



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, May 11th, 2018

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Planning Commission
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Lots of stuff going on this week, SR 181 is scheduled to be let, see Projects Let section. The MPO will meet on May 23rd and we have new freight data that is awesome; see *Mobile MPO Updates*. The TIGER grant is replaced by BUILD (\$1.5B), July 19th Deadline; see Funding Opportunities. Tomorrow is [CREEKEFEST](#) and the Causeway is seeing some action; see *In The News*. This week's *Just For Fun* will make you crack...

HAPPY MOTHERS DAY TO ALL THE MOTHERS OUT THERE!

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

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.

Container Trucks Going To Choctaw Point



Mobile Urban Area TAP Funding

The City of Prichard submitted a request for sidewalks and ADA crosswalks around the perimeter of Ella Grant Elementary School for the amount of \$199,941.20 (Federal)

Mobile County submitted a request for construction of ADA compliant curb ramps at various locations within the unincorporated areas of Mobile County for the amount of \$200,000.00 (Federal).

The following FY 2018 Transportation Alternatives Set Aside Program have been selected and approved by the ALDOT Director and the Governor

- City of Prichard: ADA Compliance Project
- City of Mobile: Mobile Greenway- Three Mile Creek Segment 6 North
- Town of Mt. Vernon: Sidewalk Improvements Along Od Military Rd
- Town of Elberta: Downtown Streetscape Improvements
- City of Bay Minette: Dobson Avenue Sidewalks

The following Projects from South Alabama were not selected, but are automatically be considered for the next round of funding, which has a May 1st deadline.

- Baldwin County Commission: County Road 1 Sidewalk Extension
- City of Brewton: Sidewalk Improvements along Hwy 31
- Escambia County Commission: Sidewalk Improvements
- City of Gulf Shores: Sidewalk Improvements
- Mobile County Commission: Sidewalks along Cottage Hill Road and Leroy Stevens Road

MEETINGS

The [Mobile MPO will meet on May 23rd](#), and the TCC/CAC Advisory Committee met this week. Also, the Mobile MPO web site has had a makeover. Please let us know what you think <http://mobilempo.org/>.

There are several items on the agenda. The Long Range Transportation Plan needs to be modified (this will happen at the Summer meeting) to accurately portray the I-10 Mobile River Bridge in terms of a considered toll, environmental justice considerations, and the bicycle/pedestrian component. This will be discussed at the meetings but will not happen until later this summer. Also, we will be discussing a draft 2019 Unified Planning Work Program (UPWP), and the are some revisions to the Transportation Improvement Program (TIP). We will be continuing our discussion of performance measures, and we must adopt a resolution supporting a Transit Asset Management Performance Measure for the WAVE Transit. Finally, the Southern Rail Commission will be present (5/23/18) to briefly bring the MPO up to date on the status of the initiative to return passenger rail to the Gulf Coast.

The Mobile MPO's Bicycle and Pedestrian Advisory Committee (BPAC) met at the GM&O Building last Wednesday. Mr. Edwin Perry with ALDOT was on hand to give an update on Bike/Ped accessibility over the Mobile River. The meeting focused heavily on discussing the inclusion of Bike/Ped facilities on the proposed I10 Mobile River Bridge. The committee voted to amend the Bike/Ped section of the Long Range Transportation Plan to include: a detailed description of a Belvedere on the I-10 Mobile River Bridge; Bike/Ped Facilities on the Cochrane-Africatown Bridge; and Value Added Options. The Value Added Options include: a 12 foot wide shared use path on the I-10 Mobile River Bridge; a 12 foot wide shared use path from the Cochrane-Africatown Bridge to Beauregard Street; a shared use path from the Cochrane-Africatown Bridge to Battleship Memorial Park; an elevator and stair tower on the east main span pier of the I-10 Mobile River Bridge; and connecting the Bike/Ped path from the Battleship Memorial Park to the Eastern Shore. Also discussed were upcoming road projects that will include bike/Ped facilities, including the Dog River Loop of the Crepe Myrtle Trail in the Bike/Ped section of the Long Range Transportation Plan, and the TAP Grants that were received by the Mobile MPO this past Tuesday. The LRTP will be modified later this summer, and will include a Value Added Option "D" to account for the connection to Daphne as part of the Bridge Project.

NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

- [Planning and Community Development](#)
- [Area Agency on Aging](#)
- [Employment and Economic Development](#)

US 45 Feasibility Study

This week MPO staff, Volkert and CERM met with the City of Prichard City Council at Prichard City Hall. It was a very informative meeting and we gained some insight into the needs of the project.

The Advisory Committee kick off meeting held April 17th at the GM&O Building. The project consultants Volkert and CERM gave a short

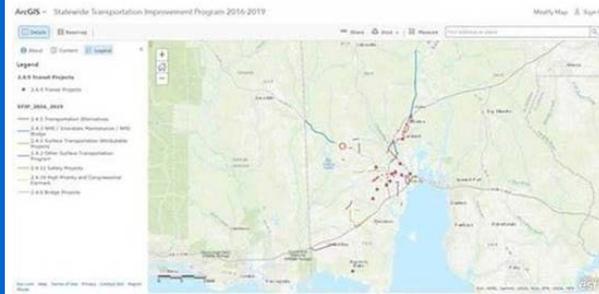
presentation on the goals of the project to a selected list of stakeholders that make up the Advisory Committee. There was a discussion about project expectations and public involvement at the meeting. The next meeting has been announced, but we may have scheduling conflict; please stay tuned if you are on the Advisory Committee. If you are interested in serving on the Advisory Committee, please contact Kevin Harrison.

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](#)



Mobile MPO 101

Here are a couple of great videos that were produced by our counterpart in Birmingham (Regional Planning Commission of Greater Birmingham). The videos are a summary of the MPO planning process and are below:



Funding a Project with an MPO: <https://vimeo.com/210829210>



Inside an MPO: <https://vimeo.com/210825997>

[HERE](#) are the slides and presentations of the Mobile MPO 101 training.

Stay UP To Date on the Mobile River Bridge and Bayway Project: <http://mobileriverbridge.com/>

This critically important, high-priority transportation project will involve constructing a new six-lane bridge across the Mobile River to increase Interstate 10's capacity and replace the existing four-lane Bayway with an eight-lane facility at an elevation above the 100 year storm surge event to reduce traffic headaches for thousands of commuters each day by saving motorists time.

The Wallace Tunnel currently averages 75,000 vehicles per day, reaching up to 100,000 vehicles during the peak tourism season. With almost double the daily traffic originally anticipated for the crossing, heavy congestions and longer travel times impact motorists, businesses, and the quality of life in the region. ALDOT expects this project to:

- **Reduce travel time between Mobile and Spanish Fort/Daphne.**

- Increase reliability in travel times and accessibility to jobs, educational facilities, medical services, and recreational activities.
- Facilitate access to/from major industries and freight destinations in Mobile and Baldwin Counties and provide hazardous material vehicles a direct route away from the downtown district.
- Take all efforts to preserve and protect the Mobile Bay so that generations to come can enjoy the view and natural beauty from the bridge.

Hyperlinks within the advisory:

Mobile River Bridge and Bayway Project: <http://mobileriverbridge.com/>

ALDOT's mission is to provide a safe, efficient, environmentally and economically sound transportation network across Alabama. For further information, visit www.dot.state.al.us.

Recent Scheduling Changes This Week for Mobile

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

Project : 100064242 (TR)
 Federal aid number : FTA9 TR17
 County : MOBILE
 Project Description : SECTION 5307 MOBILE TRANSIT OPERATING ASSISTANCE FOR (APPORTIONMENT FY 2017)
 Old Engineers Estimate : \$2,295,000.00
 New Engineers Estimate : \$2,943,000.00

Projects in Region Let May 25th, 2018

MULTIPLE COUNTIES

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

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

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

BALDWIN COUNTY

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

What's Under Construction?

Project Status

Legislative Updates

Rescissions Request Sent to Congress

The president sent the anticipated \$15.4 billion [rescissions request](#) to Congress on Tuesday, and Congress has 45 days to act on the request. The administration has indicated that this will not be their only request. Almost half of the request comes from two accounts in the Child Health Insurance Program (CHIP). On the transportation side, \$279 million from mostly old or dead USDOT programs are included in the request:

- \$85 million – Surface Transportation Priorities account dedicated to earmarks
- \$45 million – Appalachian Development Highway System account, which was eliminated as a standalone program in MAP-21
- \$48 million – Miscellaneous Highway Trust Funds account for highway projects
- \$53 million – High-Speed Rail and Intercity Passenger Rail
- \$46 million – Formula Grants account, which preceded the Mass Transit Account of the Highway Trust Fund

Huckabee Sanders: 'I don't know' if infrastructure bill will happen this year

BY MALLORY SHELBOURNE

White House press secretary Sarah Huckabee Sanders said Wednesday that she isn't sure there will be an infrastructure bill this year, dealing another blow to lawmakers clamoring for a sweeping infrastructure package.

"I don't know that there will be one by the end of the year," Sanders said during the White House press briefing.

Her remark is in line with [President Trump's](#) own statement earlier this year that an infrastructure overhaul would likely come after the November midterm elections.

"I don't think you're going to get Democrat support very much. And you'll probably have to wait until after the election, which isn't so long down the road. But we're going to get this infrastructure going," Trump [said in late March](#).

While the administration formally unveiled its infrastructure framework in February, it failed to gain traction in Congress, as lawmakers shifted to other priorities like immigration and a large government spending bill.

Speaker [Paul Ryan](#) (R-Wis.) [in early March](#) also cut short hopes for a large package, saying the president's infrastructure plan would likely come to fruition in five or six different pieces of legislation. In his explanation, Ryan pointed to two must-pass bills: the Federal Aviation Administration reauthorization, which Congress passed last month, and the omnibus spending package. He also referenced the Water Resources Development Act, a water infrastructure bill Congress re-ups every two years.

Amid the uncertainty over the future of the rebuilding plan, White House infrastructure policy adviser D.J. Gribbin [left the administration](#), which has yet to announce his replacement.

Small Business Committee Examines Infrastructure Needs

In the run-up to the annual [Infrastructure Week](#) nationwide advocacy event, the House Committee on Small Business held a hearing on April 25 to highlight the state of America's infrastructure and how it impacts small businesses.

Committee Chairman Steve Chabot, R-Ohio, noted that small businesses – which make up 48 percent of the private sector and create almost 62 percent of all new jobs – are being negatively affected by the poor condition of the U.S. transportation system.

"The American transportation network is stuck in another time. An estimated 20 percent federal roads are of poor quality and 25 percent bridges are functionally obsolete," he said, noting that the American commuter loses an average of 42 hours of "valuable work time" to traffic delays every year.

"Infrastructure is critical to our economy and competitiveness – it allows for the running of factories and for the production and shipment of goods," added vice ranking member Rep. Alma Adams, D-N.C. "Our networks of highways and bridges form the framework for the delivery of goods. And small businesses are also critical to maintaining our transportation networks."

Yet Marsia Geldert-Murphey, chief operating officer for civil engineering firm W. James Taylor, Inc. (*pictured at left*) testified during the hearing that the U.S. faces an infrastructure deficit of \$2 trillion over next 10 years, according to a [yearly analysis](#) compiled by the American Society of Civil Engineers; an "investment gap" she said leads to deficient road and bridges, inadequate port capacity, late flights, and more.

"The failure to close this gap serious creates economic uncertainties for small business," Geldert-Murphey noted, pointing to another study from 2016 that estimated the U.S. economy could lose \$4 trillion worth of gross domestic product, \$7 trillion in sales, and 2.5 million jobs by 2025 if that infrastructure investment "gap" is not closed.

"We're at a crossroads," she stressed. "We need to increase federal investment in infrastructure to achieve strong economic conditions for the 21st century."

"We need federal funding [for transportation infrastructure] to be robust, routine, and reliable – it creates jobs and supports the movement goods essential to the American way of life," noted Bill Schmitz, vice president of sales and quality control for the Gernatt Asphalt Company, during his testimony at the hearing.

"When infrastructure is bad, the result is detours, and detours are a killer to many small businesses; bridges and road weights are also being restricted and that costs small businesses money. Employees can't get to work [and] projects take much longer to complete than they should."

The "instability" of the Highway Trust Fund is another issue Schmitz highlighted, stressing that states cannot properly plan transportation projects without a steady source of funding.

"Especially in Northeast, we have two seasons: highway construction season and winter," he explained. "We have to be ready to go when summer comes. Highway construction for us is not a 12-month year-round program – that's why we need to know if the funds for projects are there or not. It's a trickle-down effect [and] the certainty of the program is key. We need stable reliable funding five to 10 years out."

Funding Opportunities

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

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

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

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

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

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

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

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

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

[BUILD Grant Webinars](#)

May 24, [How to Compete for BUILD Transportation Grants – All Applicants](#)

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

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

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

Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant programs

Consolidated Rail Infrastructure and Safety Improvements Program (FY 2017)

CRISI program: Applications are due no later than [5:00 p.m. EDT, June 21, 2018](#).

More information on FRA's CRISI website: <https://www.fra.dot.gov/Page/P1079>

Overview: This program will fund projects that improve the safety, efficiency, and reliability of passenger and freight rail. See the [FY 2017 Notice of Funding Opportunity](#) for more information.

Legislative Authority: This program was authorized in Section 11301 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. 114-94 (2015); 49 U.S.C. § 24407. Funding under this program was made available by the Consolidated Appropriations Act, 2017, Public Law No. 115-31, Division K, Title I. **Amount:** \$65,232,400

Restoration and Enhancement Grants Program (FY 2017)

REG program: Applications are due no later than [5:00 p.m. EDT May 22, 2018](#).

More information on FRA's REG website: <https://www.fra.dot.gov/Page/P1081>

Overview: This program will fund operating assistance grants for initiating, restoring, or enhancing intercity rail passenger transportation. See the [FY 2017 Notice of Funding Opportunity](#) for more information.

Legislative Authority: This program was authorized in Section 11303 of the Fixing America's Surface Transportation (FAST) Act, Pub. L. No. 114-94 (2015); 49 U.S.C. § 24408. Funding under this program was made available by the Consolidated Appropriations Act, 2017, Public Law No. 115-31, Division K, Title I. **Amount:** \$4,796,500

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

LONDON BRIDGES FALLING DOWN, FALLING DOWN

This week at the public meeting for the Tensaw River Bridge, there was some interesting side conversations going on about what can cause a bridge to fail. So, *Just For Fun* we thought we would investigate it since there is currently A LOT of talk about bridges in South Alabama: the I-10 Mobile River, the Tensaw River Bridge, and of course the controversial Intracoastal Bridge (*can that \$87 M go towards the I-10 Bridge?*)

In the past 18 years, there have been 104 bridges fail in the WORLD. From 1950-1999, there were only 67. [Here](#) is a list of all of them. But we should not look at stupid statistics in terms of the number of bridges that are failing appear to be increasing, because the number of bridges are increasing ([China has a new \\$20B sea bridge](#)). There are over 607k bridges in the US alone! So what can cause a bridge to fail? ALL KINDS OF THINGS, including marching in cadence.



This pedestrian bridge in the Redwood National Forest failed because mules were walking on it in the same cadence, that caused a frequency, that broke the bridge!! [HERE](#) This is just like the Tacoma Bridge that started swaying in the wind [VIDEO HERE](#). Bridges can fail from floods, earthquakes, wind, using green wood in construction, bad welding, foot traffic, and the list goes on. So *Just For Fun*, [take a look at what can cause a bridge to fail](#), besides trying to fund it.

In the News

ALDOT to replace Tensaw River Bridge

By: Debbie Williams

Updated: May 08, 2018 10:42 PM CDT



[HERE](#)

SPANISH FORT, Ala. (WKRK) - If you travel the Causeway to Mobile, you cross it every day. You may just not know it. For more than five decades it has stood there. Built in 1965, what used to be a two-lane bridge across the Tensaw River, became two westbound lanes in the 80's. Fifty years of wear and tear has taken its toll. Now, ALDOT has plans to replace it.

The existing westbound bridge is the one that is being replaced and will be re-built just to the south of the existing bridges, according to pre-construction engineer Edwin Perry.

It's a project that has been part of ALDOT's bridge priority program for ten years. "Construction will start in Summer of 2019, with us being able to build the bridge on a new alignment, there should be minimal impact to motorists who use the causeway now," says Perry.

While it may not be the bridge project everyone is ready for, there will be a new bridge connecting Baldwin and Mobile Counties in about two years.

The project is in the permitting and environmental approval stage now. The price tag, about 25 million dollars.

How Alabama officials are looking to 'dress up' the picturesque Causeway in Spanish Fort

Updated May 8; Posted May 8



By [John Sharp](#)
jsharp@al.com

The Causeway crossing the northern edge of Mobile Bay has a deserved reputation for picturesque views and lively seafood restaurants.

From a practicality standpoint, the 7-mile roadway offers commuters a welcome alternative from the oft-jammed Interstate 10 Bayway.

But the Causeway remains largely undeveloped, although it's fascinated entrepreneurs, investors and bureaucrats since it was built in the 1920s.

"It needs to be dressed up, cleaned up and taken to where it can be," said Spanish Fort Mayor Mike McMillan.

City officials took a step toward making that happen Monday. The City Council voted unanimously on a plan that lays out a Causeway makeover.

The 31-page "[master plan for the Causeway](#)," which is mostly located within Spanish Fort's boundaries, aims to highlight attractions that can lure more people for recreation and tourism: Pedestrian/bike paths, parks, fishing piers, improved lighting, canoe/kayaking access points, signage and festivals.

The master plan was created by Goodwyn, Mills & Cawood. It cost around \$65,000.

The new features and amenities come with a hefty cost. Rough estimates call for a \$20 million to \$24 million price-tag, and the city doesn't have that kind of money in its budget. [HERE](#)

Three Mile Creek launches public-private partnership

by [Zora Asberry](#)
MOBILE, Ala. (WPMI) —

What was once called a "pipe-dream" is now becoming even more of a reality.

Monday, Mayor Sandy Stimpson, Senator Vivian Figures, and County Commissioner Merceria Ludgood were all in attendance for the progress report of the Three Mile Creek Partnership. The update was made at Monday's Three-mile Creek Public-Private Partnership Launch. Coined as the "3MC Partnership", city and state leaders were thrilled to show the progress being made to one of Mobile's natural gems.

The purpose of the partnership is to bring people together to support the development of the Mobile greenway trail and other development along the three-mile creek corridor. The launch also commemorates the new kayak launch currently under construction at Tricentennial Park. Mayor Stimpson says this new trail encourages fitness, beautifies a vital waterway and enhances our quality of life.

The main objective of the 3MC project is to link neighborhoods, businesses and residents across mobile and educate our citizens on one of our precious waterways

Mayor Sandy Stimpson, said, "In the continuing story of the Three-mile creek greenway, the story will continue on for a number of years but it's a reality now, and it's starting to come together," said Stimpson.

Although the trail is still somewhat of a construction site, people have been utilizing the pathway already.

The Three-mile creek greenway project is expected to bring more life to the Mobile area and its surroundings.



The fourth annual Creek Fest will take place at Mobile's Tricentennial Park on Saturday May 12, 2018, from 10 a.m. to 2 p.m. This is a celebration of Three Mile Creek, which was the city's first source of drinking water.

The event will include a cane-pole fishing tournament for ages 16 and under, along with other family-friendly activities. Live music, food and kayak rides also will be part of the half-day event as the natural beauty of one of Mobile's historic waterways is showcased. Jason Smith, Chief Meteorologist with FOX Ten, will serve as the event emcee.

There also will be opportunities for area Boy Scouts to earn merit badges.

Making Bicycling and Motorcycling Safer

Posted by Secretary Elaine L. Chao

As summer nears, it is evident in the garage at DOT headquarters that we count among our colleagues many bicyclists and motorcyclists. For their sake and the benefit of all bicyclists and motorcyclists, May is *National Bike Month* and *Motorcycle Safety Awareness Month* and DOT will be helping expand the reach of these safety campaigns. Sadly, there is urgent and ongoing need for these efforts.

At DOT, we are working every day to make roads safer through *infrastructure improvements, technology* and greater public awareness of *safe riding and driving practices*. State-level DOTs are also working hard to improve traffic safety. Yet, in 2016, 840 bicyclists were killed in crashes in the U.S. – the most annual fatalities since 1991. An estimated 60,000 bicyclists were injured. 5,286 motorcyclists were killed in crashes in 2016 – the most since 2008 – and an estimated 88,000 were injured. Many of these injuries are very serious and life-altering.

Drivers of cars and trucks have a special responsibility to be on the lookout for and considerate of bicycles and motorcycles. In crashes the laws of physics are harshest on those operating bicycles and motorcycles. That's the primary reason that in 2016, based on vehicle miles travelled, motorcyclist fatalities occurred nearly 28 times more frequently than passenger car occupant fatalities in motor vehicle traffic crashes.

Bicyclists and motorcyclists should take care to exercise safer riding strategies, including: 1) wearing a high-quality helmet; 2) obeying traffic laws; 3) riding sober, and; 4) being constantly mindful that drivers may not see you (because of distracted driving and "blind spots" around vehicles). In 2016, 41% of those killed on a motorcycle were not wearing a helmet. Motorcycle riders involved (killed or survived) in fatal crashes in 2016 had higher percentages (25%) of alcohol impairment than any other type of motor vehicle operator. Speed was a factor for 33% of motorcycle riders in fatal crashes. About 20% of bicyclists killed in crashes had blood alcohol levels of .08 or more. Since 1975, deaths among bicyclists 20 and older in motor vehicle traffic crashes have more than tripled.

Talk to any experienced bicyclist or motorcyclist and they'll likely have stories to recount of frightening close-calls or even crashes. So let's all remember to practice what we preach on safety – no distracted driving or riding and be constantly on the lookout for all road users to help keep them safe, too.

Fuel Prices Could Reach Four-Year Highs This Summer

Data tracked by the Energy Information Administration and AAA indicate U.S. fuel prices could reach levels not seen since 2014; a price spike that is largely a reflection of higher oil prices.

EIA forecasts that regular gasoline will reach an average of \$2.74 per gallon during what it calls the "summer season" – April through September – which would be the highest average "summer price" for gasoline in four years. That's also 26 cents per gallon higher compared to the average price for gasoline during the summer of 2017, according to EIA's data.

On top of that, the agency said overall gasoline expenditures in 2018 are expected to be about \$2,300 per household or nearly \$200 more compared to 2017, as it predicts U.S. regular gasoline prices will average out to \$2.64 per gallon for the year.

EIA also projects that monthly average gasoline prices will reach a peak of \$2.79 per gallon in May before falling to \$2.65 per gallon in September; a fluctuation driven in part by federal and state environmental regulations that mandate the use of [summer-grade gasoline](#), which is more expensive to manufacture.

The agency noted that U.S. gasoline prices tend to reflect [changes in the Brent](#) global crude oil benchmark, and since EIA forecasts Brent crude oil will average \$63 per barrel this summer, up \$12 per barrel compared to the summer of 2017, fuel prices will thus be higher. [Crude oil prices are up this year](#), in part, because of [extensions to the coordinated crude oil production reductions](#) by the Organization of the Petroleum Exporting Countries (OPEC), the agency added.

Those predictions fall in line with AAA's outlook, as the group noted U.S. gasoline prices ended April at an average of \$2.81 per gallon; the highest price per gallon since November of 2014. That year, pump prices averaged \$3.34 per gallon, peaking at \$3.70 per gallon in April and bottoming out at \$2.25 per gallon in December.

While this year's pump prices will not be reminiscent of 2014, filling-up will still pack an "unwanted punch" to the wallets of motorists, noted Jeanette Casselano, AAA spokesperson, [in a statement](#).

"Motorists have been spoiled the past few years with inexpensive gas prices," she explained. "We expect prices to continue increasing, potentially another 10 cents, through Memorial Day and then will likely stabilize during the summer, with the understanding that if demand spikes, prices are likely to follow."

CREPE MYRTLE TRAIL RIDE 2018

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Mobile United and other local groups to host the 5th Crepe Myrtle Trail Bicycle Ride along Mobile Bay.

- **WHEN:** Saturday, May 19, 2018; 8:00 a.m. registration; 8:30 a.m. ride;
- **WHERE:** Starts at Arlington Park, 1814 15th Street South, Mobile
- **COST:** \$10 riders 13 and up until May 17th at midnight; \$15 day-of; Riders 8-12 are free.

The new date of the Crepe Myrtle Trail Bicycle Ride, presented by Mobile United, is Saturday, May 19, 2018. The Ride will begin in Arlington Park near downtown Mobile. This event offers an historic opportunity to ride the Mobile Bay-side of the Mobile Aeroplex at Brookley, and through the Peninsula of Mobile's Bayfront Road.

This ride is special because it is the only time during the year that people on bikes have access to this portion of the proposed Crepe Myrtle Trail. Thanks to the Mobile Airport Authority and the University of South Alabama Foundation for allowing access to the Brookley by the Bay and Airport property.

All riders are encouraged to register online at by midnight on Thursday, May 17th. On-site registration will be also available starting at 8:00 am on the morning of the ride.

Here are a few important details for 2018:

- Registration is \$10 for people ages 13 and up until May 17 at midnight; \$15 day-of registration fee; Children 8-12 are free (restrictions apply). Limited scholarships are available for riders unable to pay the registration fee. Please contact Mark Berte at mberte@joinACF.org before May 16 for more information about scholarships.
- No riders are allowed under age 8 unless in a trailer or tag-a-long. **Helmets and safety gear are required. No training wheels are allowed.** Children should be experienced riders and able to ride the full 10.6 miles in potentially warm and/or windy weather.
- The official turn-around spot is at McNally Park. The ride is expected to run from 8:30 to 11:00 a.m.

Mobile United's Natural Resource Committee organized the inaugural ride in 2014 in an effort to draw awareness to the proposed Crepe Myrtle Trail Bike and Pedestrian Path. The Crepe Myrtle Trail is an integral part of the Mobile Greenway Initiative, a multi-use waterfront trail stretching from the University of South Alabama and Langan Park along Three Mile Creek to Dog River and eventually, Dauphin Island.

Dockless Bikeshare Systems Expanding Across the U.S.

BY RACHEL KAUFMAN

In a clear indication that dockless bikeshare is here to stay (at least for now), two cities announced new dockless bikeshare pilot programs and another extended its existing pilot program. The moves were hailed by biking and transportation advocates and caused concern among communities worried about the "urban trash" caused by riders leaving bikes blocking sidewalks and entrances and appearing in trees and lakes.

Washington, D.C.'s dockless pilot had been scheduled to end Monday, April 30, with the city and companies agreeing to a set of rules to move forward. But the industry and many in the biking community said the rules were too stringent. Under the pressure, the District Department of Transportation instead dropped the new rules and announced it would extend the pilot program through August, the Washington Post reported.

The rules would have included new fees from operators—around \$200 per bike—and require bikes to have double kickstands or locks that would attach the bikes to objects. (Many dockless bikeshare cycles have only wheel locks to secure them; only Jump, the electric bikeshare company acquired by Uber earlier this month uses U-locks. The fees would have been among the highest in the country. Other cities typically charge an annual licensing fee in the three figures and a per-bike fee around \$10 to \$15, the Post said.

Meanwhile, the Boston Metropolitan Area Planning Council announced that it's selected two dockless operators for a pilot in 15 communities in the metro region, to begin this summer. Four of the 15 communities have been trialing dockless bikeshare since fall 2017 and "are now joining the regional effort to make cross-border travel easier and safer," a press release said. Boston, as well as Cambridge, Somerville and Brookline are not included in the dockless bikeshare program, Curbed Boston reported, as an exclusive agreement with docked bikeshare operator Hubway prohibits it.

The Greater Boston pilot will include 2,000 cycles from LimeBike and Spin. Kasia Hart, a transportation policy associate with the planning

council, told the Boston Globe that the council and participating cities will be “evolving this system based on demand...It will take time to determine what the correct number of bikes is.” The pilot doesn’t require bikes to be locked to objects.

Chicago is also welcoming dockless bikes this week for a six-month test in parts of the city, the Chicago Tribune reports. As of April 25, the city was still reviewing vendor proposals and would not comment on the expected number of vendors. Each will be allowed a maximum of 250 bikes on the street, only 50 of which can be wheel-lock. By July 1 all bikes in an operator’s fleet must be able to be locked to something.

“I think it’s important that we don’t have bicycles lying all over the public way,” Alderman Matthew O’Shea, whose district is included in the pilot, told the Tribune.

Chicago transportation advocates were lukewarm in their support for the new program. Active Transportation Alliance Executive Director Ron Burke said he was concerned that dockless bikeshare may undermine the city’s docked bikeshare program, Divvy, which has operated in the city since 2013 and has 37,000 annual members. “It’s complex, it’s tricky, but it’s certainly worth trying and getting it right, and the pilot project is a good place to start,” he told the Tribune. Randy Neufeld, a Chicago bicycling advocate, praised the “lock onto” requirement and noted that if the pilot protected Divvy from competition, that would be a worthwhile goal. Divvy income pays for biking infrastructure and safe-biking education.

Meanwhile, as Washington, D.C.’s pilot continues another four months, operators are still capped at 400 vehicles, a decision the operators are concerned about. According to the Post, some operators believe there is a demand for as many as 20,000 bicycles.

David Alpert, the executive director of D.C. Sustainable Transportation (and the founder of urbanist blog Greater Greater Washington) praised the pilot while acknowledging that some sort of regulation “make[s] sense.” “it is a valuable program...people would really like it to be successful.”

The Department of Transportation will collect more data on bikeshare usage during the summer, when ridership is typically highest. It’s unclear if the proposed regulations will be revived at the end of August, the Post noted.

**REGISTRATION IS OPEN!!
ALABAMA RECREATIONAL TRAILS
LEADERSHIP WORKSHOP**

**Thursday, June 7, 2018
8:00 AM to 5:00 PM**

**Orange Beach Community Center
27235 Canal Road
Orange Beach, Alabama 36561**

**A fun and informative gathering for those who plan, develop, and manage recreational trails in Alabama.
[FOR ADDITIONAL INFORMATION AND TO REGISTER CLICK HERE](#)**

Transportation Research

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

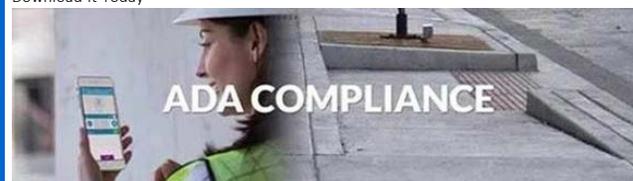
FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the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

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Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.