



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, February 1st, 2019

Volume 29, Number 5

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There was an Mobile MPO meeting this week, please see *Mobile MPO Updates*. Alabama needs to invest at least \$600 million annually in infrastructure AND Alabama picks up a new member in the House Transportation and Infrastructure Committee in *Legislative Updates*. INFRA Grants are due March 4th, in *Funding Opportunities*. *In the News* there is a lot going on in the region including a date setback on the I-10 Mobile River Bridge. This week's *Just For Fun*- Frosted Quakes, TTHHEeeerrRRYYY'E GREAT!!

Have a great weekend! Check out [ALGO Traffic](#) before you travel!

www.mobilempo.org  Check us out on FACEBOOK

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

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[Employment and Economic Development](#)

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP

Mobile MPO Updates

Mobile MPO meetings

There was a Mobile MPO meeting this week. The agenda items included a variety of changes to the 2016-2019 Transportation Improvement Program (TIP) and the upcoming 2020-2023 TIP. The Preliminary Engineering (PE) for Celeste Rd from I65 to Forest Ave will be added to this TIP, with the other phases in the outer years of the TIP. We have a lot of projects this year; about \$35 million worth of projects to do in FY 2019.

Please see our web page for further details www.mobilempo.org

FREIGHT DATA

APM Terminals has provided us with their second quarterly survey report. Just as last quarter, for one day APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model. This second survey report had a significant increase in truckers answering the survey, which helps refine our understanding of container truck trip patterns in the area. See more [HERE](#)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

Stay Up To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

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ALDOT is doing some preliminary building demolition for the archaeology work associated with the Mobile River Bridge and Bayway project. More details are in the release below.

The schedule is in flux, so please contact Allison Gregg (251-604-9790) to coordinate site visits.

About the project:

The Mobile River Bridge and Bayway project will reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com.

Recent Scheduling Changes This Week for Mobile

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

None at this time, that are not on the MPO agenda posted above.

Projects in Region Let February 22nd, 2019

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-163 from the south end of the Dog River Bridge (MP 2.525) to the south end of the I-10 Overpass (MP 8.562) in Mobile. Length 6.036 mi. The Bracket Estimate on this project is from \$2,215,333 to \$2,707,629
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the junction of Magnolia Grove Parkway to the junction of Stimpson Lane in Mobile. Length 5.017 mi. The Bracket Estimate on this project is from \$2,208,128 to \$2,698,824 .

BALDWIN COUNTY

None at this time

[What's Under Construction?](#) [Project Status](#)

Legislative Updates

State needs to invest at least \$600 million annually in infrastructure, study finds

Published 4 hours ago on February 1, 2019 By

[Chip Brownlee](#)

A report from the University of Alabama's Alabama Transportation Institute and Alabama Transportation Policy Research Center found that the state needs to invest between \$600 million and \$800 million annually for the next 20 years to meet infrastructure needs.

The report — "[Addressing Alabama's Transportation Infrastructure: Roads and Bridges](#)" — found that Alabama needs to make major investments to simply maintain current infrastructure needs and even more if it wants to be competitive in the years to come.

The UA report comes as the Legislature is set to consider a gasoline tax increase this year as a method of funding infrastructure investment. The gas tax hasn't been increased or adjusted for inflation since 1992.

The GOP leadership in both chambers of the state Legislature have so far been unified in their calls for a moderate gas tax increase. Gov. Kay Ivey has also endorsed the plan.

Researchers at ATI developed seven different scenarios set in the year 2040 to determine the needed investments in infrastructure. The scenarios range from continuing current practices to pursuing an optimal path that considers needs of different regions across the state.

The scenarios range from maintaining 2016 urban congestion levels to creating congestion levels that ensure Alabama cities are economically competitive or that the state reaches the best achievable congestion conditions.

“The Alabama economy depends on a functioning network of roads and bridges,” said Shashi Nambisan, the executive director of the Alabama Transportation Institute. “Today, we have increasing population meeting aging infrastructure, congestion, safety concerns and stagnant funding. This puts elected officials and decision makers in a difficult position. We’ve put together some options for a path forward.”

The most basic scenario would cost \$12 billion over the next 20 years or \$600 million a year. The optimum scenario would cost \$16 billion over the next 20 years or \$800 million a year.

“We were asked to document conditions now and in 2040 to support decision makers across the state,” Nambisan said. “We have estimated the funding needed to address various scenarios. We are not advocating for any particular method of meeting those needs financially.”

Alabama’s gas tax revenues have lost and continue to lose purchasing power because of inflation. Increasing fuel efficiency, fleet changes and electric vehicles are also cutting into gasoline and diesel tax revenues.

The changes have been so significant that any purchasing power gained from the last fuel tax increase of a nickel per gallon in 1992 has been negated.

House Policymakers to Debate Infrastructure Costs Feb. 7



The National Academies of Sciences, Engineering, and Medicine via YouTube

Transportation authorizers in the U.S. House of Representatives have scheduled a hearing on Feb. 7 to kick off debate on an infrastructure policy measure that would address big-picture concerns across the freight and commuter sectors.

The new chairman of the Transportation and Infrastructure panel, Rep. Peter DeFazio (D-Ore.), has indicated the hearing would examine costs associated with inaction on rebuilding efforts.

CAPITOL AGENDA: [Little action between president, Hill leaders on infrastructure](#)



DeFazio

“When I took over as chairman ... I promised that I would work to build bipartisan agreement for commonsense solutions to address the major issues facing our aging, 20th century infrastructure. It is only fitting that the first full committee hearing will examine the current state of our roads, bridges, transit systems, ports and airports, and what will happen if we do not immediately begin to address the massive backlog of critical needs.” DeFazio said.

“I look forward to kicking off my chairmanship with a thoughtful, productive discussion that will inform our work on a comprehensive infrastructure bill that creates jobs, and increases economic growth for all Americans,” he added.

After the 2018 midterm elections, DeFazio said he aims to unveil an infrastructure measure by the summer. Details regarding a sustainable funding source for the construction and maintenance of the country’s transportation grid have yet to be revealed. A 2015 highway law expires in the fall of 2020.

Palmer selected for House Transportation and Infrastructure Committee

By [Staff Reports](#) [Shelby County Reporter](#)
[Email the author](#)

Published 10:52 am Thursday, January 31, 2019

FROM STAFF REPORTS

Congressman Gary Palmer, R-Alabama, has been appointed to the Transportation and Infrastructure Committee, the Subcommittee on Highways and Transit and the Subcommittee on Water Resources and Environment.



Palmer

“I’m honored to serve on the Transportation and Infrastructure Committee and look forward to working with my colleagues, especially Ranking Member Sam Graves, to address our nation’s crumbling infrastructure problems. Infrastructure is a bipartisan and national priority, and I hope that we can address a number of pressing issues like completing construction of the Northern Beltline,” Palmer said.

“Serving on the Transportation and Infrastructure Committee will allow me to pick up right where I left off during the last Congress. As part of my work as the Chairman of the Subcommittee on Intergovernmental Affairs, I started meeting with state and local government officials to discuss high-priority issues that are affected by onerous federal regulations. These meetings included individuals from the Alabama Department of Transportation, county engineers, elected officials, and representatives of the regional planning commissions. I believe that we can develop ways to streamline funding for infrastructure improvements and deal with regulations and permitting issues from the EPA and other agencies that drive up costs.”

The Transportation and Infrastructure Committee serves as the authorization committee for a number of areas including aviation, federal highways and bridges, mass transit, clean water and waste management, and disaster relief. Agencies under the Committee’s jurisdiction includes the Department of Transportation, U.S. Coast Guard, and Environmental Protection Agency.

In addition to serving on the Transportation and Infrastructure Committee, Palmer serves as the Chairman of the Republican Policy Committee.

Funding Opportunities

Infrastructure For Rebuilding America (Deadline March 4th, 2019)

The INFRA Grants program provides dedicated, discretionary funding for projects that address critical issues facing our nation’s highways and bridges. INFRA grants will support the Administration’s commitment to fixing our nation’s crumbling infrastructure by creating opportunities for all levels of government and the private sector to fund infrastructure, using innovative approaches to improve the necessary processes for building significant projects, and increasing accountability for the projects that are built.

U.S. Department of Transportation Announces Second Round of Infrastructure for Rebuilding America (INFRA) Grant Program

WASHINGTON – The U.S. Department of Transportation (USDOT) is announcing the second round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program through a Notice of Funding Opportunity (NOFO) in the Federal Register today. The INFRA program will make approximately \$855-902.5 million available to projects that are in line with the Administration’s principles to help rebuild America’s crumbling infrastructure – a priority for this Administration. In addition to providing direct federal funding, the INFRA program aims to increase the total investment by state, local, and private partners.

<https://www.transportation.gov/buildamerica/infragrants>

Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Program

A Notice by the [Federal Railroad Administration](#) deadline **5:00 p.m. EDT, on March 18, 2019**

FRA recently issued a Notice of Funding Opportunity (NOFO) for the **Federal-State Partnership for State of Good Repair Program** (Partnership Program). The NOFO makes **\$272,250,000 million** in grant funding available. Here’s the link to FRA’s Partnership Program website which includes a link to the NOFO: <https://www.fra.dot.gov/Page/P1107>

The Partnership Program is intended to benefit both the Northeast Corridor (“NEC”) and the large number of publicly-owned or Amtrak-owned infrastructure, equipment, and facilities located in other areas of the country, including strengthening transportation options for rural American communities. The NOFO will assist in funding capital projects to repair, replace, or rehabilitate publicly-owned railroad assets, and to improve intercity passenger rail performance. Eligible projects include those that replace existing assets in-kind; replace existing assets with those that increase capacity or provide a higher level of service; and those that ensure existing assets maintain service while being brought into a state of good repair.

Selection preference will be given to projects where Amtrak is not the sole applicant; multiple applicants submit applications jointly; the proposed federal share of total project costs does not exceed 50 percent; non-federal shares consist of funding from multiple sources, including private sources; and applications indicate strong project readiness. Applications for capital projects funding under this solicitation must be submitted via www.Grants.gov and are **due no later than 5:00 p.m. EST on Monday, March 18, 2019**. Prior to the application deadline, FRA plans to provide Web-based training and technical assistance to answer questions from applicants.

- **WEBINAR: Wednesday, December 12 at 1:00 PM and Tuesday, January 8 at 1:00 PM - How to Apply for Federal-State Partnership for State of Good Repair Program Grants – Register now for either the [December 12 session](#) or the [January 8 session](#)**

The Federal-State Partnership Program is authorized by the Fixing America’s Surface Transportation (FAST) Act and this [Notice of Funding Opportunity \(NOFO\)](#) makes available funding from the Consolidated Appropriations Act, 2017, and Consolidated Appropriations Act, 2018. During the webinar, FRA will provide information about the new grant opportunity and how to apply for grant funding. For additional information about this grant opportunity, please see FRA’s Competitive Discretionary Grant Programs website at <https://www.fra.dot.gov/grants>

[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 visit www.grants.gov.

Just For Fun

This week, the country was visited by a polar vortex. It is so cold outside (how cold is it):

That the House and the Senate **cannot** get into to a heated argument.

Hitch hikers on I-10 are showing pictures of their thumbs.

Water Street is now called Glacier Street

There are now advocates for global warming.

Wave Transit riders were not offended if they awkwardly touched sitting next to one another, they were keeping warm.

The Regions bank thermometer at Florida St and Sage Ave says “OUCH”

People in Chicago heard loud booms and claim it was the ground cracking.

The cracking in Chicago is called a frost quake. Although there are sceptics, Popular Science chimed in on [frost quakes](#) for those non-believers.

What the heck is a frost quake?

Heard a big boom during a polar vortex? Here's what's up.

By Sara Chodosh



Having only a thin layer of frost or snow helps the ground to freeze faster, making a frost quake more likely.

[Deposit Photos](#)

See, an important fact about water is that it's less dense when solid. That's why ice floats in your water glass or on top of frozen ponds (if ice were denser than water, as is the case for most solid versions of liquids, our lakes would freeze from bottom to top). That fact is crucial in this case because it means that water trapped in the ground expands as the temperature drops below freezing. This expansion forces the earth to shift and even crack. Most of the time, this happens very slowly. Potholes form because water locked inside the porous asphalt freezes, often multiple times over the course of a winter, and causes the blacktop to break up. Those bits then get washed away come spring or come out as cars drive over them.

By the same principle, water trapped deeper in the ground causes cracking and breaking. The difference between a frost-quake-worthy snap and the gradual crumbling of a pothole is in how fast, deep, and thoroughly the ground freezes. A [review of the phenomenon from 2016](#) notes that “frost quakes form during the wintertime when the surface temperature

undergoes a rapid cooling from above freezing to near subzero (degrees Fahrenheit).” But they require more than just a rapid chill. Continue [HERE](#)

What can it do to a road, IF they really exist? [HERE](#)



In the News

I-10 bridge timetable pushed back due to environmental process

Posted by [Dale Liesch](#) | Jan 30, 2019 | [Bay Briefs](#) | [1](#) |

For all those excited about the possibility of seeing new Mobile River bridge construction this year, the Alabama Department of Transportation (ALDOT) would like you to pump the brakes.

The earliest anyone in Mobile will see shovels in the ground is 2020, ALDOT spokeswoman Allison Gregg confirmed.

The project is still in the archeology phase, and the deadline for a request for proposals (RFP) released to the three teams selected to develop the project has been pushed back to late summer or early fall due to issues with the environmental review process, Gregg said. A design deadline was originally scheduled for June.

“The process is taking longer than we thought it would,” she said. “We want to get it right because it’s in such a sensitive area. It’s important to get it right now before construction starts.”

As for the RFP, Gregg said ALDOT is continuing to work with the selected teams on a monthly basis. When it is eventually released, “it should not be a surprise to any of them,” she said. “We’re working with all three teams separately.”

On preparing for construction, Gregg said crews should have finished the demolition of nine buildings in the footprint of the bridge by now. A team of archeologists will now explore the site before construction can proceed in order to search for historically significant deposits.

While this work progresses, ALDOT has begun to apply for U.S Department of Transportation grants to help fund the project.

Once construction begins, ALDOT is sticking with a five-year window for completion, Gregg said.

The project will consist of a suspension bridge and a new, taller and wider Bayway across the Mobile River and Mobile Bay, Gregg said. In addition to possible grants, the project will be financed through tolls. As it stands, tolls will be placed on the new bridge, Bayway and the Wallace Tunnel. The tolls will be segmented, Gregg said, meaning drivers will only pay a toll equal to the portion they travel.

Canal Road widening, part of \$40 million in RESTORE Act funding for Orange Beach

- Posted 10 hrs ago



ORANGE BEACH, Ala. (WALA) - The widening of Canal Rd. is one of several projects coming to Orange Beach, funded by penalties associated with the 2010 Deepwater Horizon (BP oil spill).

Orange Beach Mayor Tony Kennon secured \$40 million of around \$275 million in Restore Act funds, which is divided among areas in Mobile and Baldwin County. Canal Road, which is one of two ways into Orange Beach, will be widened and improved in Fall 2019, using a portion of that \$40 million.

"If it hadn't been for the RESTORE Act the widening of Canal Road wouldn't be happening," Kennon said. "We've got to have it, I mean summer down here has become a nightmare with people coming and going so this is really going to help."

Kennon is part of a 10-member Alabama Gulf Coast Recovery Council, which determines where the Restore Act money should be spent. Gov. Kay Ivey serves as chair.

"We were very pleased with \$40 million, with \$275 million on the table, I've seen knifing's and shootings for a whole lot less but it was fairly distributed and very equitable," Kennon said. "Jo Bonner, Jimmy Lyons and the governor had a lot do with making that happen so I want to thank them."

Some of the other projects coming to Orange Beach are the environmental restoration of Cotton Bayou and Terry Cove, the creation of the \$9 million Gulf Coast Environment Research Station for Auburn University and the expansion of the Orange Beach Wildlife Center.

4 steps to take care of finances

Find time to take charge of your finances. Here's a 4-step plan to responsible money management, for even the most time challenged.
Ad By Regions Bank

But its the widening of Canal Road that was towards the top of the wish list for many Orange Beach residents.

"[I'm] pleased it's being widened, sometimes we get the traffic so heavy down the road it's backed up so much coming onto 161, you might sit there 15-20 minutes before you can even get out in the highway," resident Paul Thomspson said.

This was the first round of funding for the RESTORE Act. You can read more about it here: <https://www.obawebsite.com/oba-news/2019/orange-beach-in-line-for-40-million-in-restore-act-funds-covering-8-projects>

Daphne's Haygood wants cities to get fair share of gas tax

Posted by [John Mullen](#) | Jan 30, 2019 | [Bay Briefs](#) | [0](#) |

Daphne Mayor Dane Haywood knows the upcoming legislative session's biggest discussion will center on raising or implementing a new tax on gasoline in Alabama. He just hopes the final product will be good for Daphne and other cities.

"There are some things that I'm deeply concerned about and we just need our region to be properly represented," Haygood said. "It's being pushed widely and I know Gov. Ivey is supportive of it. It's time we do something for the infrastructure of Alabama. I do think something is going to happen. The question is what that is it going to look like and how is it a fair representation of the state and where the money is generated."

Haygood has heard about several plans on how the tax will be collected and distributed, and he believes some would take money from large population centers and areas that are growing. One based on the single seller tax use, he said, would take away money collected in those areas.

“Those buckets of money designated for counties and cities are going to go into a big pot and be distributed back out based on population,” Haygood said. “I think that is very dangerous for our area and a number of areas that generate more sales tax from gasoline sales — high-tourism areas, and Baldwin County kind of falls into one of those buckets. We would be a big-time net loser on it.”

He said he believes the point of sale where the tax is collected should be a factor in where the money is spent or the area where roads and infrastructure are the most heavily used.

“If the consumption or point of sale is here, then that means to me it’s tied to more of a user fee,” Haygood said. “That means whoever stopped at the convenience store or gas station and pumped gas had to be [driving] on that route. I couldn’t be driving around Baldwin County and pumping gas in Huntsville.”

Traditionally, gas taxes in Alabama are levied to help with highway maintenance and are based on a flat rate that hasn’t changed since 1992.

“It’s not like sales tax, where you pay a certain percentage,” Sen. Pro Tem Del Marsh told a South Baldwin Chamber luncheon in December. “It’s a flat number and that number has stayed flat for 26 years.” That rate is currently 18 cents per gallon.

Haygood said leaders across the state need to come together and implement the best plan possible.

“I haven’t seen the full bills that are out there and I’m just trying to hear the full bills out of Montgomery before something gets passed and signed into law that doesn’t really address local needs,” Haygood said. “We have to talk about these things and find out where the local concerns are. There are simple solutions for compromise instead of having counties and cities kind of argue about where we are.

“Let’s understand the problem, let’s look at it through a number of different lenses and come up with solutions that work for everybody.”

Orange Beach mayor’s tour seeks infrastructure help

Posted by [John Mullen](#) | Jan 30, 2019 | [Bay Briefs](#) | [0](#) |

Orange Beach Mayor Tony Kennon is planning to visit the major cities in Alabama in the coming weeks to promote how much the beach tourist economy contributes to state coffers. From this platform, he’ll also appeal for help with traffic issues caused by the millions of visitors to the Alabama Gulf Coast.

Several transportation fixes are in the works, including preliminary work on two bridges over the Intracoastal Waterway in projects by the state and the city of Orange Beach. Restore Act money is in the wings for a complete overhaul of the city’s main east-west thoroughfare, Canal Road. Plans are to widen it to five lanes from Alabama State Route 161 in the heart of Orange Beach all the way to East Second Avenue in Gulf Shores.

But the biggest needed fix, Kennon said, is a north-south road from Canal Road to Alabama Route 182 or the beach highway.

“I really want to start educating these folks to just how simple the fix is, and that is the road down Powerline Road to the beach,” Kennon said. “It could solve so many of our traffic problems during the summer. I’m going to start beating that drum now all over the state as we need help getting that done.”

Kennon began his tour the week of Jan. 21 with a visit to Huntsville, where he met with the Huntsville Rotary Club and appeared on several radio and TV programs.

“We’re going to Birmingham on another trip with their chamber, Montgomery’s chamber, Rotary Clubs and those types of things in the big cities,” Kennon said.

Trips are also planned to Tuscaloosa and Auburn with the message help to the beach infrastructure helps everyone in the state by the revenue tourism generates.

“These are Alabama’s beaches, we’re the stewards of them and you guys need to help us build the infrastructure and maintain the infrastructure that we need to move all these tourists,” Kennon said. “You’re not doing Orange Beach and Gulf Shores a favor by helping us out, you’re doing the state of Alabama a service because there’s so much money generated down here and a good bit of it goes to Montgomery. Orange Beach generates about 15 percent of all lodging tax in the state. It’s significant.”

Other impressive numbers, Kennon said, include more than 30 percent of the lodging taxes collected statewide are collected in Baldwin County, and if you add Mobile County that amount is nearly 40 percent.

While the tourist areas fill state coffers with money from the lodging tax and also a big portion of the state sales tax, the small populations of Gulf Shores and Orange Beach don't wield much clout in the Legislature, Kennon said.

"In Orange Beach, we have 3,000 voters and we all know the money goes where the votes are, so that doesn't give us a lot of leverage," he said. "Our message is we need our infrastructure needs to be improved to move these tourists. We don't need to be begging in Montgomery for help."

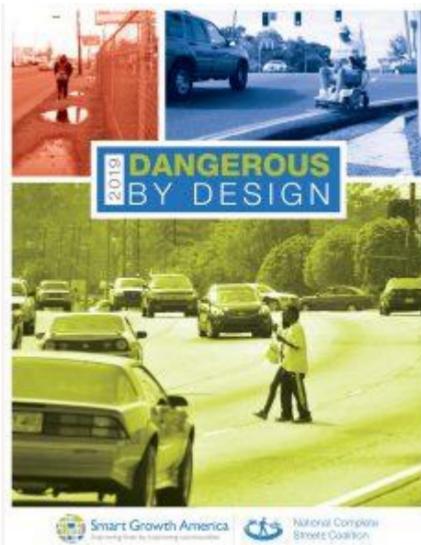
INTERSECTION IMPROVEMENTS IN SPANISH FORT

The City of Spanish Fort was notified by ALDOT that there will be additional road construction beginning this coming Monday, Feb. 4th at the intersection of US-31 and AL-225. This project is managed by ALDOT and is unrelated to the already in progress US-31 widening. The east and west bound left turn lanes on US-31 will be modified to increase visibility and safety based on historical data collected by ALDOT for this intersection. Please pay attention to additional warning signs, traffic control devices as well as construction crews in this area. Please direct all questions and concerns related to this project to ALDOT. While this project will add to the sensitive nature of travel in Spanish Fort, the city would request continued patience and understanding during these progressive times.



Transportation Research

Dangerous By Design 2019 [HERE](#)



[Download the full report](#)

Between 2008 and 2017, **drivers struck and killed 49,340 people** who were walking on streets all across the United States. That's more than **13 people per day**, or **one person every hour and 46 minutes**. It's the equivalent of a jumbo jet full of people crashing—with no survivors—every single month.

[Dangerous by Design 2019](#) takes a closer look at this alarming epidemic.

We can and must do more to reduce the number of people who die while walking every day on our roadways. For too long we have disregarded this problem by prioritizing moving cars at high speeds over safety for everyone. It's past time for that to change. Protecting the safety of all people who use the street—especially the people most vulnerable to being struck and killed—needs to be a higher priority for policymakers, and this priority must be reflected in the decisions we make about how to fund, design, operate, maintain, and measure the success of our roads.

62ND ANNUAL ALABAMA
TRANSPORTATION CONFERENCE

Renaissance Montgomery Hotel & Spa
at the Convention Center

201 Tallapoosa Street • Montgomery, AL 36104

FEBRUARY 12–13, 2019

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36849 * (800) 446-0382

[The Data Collected by Dockless Bikes is Helping Cities Map Your Movement](#)

Dockless bikes use a combination of GPS, 3G wireless connections, and solar power to transmit their location to providers and consumers. Providers, and the cities they partner with, have unparalleled access to rider behavior and are leveraging this knowledge to meet the needs of their consumers. In South Bend, IN, Lime is providing aggregate statistics on travel and heat maps showing where most riders occur in the city. South Bend used this data to paint drop-off areas for the bikes and is now hoping to use this information to plan for new bike paths and lanes. Lime is also working with cities to identify a format that makes it easy for them to pull data from multiple operators into their databases to analyze with their own tools.

Transportation Safety Planning and the Zero Deaths Vision: A Guide for Metropolitan Planning Organizations and Local Communities

FHWA has released this new [guidebook](#) geared towards MPOs and local stakeholders to reduce fatalities and serious injuries across transportation systems. To address this, USDOT seeks to foster collaboration across all stakeholders to improve the behaviors and conditions that impact these safety outcomes. The Guide seeks to assist MPOs, communities, and other transportation agencies to utilize, implement, and evaluate their safety planning processes to further the zero deaths vision.

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

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.