



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 13th, 2018

Volume 27, Number 2

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There was a Mobile MPO meeting this week and we are creating a South Alabama Freight Forum (SAFF), please see *Mobile MPO Updates*. Possible THUD Appropriations in *Legislative Updates*, and this week's *Just For Fun* is will protect your noggin. Congratulations to our very own State Rep. Margie Wilcox for being selected for the Council of State Governments' 2018 Henry Toll Fellowship; see *In The News*. Have a great weekend!

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 Wednesday, July 11th

The Mobile MPO met this week. Items on the agenda included:

- A resolution recommending approval of a modification of the Transportation Improvement Program for the Preliminary Engineering for project 100067045 A Bridge Replacement on SR 163 over Perch Creek from Mile Post 3.931 to 3.983 in the amount of \$870,000.
- A resolution recommending approval of Designating the WAVE Transit as the Direct Recipient of FTA 5307 and FTA 5339 funding.
- A resolution recommending approval of the Corrected Alabama Performance Management Agreement between the State of Alabama and the Mobile MPO.
- A resolution recommending approval of the Transportation Improvement Program to include performance measures for System performance.
- A resolution recommending approval of a modification of the Transportation Improvement Program for National Highway Funds in the amount of \$197,846.50 for the State Route 158 (US98) extension.
- A resolution recommending approval of a modification of the Transportation Improvement Program for cost overruns on Dauphin Street from Sage to Springhill Hospital using Mobile MPO Attributable funds. These cost overruns raise the cost from \$3,382,411 to \$7,000,000.
- And finally, a resolution recommending approval of the Mobile MPO's Fiscal Year 2019 Unified Planning Work Program.

The meeting also included a presentation by Daniel Driskell with ALDOT about Transportation Systems Management and Operations (TSMO).

US 45 Feasibility Study

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



FREIGHT

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South Alabama Regional
Planning Commission
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The South Alabama Regional Planning Commission will be housing a South Alabama Freight Forum (SAFF). This forum will meet probably twice a year, and talk about freight issues in terms of our surface infrastructure. We want to know what the problems are, and develop solutions. This will also be an opportunity to inform the freight community about various surface infrastructure projects like Water Street, the I-10 Mobile River Bridge, etc.; we will keep you posted.

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 link for the survey results:

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

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 : 100056130 (UT)

Federal aid number : BRF 0016 (522)

County : MOBILE

Project Description : REPLACE BRIDGE, BIN 008714, SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER. (SUFF=49.7, STATUS=SD)

Old Target start date : September 01, 2018

New Target start date : February 01, 2019

Project : 100052600 (RW)

Federal aid number : STPMBF 7508 (600)

County : MOBILE

Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

Old Target start date : October 01, 2018

New Target start date : September 01, 2018

Projects in Region Let July 27th, 2018

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

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

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

BALDWIN COUNTY

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

THUD

Appropriations

The Senate Transportation, Housing, and Urban Development (THUD) appropriations bill may be attached to an upcoming minibus package that is expected on the floor the week of July 23. The Senate named its conferees for a three-bill minibus that includes the Energy and Water Development bill, which they hope will be finished before August 3.

Meanwhile, House Republicans have no immediate plans to bring their THUD spending bill to the floor. The bill passed through committee on May 23 but Chairman Mario Diaz-Balart (R-FL) expressed his disappointment that it is not yet on the floor agenda. Mark Meadows (R-NC), Chairman of the House Freedom Caucus, said his caucus has not yet taken a position on the bill, but indicated that transit and housing spending can be difficult for them to support. Leadership is aiming to pass as many appropriations bills as they can in July.

Lawmakers worry about rise in drugged driving

BY JASPER GOODMAN - 07/11/18 10:27 PM EDT [191](#)



© Getty

Lawmakers on the House Energy and Commerce Committee held a hearing Wednesday on the dangers of drug-impaired driving.

There is growing concern in Congress over the issue as data from the Governors Highway Safety Association (GHSA) and the Foundation for Advancing Alcohol Responsibility finds that accidents from drugged driving have been on the rise over the last 10 years.

A recent report showed that 44 percent of fatally injured drivers tested positive for drugs in 2016. That number is up from 2006, when just 28-percent of fatally injured drivers were drug-positive.

But lawmakers also pressed for more information about the problem.

While the trend appears to be alarming, Rep. [Jan Schakowsky](#) (D-Ill.) raised questions the statistics from the GHSA and the Foundation for Advancing Alcohol Responsibility.

“While this statistic, of course, raises concern, I have questions and concerns about the methodology and accuracy of this statement,” Schakowsky said.

She pointed out that there is no nationally accepted way of testing the drug impairment level of drivers.

“Alcohol continues to cause more deaths than drugs,” Schakowsky said.

Colleen Sheehy-Church, the President of Mothers Against Drunk Driving (MADD), who testified at the hearing, agreed.

“The truth is that we do not know how many people are killed each year due to drug-impaired driving,” said Sheehy-Church, whose son was killed by a driver who was under the influence of both alcohol and drugs.

MADD, founded in 1980, advocates against drunk driving. The group says focusing on that problem will also help reduce drug-impaired driving.

Lawmakers and experts also debated the impact of marijuana legalization on the issue. Recreational marijuana is now legal in nine states.

“With the prevalence of marijuana legalization — recreation and medicinal — it is critical that more work be done to understand impairment,” Sheehy-Church.

“We agree with the recent AAA [American Automobile Association] study, which states, a .08 [blood alcohol content] equivalent may not be possible with marijuana. But we still must better understand how marijuana impairment influences driving behaviors,” she added.

Republican Reps. [Larry Bucshon](#) (Ind.) and [Leonard Lance](#) (N.J.) both spoke out against marijuana legalization in their home states during the hearing.

“I personally oppose [legalization] based on medical grounds,” said Bucshon, a former surgeon.

Dr. Robert DuPont, president of the Institute for Behavior and Health, gave lawmakers suggestions to help prevent drug-impaired driving.

DuPont recommended that states implement a zero-tolerance policy for drivers under the age of 21, hand down the same penalties for drugged driving as for drunk driving and impose additional penalties for those who are impaired by multiple substances.

Funding Opportunities

The National Fish and Wildlife Foundation (NFWF) and NOAA announced a partnership to restore, increase and strengthen natural infrastructure to protect coastal communities, while also enhancing habitats for fish and wildlife. In its inaugural year, the [National Coastal Resilience Fund](#) will invest up to \$30 million in the restoration or expansion of natural features such as coastal marshes and wetlands, dune and beach systems, oyster and coral reefs, mangroves, forests, coastal rivers, as well as barrier islands that help minimize the impacts of storms, rising sea levels and other extreme events on nearby communities and infrastructure.

Proposals are due August 7, 2018, and the full Request for Proposals can be found here:

<http://www.nfwf.org/coastalresilience/Pages/2018rfp.aspx>

There will be a RFP overview webinar on July 11th.

The focus of the FY18 National Coastal Resilience Fund is on "shovel-ready" restoration and green infrastructure projects. The non-federal match requirement is 1:1. The new partnership will focus investments on projects that have been prioritized in existing community or regional resilience plans. Priority will be given to:

- Implementation of design-ready restoration projects that enhance resilience and reduce risk
- Planning and design projects to position communities for future implementation
- Projects that demonstrate the effectiveness of innovative approaches to enhance coastal resilience with natural infrastructure

In partnership with NOAA, NFWF will establish the National Coastal Resilience Fund and administer the program, as authorized by Title IX of the National Oceans and Coastal Security Act. Both organizations will jointly establish criteria to review proposed projects for funding.

Note: Unfunded applications to the FY17 and FY18 Coastal Resilience Grants program will not be considered for the new grant program. OCM or NFWF will be contacting previous applicants to inform them of the new funding availability and to encourage them to consider applying should the objectives of the new announcement align with their interests.

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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
• June 8, 2018	• Program announcement and statewide dissemination of grant applications
• August 10, 2018	• 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 (direct applications)
• August 17, 2018	• Deadline for Regional Planning Councils to submit all other applications to ALDOT (endorsed applications)

<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

This week, there was an announcement from Jarvis motorcycle helmets that Alexa is now inside of their helmets [HERE](#). She talks to you, tells you where to go, gives you traffic and weather, sends text messages, makes calls, and even comes up visually on your screen. It has a rear-view camera and a 2K full HD sensor that'll effectively give riders eyes in the back of their heads. It has 16GB of built-in storage, presumably for offline media and maps and video recording. Bluetooth and Wi-Fi are also on board and it's compatible with iOS and Android phones.



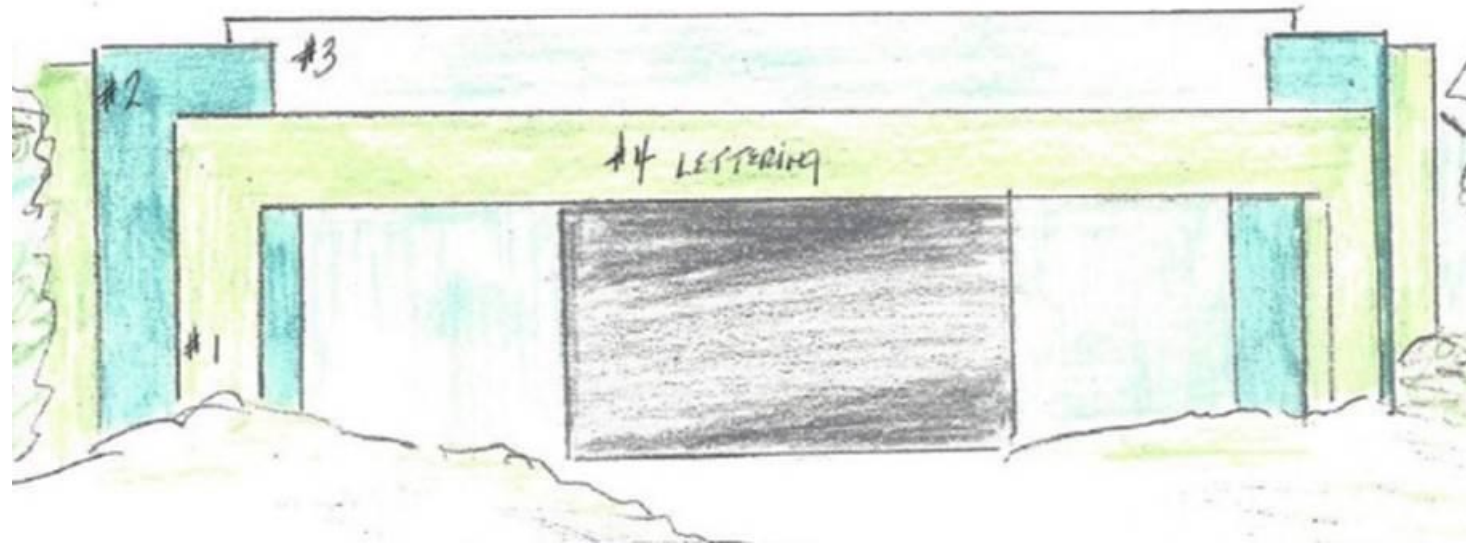
It is so cool and high tech, that I wouldn't be surprised if we start to see people driving cars, wearing these helmets. It being Friday the 13th, think how creepy would it be to pull up to a traffic signal, and the drivers of all the cars around you were wearing helmets... Helmets are there to protect your noggin if you choose this form of transportation. Thank goodness actor George Clooney was wearing one this week, it saved his life [HERE](#). So to celebrate helmets, lets looks at some fantastic motorcycle helmets, Just For Fun:



In the News

Bankhead Tunnel getting a "new face"

Posted: Jul 09, 2018 10:39 AM CDT Updated: Jul 09, 2018 11:47 AM CDT
By Asha Staples, Weekend Anchor / Reporter



MOBILE, AL (WALA) -

The outside of the Bankhead Tunnel is getting a "new face", according to the Alabama Department of Transportation.

After a series of sneak peek tweets, ALDOT released the new design Monday morning. Officials say the east, exterior of the tunnel will be painted with light, vibrant colors of blue and yellow and the west side will be re-painted with the colors it is now. They say they've been working to give the tunnel a new look for years and they're ready to get started.

Locals say they're excited to see the change.

"I think that'll be great. I think Mobile needs to do things to make the town look better and make more people want to come downtown and I think that will help," Renee Thiry said.

"It would be cool if they did like Mardi Gras colors! So, that's pretty dope," John Jernigan said.

ALDOT says the project worth nearly \$12,000 will be done through tunnel maintenance funds.

ALDOT says while work is going on, traffic won't be able to move through the tunnel. The tunnel will be closed beginning Monday at 10 p.m. to 4 a.m. and again Tuesday and Wednesday from 9 p.m. to 4 a.m. The work is expected to be complete by Thursday.

State Rep. Margie Wilcox selected as a CSG 2018 Toll Fellow



Published
1 day ago on July 12, 2018
By [Chandler Walker](#)



Forty-eight state leaders throughout the country were selected to partake in [The Council of State Governments' 2018 Henry Toll Fellowship](#), and among those leaders chosen was Alabama state Rep. Margie Wilcox, R – Mobile. The Fellowship is the nation's top leadership development program for state government officials.

Of the 48 state leaders selected by program alumni, this [Class of 2018](#) will have leaders from 32 states and Guam included, representing all three branches of state government.

"The Fellowship is an extraordinary opportunity to grow and develop as a legislator," Wilcox said. "In turn, I hope to use what I learn for the benefit of Alabama."

Named for the CSG founder, Henry Walcott Toll, the Toll Fellowship convenes the state leaders for a six-day, five-night intensive, intellectual boot camp. This program has taken place for over 30 years in Lexington, Kentucky.

The program's agenda includes a lineup of dynamic sessions designed to stimulate personal assessment and growth, while providing networking and relationship-building opportunities. Each program is uniquely designed each year, but previous programs have included sessions on leadership personality assessment, media training, crisis management, appreciative inquiry and adaptive leadership.

"The CSG Toll Fellows are a remarkable group of state leaders," CSG Executive Director/CEO David Adkins said. "We have designed the fellowship to expand their leadership capacity with a strong focus on collaboration, communication and teamwork skills. Politics today are often characterized by polarization and gridlock. Toll Fellows learn how to overcome differences to serve the common good. These dedicated public servants leave the program energized and ready to return to their states and continue to make a difference."

Adkins was serving as a Kansas state representative when he was a 1993 Toll Fellow.

Toll Fellows alumni include Cheri Beasley, associate justice of the North Carolina Supreme Court; Oregon Gov. Kate Brown; Delaware Gov. John Carney; Idaho U.S. Attorney Bart Davis; Arizona Gov. Doug Ducey; Maine Secretary of State Matthew Dunlap; Tennessee Secretary of State Tre Hargett; former Delaware Gov. Jack Markell; Anne McKeig, associate justice of the Minnesota Supreme Court; Arkansas Secretary of State Mark Martin; Alabama Secretary of State John Merrill; Tennessee U.S. Attorney Doug Overbey; Iowa Secretary of State Paul Pate; U.S. Rep. Todd Rokita, a former Indiana secretary of state; former U.S. Labor Secretary Hilda Solis; and Rhonda Wood, associate justice of the Arkansas Supreme Court.

"I hope to learn about different approaches to common issues," Wilcox said. "In the long run, I hope to save the state of Alabama time, money and heartache."

This year's 2018 Fellowship will take place on Aug. 24 – 28.

The Council of State Governments is the nation's only organization serving all three branches of state government. CSG is a region-based forum that fosters the exchange of insights and ideas to help state officials shape public policy. This offers unparalleled regional, national and international opportunities to network, develop leaders, collaborate and create problem-solving partnerships. For more information about CSG, visit www.csg.org.

Public transportation and mobility

Posted by [Ken Robinson](#) LAGNIAPPE | Jul 11, 2018 | [The Griot's Corner, by Ken Robinson](#) | [0](#) |

On June 29, 2018, unbeknownst to many, a major national anniversary came and went. Its importance is both good and bad. What was it? It was the 62nd anniversary of the Dwight D. Eisenhower National System of Interstate and Defense Highways. The great World War II Army general had left the European military theater in 1945 greatly impressed by the network of high-speed roads that existed in Germany. Known then as the Reichsautobahnen, it made the movement of people and goods extremely efficient. Why shouldn't such a system exist in America?

Upon becoming president, ensuring that such a road network was built in the United States became a central priority for Eisenhower. A Federal-Aid Highway Act had been passed in 1944, authorizing the construction of a 40,000-mile interstate highway system across the nation. However, one crucial component was left out of this act: No money was allocated to make the interstate system a reality.

Under Eisenhower, not only was new legislation passed in 1956 to accomplish this goal — most importantly, the federal government put forward the effort to make it happen. Uncle Sam would pay 90 percent of the price tag, allocating around \$26 billion, and the states would cover the remaining 10 percent. This 90/10 split would encourage states across the country to get in on the expansive transportation building plan. The rest, as they say, is history.

Consisting of over 3 million square miles from coast to coast, the nation's interstate system would and does play a vital factor in the economic growth of the nation. Progress, a continual state of betterment or advancement, generally takes vision, which is the ability to think about or plan for the future with wisdom and foresight. Thankfully, after decades of not doing so, Alabama is taking steps to make progress and formulate a vision when it comes to something of pivotal importance to the state: public transportation.

For quite some time, Alabama has been one of only five states that provided no money for public transportation. None. In a state with a sizable population of poor citizens, both rural and urban, this has been quite consequential. Whether trying to get to work, a medical or dental appointment, or just shopping for basic necessities, many Alabamians have had to contend with formidable obstacles when it comes to mobility.

A 2014 report titled "Connecting Our Citizens for Prosperity: Alabama's Successes and Needed Improvements in Transportation Infrastructure," observed: "Transportation infrastructure is widely recognized as an essential determinant of a community's economic development. ... Transportation infrastructure is both the skeleton upon which an economy is built and the bloodstream through which resources flow to serve all parts of the region. ... A system designed for single-passenger automobiles isolates many elderly and disabled citizens, as well as other people unable to afford the ever-increasing costs of automobile ownership and maintenance."

By establishing the Alabama Public Transportation Trust Fund this year, state leaders have taken an important first step in laying the foundation to address a crucial element that affects Alabama's economic growth along with the lives of many of its citizens. [HERE](#)

FHWA 13-18
Friday, July 6, 2018
Contact: Nancy Singer
Tel.: (202) 366-0660

Highway Freight Conditions and Performance Report to Congress

WASHINGTON – The Federal Highway Administration has released its “Highway Freight Conditions and Performance Report to Congress,” as required by the Fixing America’s Surface Transportation (FAST) Act. The report, the first ever issued by the FHWA on the National Highway Freight Network (NHFN), uses data from FHWA’s Freight Performance Measurement program to analyze the impacts of congestion and determine the operational capacity and efficiency of key freight routes throughout the U.S.

The latest data show the National Highway System is handling a record amount of freight, with trucks moving nearly 60 percent of the nation’s total freight volume (representing 30 million tons), and close to 70 percent of total freight value (representing about \$34 billion), each year. The highway system remains the most-used mode of transport for freight by tonnage and value of goods moved.

The report is available at <https://ops.fhwa.dot.gov/freight/infrastructure/nfn/index.htm>.

Annual Transit Awareness Day Celebration

On Sunday, July 29, 2018, 2:00p.m.- 6:00p.m. at the Harmon-Thomas Community Center, The Wave Transit System will host its Annual Transit Awareness Day Celebration.

The purpose of this event is to educate the community on the importance of both public and private transportation within the City of Mobile. Please consider this your personal invitation to participate as a vendor at this year’s celebration (See Attached). Note: Table and chairs will be provided

To confirm your participation please RSVP at 251-338-0100 or via email at galfred@thewavetransit.com.

Transportation Research

TREDPLAN-Regions Demonstration

July 31, 1:00 – 2:00 PM ET

TREDPLAN is a new and unique system for evaluating and communicating the interrelationship between growth, and freight activity for regional planning using a fusion of data including county-level freight data. TREDPLAN-Regions offers a way to put the regional shifts in freight-economy in perspective by offering an intuitive model, which links models of freight and the economy together to allow for dynamic forecasting of activity and tracking of inter-industry freight shipments. It allows for the comparison of regions based on stratified market segments, by commodity, mode, and foreign trading partner and domestic sources. This webinar will demonstrate TREDPLAN-Regions.

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

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

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

by Carolyn Kramer

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

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

Other popular funding mechanisms introduced this year include:

- Allowing local transportation funding, 41 bills in 14 states.
- Providing non-fuel tax recurring revenue, including tolls, vehicle registration fees, and sales taxes, 36 bills in 17 states. Five bills in Kansas, Utah, Oregon and Connecticut were approved.
- Increasing state motor fuel taxes, 25 bills in 11 states. Only one state- Oklahoma- approved a measure to increase the state gas tax. Oklahoma’s 5 cents-per-gallon increase goes to the Roads Fund, which frees up General Fund revenue to be used for education purposes.

- Establishing a study or task force to investigate the state’s current transportation funding system and make suggestions for improvements to create more sustainable revenue sources, 18 bills in 13 states.
 - Altering electric and hybrid vehicle fees, 13 bills in nine states.
- While many state legislatures have adjourned for the year, 12 are still in session, and several— including Maine and Mississippi— are considering special sessions to address unfinished transportation funding proposals. Ballot measures are also pending in Missouri, Colorado, Connecticut, California, and Virginia.

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

[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](#).

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)

Strategic Transit Automation Research Plan

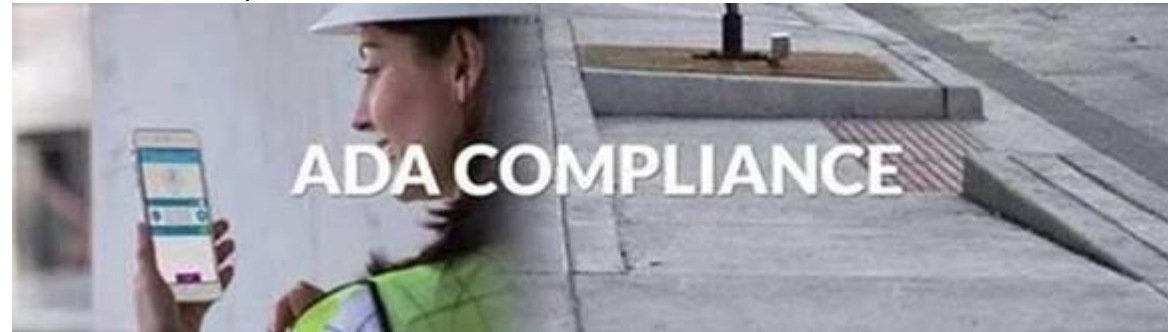
FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the 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.