



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 6th, 2018

Volume 27, Number 1

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MOBILE MPO MEETING July 11th, 2018, at 10:00AM; and the US 45 Feasibility Study had a public input meeting last week; see *Mobile MPO Updates*. The **National Coastal Resilience Fund** has an announcement in *Funding Opportunities*, there is concern over tariffs in *Legislative Updates*, and this week's *Just For Fun* is weird, legally. Have a great weekend and welcome to the fourth quarter of FY 2018!

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 Technical Coordinating / Citizens Advisory Committee (TCC/CAC) of the Mobile MPO will have a work session on Tuesday, July 10th at 1:30 PM in the SARPC Transportation Department, to begin developing the 2020-2023 Transportation Improvement Program (TIP).

This is not a regular meeting. It has been our experience that when shuffling projects around with in a spreadsheet on the screen at a meeting, it can be tedious to watch and is an inefficient use of time at a regular TCC/CAC meeting. If you are interested in attending, you are more than welcome to attend.

The Mobile MPO TCC/CAC met Wednesday, Policy Committee to meet July 11th

The Mobile MPO TCC/CAC met last 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).

The Mobile MPO Policy Committee will meet on July 11th at 10:00 am at the GM&O Building in Mobile to consider these recommendations.

US 45 Feasibility Study

Last week 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](#).

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



FREIGHT

The South Alabama Regional Planning Commission will be housing a South Alabama Freight Advisory Committee. This committee 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.

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 : 100066180 (FM)
Federal aid number : STPAA 0163 (503)
County : MOBILE
Project Description : RESURFACING ON SR-163 FROM NORTH I-10 BRIDGE ABUTMENT TO SR-16 (US-90) AND ILLINOIS CENTRAL RAILROAD CROSSING
Old Target start date : September 30, 2018
New Target start date : December 07, 2018

Project : 100061588 (CN)
Federal aid number : BR 0013 (601)
County : MOBILE
Project Description : CULVERT REPLACEMENT, BIN 5715, SR-13 (US-43) OVER STEELE CREEK
Old Target start date : September 28, 2018
New Target start date : December 07, 2018

Project : 100046895 (CN)
Federal aid number : STPMB 7550 (601)
County : MOBILE
Project Description : CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD)
Old Target start date : September 28, 2018
New Target start date : November 02, 2018

Project : 100052459 (UT)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : June 01, 2019
New Target start date : June 01, 2021

Project : 100052460 (CN)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : September 27, 2019
New Target start date : September 24, 2021

Project : 100052601 (UT)
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 : December 01, 2018

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 : July 01, 2018
New Target start date : October 01, 2018

Project : 100052458 (RW)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : September 01, 2018
New Target start date : June 01, 2019

Projects in Region Let June 29th, 2018

ESCAMBIA COUNTY

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

MOBILE COUNTY

None at this time

BALDWIN COUNTY

None at this time

What's Under Construction?

Project Status

Legislative Updates

Democrats Object as Transit Grants Get the Gateway Treatment

FTA sent a [letter](#) last week to Capital Investment Grant applicants advising them on the importance of local financial commitments. This is the same approach that the agency has taken to the Gateway Project, which would build new bridge and tunnel crossings between New York and New Jersey. The interpretation specifically means that federal loans will no longer count as part of the local share, thereby increasing the amount states and locals must contribute. Representative David Price (D-NC), ranking member of the Transportation-HUD Appropriations Subcommittee, said that he is concerned that the administration's stance on Gateway is affecting vital transit projects across the country. Representative Mike Quigley (D-IL) called FTA's interpretation of the use of federal loans for transit grants flawed and disappointing. The Capital Investment Grant program includes New Starts and Small Starts and, as of early May, had about 50 projects in the pipeline.

Concern over the Economic Cost of Tariffs Continues to Rise

The economic impact of Trump administration tariffs imposed on a number of goods, but especially [steel and aluminum](#), continues to generate growing concern – especially regarding the [cost of infrastructure projects](#).

The American Institute for International Steel, for example, noted that U.S. steel-using manufacturers are encountering product price increases of 50 percent or more and are experiencing difficulty in obtaining the steel they need, regardless of whether they buy domestic-sourced or imported steel.

"We continue to hear from many members that they are experiencing significant increases in the prices they are paying for steel and aluminum products. Some are even getting reports that delivery schedules will be delayed," Brian Turmail, spokesman for the Associated General Contractors of America trade group, explained to the AASHTO Journal.

"While we are all for expanding domestic steel and aluminum production, tariffs and the broader damage they inflict on the economy are not the right approach," he said. "A better solution is to boost domestic production by increasing long-term infrastructure funding."

"Infrastructure in this country is already expensive – communities struggle not only to have new projects built, but also existing ones properly maintained," Rep. Pete Olson, R-Texas a member of the House Energy and Commerce Committee, explained to the Journal via email.

"Every increase in costs makes it harder to get to work and keep Americans and commerce moving," he added. "It also makes it more likely that smaller projects get left behind as the price tag for the highest profile ones starts to inflate."

Back on May 31 when the tariffs were first imposed, Rep. Olson noted [in a statement](#) that "while I respect the president's goal of seeking a better trade balance for our nation, trade is critically important to our economy and I have substantial concerns about this action."

He explained that "past precedent" has shown tariffs have "unintended consequences" on consumers and businesses across the country, raising prices on everything from a new car or truck to a new pipeline or petrochemical plant, and could also trigger broader and more damaging trade disruptions.

"We don't know for sure and that's what makes a trade war so dangerous," Rep. Olson told the Journal. "Americans could face everything from less infrastructure to more expensive cars. Businesses that export – and the Americans who work for them or form their supply chain – could find themselves facing retaliation that hurt American competitiveness. Tariffs are taxes, but without the certainty that comes with each April 15th."

The AIIS and two of its member companies – SIM-TEX, LP, of Waller, Texas, and Kurt Orban Partners, LLC, of Burlingame, California – are pursuing a broader legal tactic as well. They [filed a lawsuit June 27](#) in the U.S. Court of International Trade over the "constitutionality" of the statute under which President Trump imposed a 25 percent tariff on imported steel, as well as a court order preventing further enforcement of the tariff as well.



They allege that the statute being used to impose the tariffs – Section 232 of the Trade Expansion Act of 1962 – violates the constitutional prohibition against Congress delegating its legislative powers to the president because it lacks any "intelligible principle" to limit the discretion of the president.

Section 232 allows the president to impose unlimited tariffs or create other trade barriers at his unfettered discretion if he believes they are needed so that "imports will not threaten to impair the national security," which AIIS said is "too expansively defined" in Section 232.

"Our complaint asks for a declaratory judgment and an injunction against its enforcement – meaning that the tariffs will no longer be collectable," explained Alan Morrison, lead counsel for the plaintiffs, during a press conference in Washington D.C. on June 27 regarding the lawsuit.

"We are not seeking monetary damages at this time [because] most of the [AIIS] members do not pay the tariffs themselves – they are harmed because their businesses are reduced. That's why we need an injunction; the harm is irreparable," he said. "We're also not debating wisdom of the tariff policy, because we think Congress is the forum for doing that."

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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Heidi Stiller

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

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

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

Technical Assistance is available upon request.

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

Deadline July 23rd, 2018

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FHWA Offers New Funding for Innovative Demonstration Projects

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

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

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

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

Industrial Access Road and Bridge

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

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

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

Just For Fun

This week's *Just For Fun* is brought to by the Mobile County Engineering Department; which, BTW, if you see something that would make a good *Just For Fun*, send it our way! [Here are nine weird driving laws in the US](#) from Madelyn Keslar of Everything Roads

1. Apparently, in Alabama, drivers are not allowed to wear a blindfold. (Wonder why.)



2. Hey, bicyclists — don't try anything fancy. In Galesburg, Illinois, “fancy riding” is uncalled for.



(that kid is awesome)

3. No pizza surprises! In Louisiana, if you order a pizza to be delivered to someone else without them knowing, you could get fined \$500.



4. It's illegal to operate a car with a gorilla in the backseat in Massachusetts. Obviously.



5. Nevada has made it illegal to place a chair in the middle of the road.



6. In Canton, Ohio, roller skaters cannot share the streets with cars.



7. In Oklahoma, it is forbidden to read a comic book while driving.



8. In Oregon you can be ticketed if you leave your car door open longer than is deemed necessary. Tick tock, people.



9. In Hilton Head, South Carolina, it is illegal to store trash in your vehicle.



In the News

Mobile City Council members holding meeting about Highway 45/St. Stephens Road revitalization

Wednesday, June 27th 2018, 9:56 pm CDT Wednesday, June 27th 2018, 9:56 pm CDT

By Toi Thornton

CONNECT



MOBILE, AL (WALA) -

Two Mobile City Council members want to breathe new life into a blighted area. Councilmen Fred Richardson and Levon Manzie are hosting the meeting at Leflore High School from 5-6:30 pm, Thursday evening. The focus is Highway 45 or St. Stephens road. From Ann street to Prichard Avenue, their goal is to completely revitalize the area.

"We really need a change over here," said Mobile County Public Schools Commissioner and Community Activist Robert Battles.

"We want to transform St. Stephens road, redevelop St. Stephens rd," said Mobile City Councilman Fred Richardson, District 1.

Big plans are on the horizon for St. Stephens road. Council members Richardson and Manzie are working together to re-develop the corridor.

"We haven't done anything to try to uplift that community, we're going to take it on. We're taking it on," Richardson said.

Its in the very early stages of its planning. Richardson says they got money for a study from the South Alabama Regional Planning Commission. He said the possibilities of what it could look like are endless.

"Wider sidewalks with walking, biking, hiking along, trees, gutters, sidewalks, and all," Richardson explained.

They really want to know what the citizens want. Which is the reason for tomorrow night's meeting.

"Since we got the money, we want some input from the citizens as to what they want to see," he added.

This area has seen better days. The stretch was once the heartbeat of the community, with local businesses all over.

"St. Stephens road and Martin Luther King used to be the economic hub of the African American community," explained Battles.

Now many of those businesses and some homes are shut down, boarded up, and falling a part.

"Need to do like other communities. You get the kind of community, you deserve when you speak up," he added.

The perfect time to do that is tomorrow night.

"I want the citizens to buy in," Richardson added.

The meeting is happening right here at Leflore High School tomorrow night from 5 pm to 6:30 pm. The entire community is invited. Organizers are hoping for a really big turnout.

City selects rail station designer

Lagniappe Posted by [Dale Liesch](#) | Jul 3, 2018 | [Latest News](#) | [1](#) |

Mobile officials will move forward with plans to design a passenger rail station, despite Gov. Kay Ivey's decision to not provide state funding for the restoration of Amtrak service in the city.

The city has selected Mott MacDonald to design a new passenger rail station in Downtown Mobile. The project will include the creation of a station area master plan and architectural design. The Southern Rail Commission awarded a \$233,000 grant to the City of Mobile to fund the project last year.

The proposed site for the station will be near the intersection of Government and Water streets in downtown Mobile, adjacent to Cooper Riverside Park.

A resolution authorizing the contract, co-sponsored by Mayor Sandy Stimpson and Councilman Levon Manzie, is on the agenda for today's scheduled meeting of the Mobile City Council.

The proposed rail station would connect visitors to waterfront attractions, including the Mobile, Alabama Cruise Terminal, Cooper Riverside Park, GulfQuest National Maritime Museum of the Gulf of Mexico and the Mobile Convention Center.

"This design work will ensure we are prepared if funding should become available for passenger rail," Stimpson said. "This is a great opportunity for Mobile, particularly with our expanding tourist economy, Carnival cruises and a revitalized downtown. We will continue to work closely with the State of Alabama, the Port of Mobile and with our neighboring communities along the Gulf Coast as part of the effort to re-establish passenger rail service."

Pending City Council approval, the work will begin immediately upon issuance of a notice to proceed.

Yellow Hammer News [Staff Report](#) 18 hours ago

Mobile, Montgomery are among top 50 cities losing most population to migration

(Made in Alabama, Maxwell AFB)

Two of Alabama's four largest cities are getting smaller, according to a report by the financial news publication 24/7 Wall Street. The report, which utilized data published by the U.S. Census Bureau's Population Estimates Program, ranks Mobile and Montgomery 9th and 27th respectively on a list of 50 American cities seeing the largest net depopulation due to migration. Mobile saw 8,517 of its citizens leave between 2010 and 2017. The state capital of Montgomery had 10,317 people leave during the same period.

Number 1 on the list is the Chicago metropolitan area, which saw a net decline of 296,320 people between 2010 and 2017.

Read the full report [here](#).

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

ITE Launches Road Safety Professional Refresher Course



The RSP Level 1 Refresher Course provides an overview of topics, key references, and independent study materials by topic for individuals in the transportation, safety, and health professions who intend to take the Road Safety Professional (RSP) Level 1 certification exam.

This course includes a suite of five (5) 90-minute live webinars on foundational elements of road safety, the collection and application of crash data and associated safety measures, human factors and their impact on roadway safety, safety management and the use of countermeasures, and the development and implementation of strategic safety plans.

[Learn More](#)

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)

Developing Data Standards and Guidance for Transportation Planning and Traffic Operations—Phase 1
The objective of this study is to prioritize transportation planning and traffic operations standard areas and develop standards and/or guidance to be used and adopted by the transportation community. The five standard data areas or “bundles” to be evaluated for further standard development include travel time, demand, incident and work zones, and network and transit.

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

Strategic Transit Automation Research Plan

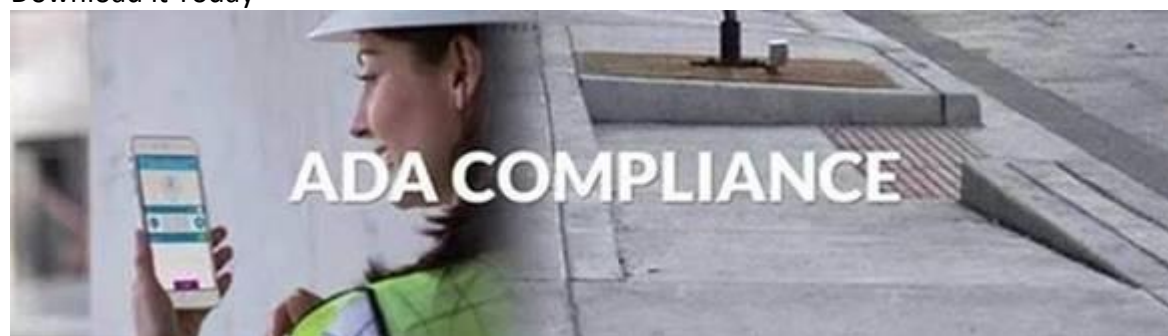
FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the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

