTS.GOV site to ensure completion of registration before the submission deadline. [Sign up](#) for email updates -- enter your email address and choose the "Bus and Bus Facilities (5339)" category -- to receive more details.

For Further Information Contact: For information on this NOFO for the Bus and Bus Infrastructure Program, contact [Mark G. Bathrick](#), Office of Program Management, 202-366-9955, or consult our [applicant FAQs](#).

FTA 5310 (Enhanced Mobility for Elderly and Individuals with Disabilities) Rural

(deadline August 10, 2018)

Tentative Schedule for the FY-2019 Grant Cycle Application [HERE](#)

Date	Activity
<ul style="list-style-type: none"> • June 8, 2018 	<ul style="list-style-type: none"> • Program announcement and statewide dissemination of grant applications
<ul style="list-style-type: none"> • August 10, 2018 	<ul style="list-style-type: none"> • Deadline for applications to be submitted to the Regional Planning Councils (for coordination plan certification letter) • If Regional Planning Councils are applying for funding or closely involved with an applicant's application, this is the deadline for submitting applications directly to ALDOT (<i>direct applications</i>)
<ul style="list-style-type: none"> • August 17, 2018 	<ul style="list-style-type: none"> • Deadline for Regional Planning Councils to submit all other applications to ALDOT (<i>endorsed applications</i>)
<ul style="list-style-type: none"> • August 2018 	<ul style="list-style-type: none"> • Selection committee convenes to review applications and schedule site visits
<ul style="list-style-type: none"> • TBA 	<ul style="list-style-type: none"> • Grant Application to FTA via TrAMS
<ul style="list-style-type: none"> • TBA 	<ul style="list-style-type: none"> • Awards Announced
<ul style="list-style-type: none"> • TBA 	<ul style="list-style-type: none"> • Vehicle Orders Placed
<ul style="list-style-type: none"> • TBA 	<ul style="list-style-type: none"> • Vehicle Deliveries

This Section 5310 application is located on the website page listed below:

Alabama Department of Transportation
 Local Transportation Bureau
 Transit Section
 1100 John Overton Drive
 Montgomery, AL 36110
 Telephone: (334) 353-6417
 Fax: (334) 353-6451
 E-mail: brookswi@dot.state.al.us
 Website:
<https://www.dot.state.al.us/ltweb/transit/index.html>

Technical Assistance is available upon request.

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.

[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

Since today is [National Dump the Pump Day](#), we thought we would share a new type of Public Transportation!



The Airfish8 uses a regular V8 car engine with unleaded gasoline, and can go 120 MPH. It is considered a marine vessel, but uses something called "*wing in ground effect*" to glide across the water, and can hold up to 8 passengers. That means it would take 15 minutes to get from the Battleship, to Fort Morgan. [HERE](#)



In the News

Study finds airport move feasible

LAGNIAPPE Posted by [Dale Liesch](#) | Jun 20, 2018 | [Latest](#), [News](#) | [0](#) |

It is possible to move commercial airline service from Mobile Regional Airport to Brookley, according to a feasibility study released by the Mobile Airport Authority Wednesday morning.

Among other things, the Mobile Metropolitan Airport System Study found that it would be more cost effective to move commercial service to the Mobile Aeroplex at Brookley than to increase access through infrastructure at Bates Field in West Mobile, MAA Executive Director Chris Curry said at a press conference. The study also pointed to a number of other positive factors, including Brookley being “geographically better positioned to attract additional air service due to its proximity to downtown and ability to attract a larger share of the airport’s catchment area.”

Curry told reporters the current regional airport attracts just 53 percent of its catchment area, which includes regions about an hour to the north and 30 to 40 minutes to the east and west. A move downtown, Curry said, would also open the airport closer to 138,000 potential customers.

He mentioned a number of discount airline carriers, including Via Airlines, had shown interest in the move. The thinking is that more carriers would increase competition and thus lower prices. However, when pressed about his confidence level that a move would lead to more discount carriers, Curry was more cautious.

“In this business, there are no guarantees, but the way we’re approaching it is good,” he said. “We’re going to start with Via And expand from there.”

More details about the future of the airport could be revealed in a master plan, which will be the next step in the process. Curry did confirm that MAA would move forward with renovating a current building at Brookley to be used as a terminal for Via!. Plans from there could include a second terminal for more traditional, legacy airlines at the site, Curry said.

As for funding of the next phases of development, Curry seems confident that a number of options remain available, including airport improvement money from the Federal Aviation Administration. Local MAA money could be used as well, he said.

As for the future of the regional airport, Curry said the duties of both airports would essentially switch, meaning Bates Field would become a general aviation airport. He also hinted that both airports could be used for commercial service. The timetable for a move would be three to five years, he said.

Mobile Mayor Sandy Stimpson said in a statement he supports the future move.

“This study reveals what many of us already knew. Not only is there communitywide support for moving the airport to Brookley, but carriers prefer it too,” he said. “Proof of this is the recent announcement that Via Airlines has agreed to fly direct flights to Orlando out of Brookley once a terminal is built. By moving the airport, we can recapture the market we have lost to Pensacola and other nearby airports.

“I applaud the leadership of the Mobile Airport Authority and their willingness to challenge the status quo,” he added. “We are one step closer towards creating a vibrant downtown airport with easy access and affordable flights to great destinations.”

Ivey says no to state money for coastal Amtrak; Maddox blasts 'outdated governing'

Updated Jun 21, 8:45 PM; Posted Jun 21, 5:20 PM

By [Lawrence Specker](#)
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In a setback for supporters hoping to see passenger rail service return to Alabama, Gov. Kay Ivey has opted not to commit state money to help reestablish a coastal Amtrak connection.

Ivey had through Wednesday to decide whether the state would make a \$5.3 million pledge over the next three years to help restore Amtrak service between Mobile and New Orleans. On Thursday, her office released a statement saying she had opted against it.

That statement read, in full:

"I have carefully evaluated the impact of restoring passenger rail service between Mobile and New Orleans and the potential economic benefits it may produce. As a result of Alabama's growing economic and global footprint, the Port of Mobile continues to expand, while Alabama achieved a record level of exports in 2017, totaling \$21.7 billion. Accordingly, consideration must also be given to the impact passenger rail service will have on the commercial and freight rail service that share the same track. It has become clear to me that, though some economic benefit may be realized by new passenger rail service, such service will have an outsized detrimental impact on other types of rail service.

"As we continue to address congestion on our surface transportation systems, both on our highways and rail system, I currently do not plan to provide limited state resources to passenger rail service. We have higher priority opportunities to address congestion on I-10 through the Mobile River Bridge project, expansion of the Port of Mobile and numerous highway projects around the state.

ADVERTISING

"I am hopeful that one day we may have the luxury of providing financial support for passenger rail service, but now is not the time when we have other challenges which must take priority."

The decision was criticized by Tuscaloosa Mayor Walt Maddox, the Democratic candidate challenging Ivey's bid for election to a full-term. Maddox had previously called for Ivey to support the Amtrak effort. On Thursday he released a statement saying an opportunity had been missed:

"After exhaustive research and study, Governor Ivey's own appointees to the Southern Rail Commission recommended an investment that would vastly enhance Alabama's tourism industry for decades to come by creating new jobs and revenue for a 21st Century economy. This is not about passenger rail versus freight -- this is about the past versus the future. This decision continues Governor Ivey's pattern of outdated governing that keeps Alabama at or near the bottom in everything that matters. In missing this opportunity to position Alabama at the epicenter of passenger rail travel on the gulf coast, Governor Ivey proves that Alabama is not 'on the right track.'"

Ivey's stance appears to reflect concerns voiced by Jimmy Lyons, CEO of the Alabama State Port Authority, who has argued that passenger service would pose "major disruption" to the port's growing freight operations, which also make use of rail connections. Continue [HERE](#)

ALDOT: Repairs to bridge deck on Airport Boulevard to start Friday

Thursday, June 21st 2018, 9:58 am CDT Thursday, June 21st 2018, 9:58 am CDT
By WALA Webstaff



The Alabama Department of Transportation (ALDOT) will begin a maintenance project to replace a portion of the bridge deck on Airport Boulevard over Interstate 65 on June 22, 2018. MOBILE, AL (WALA) -

The Alabama Department of Transportation (ALDOT) will begin a maintenance project to replace a portion of the bridge deck on Airport Boulevard over Interstate 65 beginning Friday, June 22, 2018. Major delays are expected and drivers are encouraged to seek alternate routes.

The project scope includes repairing the concrete bridge deck in the westbound, outside lane on Airport Boulevard. Motorists can expect for single and double lane closures westbound along Airport Blvd near the area of Interstate 65 while this work commences. In addition, the SB On-Ramp to Interstate 65 will be closed during this period of work. The following detour will be implemented during construction:

Construction is scheduled to be performed on a continuous around-the-clock basis and an incentive/disincentive has been included in the contract to expedite the completion of the project. The project is expected to be completed within 10 days.

Message boards will be used to notify motorists of upcoming lane closures and construction updates. Updates will also be posted to the @ALDOTMobileArea Twitter page. Motorists are asked to plan ahead and utilize the recommended alternate route to avoid congestion and delays.

The \$300,000 contract was awarded to McElhenney Construction LLC.

How will denial of bridge grant affect price for tolls?

Posted: Jun 15, 2018 5:24 PM CDT Updated: Jun 15, 2018 5:24 PM CDT
By Steve Alexander, FOX10 News Reporter

CONNECT



MOBILE, AL (WALA) -

Why didn't the U.S. Department of Transportation award a grant to build the new Mobile River Bridge? We might have some answers come Monday. Also, will the denial will force toll prices to go up? That can be answered now. The Alabama Department of Transportation or ALDOT, was hoping to get \$250 million dollars from a federal infrastructure grant to help pay for the two billion dollar Mobile River Bridge and Bayway project. But when federal officials released the list earlier this week, the bridge project wasn't on it.

Allison Gregg with the Mobile River Bridge and Bayway project said, "Next week, we're doing a debrief as well and, so, we will learn more and that will help us when we apply for the grant again next year."

In a news conference earlier this week, Senator Doug Jones said, "We're not out yet. Just because we didn't get anything this year doesn't mean we won't try again next year."

ALDOT officials expect to conduct the de-briefing by phone Monday, with Congressman Bradley Byrne's office leading the way. They also say just because the project didn't get federal funding right now, don't expect projected tolls to be increased.

Gregg said, "We're studying in the three to five dollar range for the tolls and, so, this should not impact that range."

In the meantime, they say the project is moving forward. Pile driving work has been completed for test pilings along the Bayway and at two other locations and, now, ALDOT is working through the environmental review process.

Gregg said the study will help answer questions like, "How will traffic be impacted? What about lighting? What about the tree canopies? We take a look at all the factors that will be impacted by the project."

Still everyone involved in the project says getting federal money is important.

Mobile County Commissioner President Connie Hudson said, "We absolutely need that grant money to be a part of the funding equation for this bridge."

FOX10 News has also learned ALDOT plans to hold a forum July 11 to encourage various groups, like veterans, to get involved in the project.

Koch-backed group fighting public transit projects across US

BY EMILY BIRNBAUM - 06/20/18 01:38 PM EDT 84



© Getty Images

GOP mega-donors Charles and David Koch are pouring money into efforts to kill public transport projects across the country, [The New York Times](#) reported on Tuesday.

The Koch-financed conservative group Americans for Prosperity (AFP) has campaigned against seven local or state-level ballot initiatives for public transit and opposed more than two dozen other transit measures since 2015, according to the report. Those efforts include fighting state proposals to raise gasoline taxes.

The majority of these campaigns have been successful.

Koch Industries includes companies that produce gasoline, asphalt, seat belts, tires and other automotive parts and some critics have questioned AFP's motivations for opposing transit projects.

The group has long espoused libertarian ideas and fought for lower taxes and for rolling back government regulations.

David Dziok, a Koch Industries spokesman, told the Times the company does not dictate the agenda of Americans for Prosperity and denied that the group's anti-transit effort was linked to the company's interests.

"We are an issue-based organization. We fight for lower taxes and less government," said Tori Venable, the Tennessee state director for AFP, in a statement to The Hill.

She said the claim the Koch brothers are dictating the group's agenda is "absolutely ridiculous and it goes against everything that our network stands for."

Americans for Prosperity opposed a plan in Nashville, Tenn., to build light-rail trains in May. Though the measure was initially expected to pass, it was ultimately defeated.

The group posted a blog post in April listing the reasons for their opposition.

"The project's cost is out of control, topping out at \$9 billion," Americans for Prosperity posted. "That's nearly twice the original estimate."

"On top of the cost, transit systems like the one proposed don't even accomplish their goals. They contribute to traffic and congestion and are completely unadaptable to changing traffic patterns," they added.

In another case the group made more than 39,000 calls and knocked on close to 5,000 doors to encourage voters to oppose a sales tax increase in Little Rock, Ark., to fund bus and trolley lines.

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](#)

Webinar: Save the Date: **FHWA/FTA PBPP Implementation Office Hours**

Date: June 25 and 28, 2018

What is it?

The Federal Highway Administration and Federal Transit Administration invite you to participate in our Performance-based Planning and Programming (PBPP) Implementation Office Hours. The goal of this training event is to help Metropolitan Planning Organizations (MPOs), transit agencies, and state Departments of Transportation (DOTs) successfully transition to performance-based transportation programs. The focus of this Office Hours will be on the performance management components of the FHWA/FTA transportation planning regulations. (Please note that this event will not cover program specific (PM1, PM2, PM3 or asset management) information.)

This Office Hours event will be delivered through a “flipped” webinar classroom approach. Flipped instructional approaches combines advance “**prework**” followed by “live” webinar or in-person sessions.

FHWA has utilized this training approach for other transportation performance management (TPM) topics and received extremely positive feedback.

How does it work?

Participants will:

- Register for a PBPP Implementation Office Hours Session listed below. You will receive a link to a recorded webinar.
- Review PBPP learning materials in advance to prepare for an interactive discussion during the live Office Hours session(s). (See list below.)
- Email the questions you would like to have addressed at the Office Hours to FHWA and FTA by **Friday, June 15, 2018**. With the email subject line of *PBPP Office Hours*, please send such questions to: corbin.davis@dot.gov; christina.leach@dot.gov; kenneth.cervenka@dot.gov.
- Join the PBPP Office Hours’ webinar room using a link that will be emailed to registrants a few days before the actual session.

When will it occur? How do I register?

Two 90-minute office hours sessions will be held, and information presented at each will be consistent. Feel free to attend the session that is most convenient for you.

PBPP Implementation Office Hours Sessions:

[Session 1: Monday, June 25, 11:00 AM - 12:30 PM Eastern \(Register Here\)](#)

[Session 2: Thursday, June 28, 2:00 PM - 3:30 PM Eastern \(Register Here\)](#)

How can I prepare? What “prework” should I complete?

For the PBPP Office Hours sessions, participants are **strongly encouraged** to either watch or read the following resources listed below in advance of the live sessions. These have been categorized as either strongly recommended or optional.

[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.

[State Transportation Funding Trends to be Explored at July 18 Workshop](#)

by Carolyn Kramer

Dozens of states have taken action to address transportation funding shortfalls over the past several years. Join fellow transportation advocates in Washington, D.C., on July 18 to learn about recent transportation investment trends and methods from Dr. Alison Premo Black, chief economist with the American Road & Transportation Builders Association. Dr. Black will explore state legislation introduced since 2013, as well as state and local ballot measures from the last decade, in order to provide analysis on new and recurring themes. She will also look ahead to provide a preview of November 2018 ballot measures.

Register for the **5th Annual “National Workshop for State & Local Transportation Advocates”** to hear real-life challenges and success stories of state transportation funding campaigns. Learn what states have raised or are trying to raise new transportation revenue, why they are doing so, what revenue streams they are exploring, who the major players are, and campaign tactics and strategies. Transportation investment champions from around the country will share best practices, playbook secrets and other keys to success in advancing state and local legislative and ballot initiatives that boost transportation infrastructure investment.

Other sessions include:

- An update on federal transportation funding and efforts to permanently fix the revenue stream for the Highway Trust Fund;
- In-depth exploration of short- and long-term transportation funding techniques being explored by states;
- How states ‘set the stage’ for a transportation funding increase;
- Advice from state lawmakers on succeeding in your transportation funding campaign;
- Tips on uniting urban and rural interests in one campaign;
- And more!

The Workshop is being held in conjunction with ARTBA’s 30th annual “[Public-Private Partnerships in Transportation Conference](#).” Space is limited! [Register today](#) to reserve your spot, or view more information about the Workshop on [TIAC’s website](#).

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 Jammie 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.