



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, January 11<sup>th</sup>, 2019

Volume 29, Number 2

## In This Issue

- [MOBILE MPO UPDATES](#)
- [PROJECTS LET JANUARY 25<sup>TH</sup>, 2019](#)
- [LEGISLATIVE UPDATES](#)
- [FUNDING OPPORTUNITIES](#)
- [JUST FOR FUN](#)
- [IN THE NEWS](#)
- [TRANSPORTATION RESEARCH](#)

## Recently Completed Planning Studies

[Destination 2040 Long Range Transportation Plan](#)

[Toole Design Non-Motorized Mobility Study for Downtown Mobile](#)

[2018 Unified Planning Work Program](#)

[2016-2019 Transportation Improvement Program](#)

[Origin Destination Study Using Cell Phones](#)

## Contact Us

<http://www.mobilempo.org>  
[transportation@sarpc.org](mailto:transportation@sarpc.org)

**Kevin Harrison, PTP**  
Director of Transportation  
[kharrison@sarpc.org](mailto:kharrison@sarpc.org)

**Tom Piper**  
Senior Transportation Planner

There is a Mobile MPO meeting scheduled for January 30<sup>th</sup>, including a new project to Install Two Way Left Turn Lane and Bike/Ped Friendly Shoulders on US 90 East End of Cochrane Bridge to West of Bankhead Tunnel , please see *Mobile MPO Updates*. The appointees for the majority and minority subcommittee leaders for the 116th Congress have been selected, see *Legislative Updates*; Tolling the interstates is gaining popularity *In the News*, and *Just For Fun* will make you wonder.....

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

[www.mobilempo.org](http://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](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

## Mobile MPO Updates

### Invitation to Bid

The SARPC Transportation Department currently has 3 ITB's. Please click on each to see the invitation.

**Due Date: January 15, 2019 at 10:00 am**

**Opening Bid Time: 10:05 am on January 15, 2019**

[FINAL ITB 2019-5310-01](#)

[ADA Compliant Mini-Van](#) PDF Version

Click for [Word Version](#)

Click [Here](#) for Public Notice

[ADDENDA AND APPROVED EQUALS FOR ITB 2019-5310-01 ADA COMPLIANT MINIVAN](#)

[FINAL ITB 2019-5310-02](#)

[ADA Compliant 7 Passenger Van](#)

Click for [Word Version](#)

Click [HERE](#) for Public Notice

[ADDENDA AND APPROVED EQUALS FOR ITB 2019-5310-02](#)

[ADA COMPLIANT 7 PASSENGER VEHICLE](#)

[FINAL ITB 2019-5310-03](#)

[ADA 12+2 Small Transit Bus](#)

Click for [Word Version](#)

Click [HERE](#) for Public Notice

[ADDENDA AND APPROVED EQUALS FOR ITB 2019-5310-03](#)

[12 plus 2 ADA COMPLIANT SMALL TRANSIT BUS](#)

### Mobile MPO meetings

There is a MPO meeting scheduled for January 30<sup>th</sup>. The agenda items are 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.

### NATIONAL HIGHWAY FUNDS

- 100069441 (PE) INSTALLATION OF NEW GENERATOR TO REPLACE EXISTING GENERATOR FOR BANKHEAD TUNNEL AND ITS DEVICES; 1/1/2019; \$75,000.00

[tpiper@sarpc.org](mailto:tpiper@sarpc.org)

Monica Williamson  
Transportation Planner  
[mwilliamson@sarpc.org](mailto:mwilliamson@sarpc.org)

Anthony Johnson  
Transportation Planner  
[ajohnson@sarpc.org](mailto:ajohnson@sarpc.org)

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

- 100069442 (CN) INSTALLATION OF NEW GENERATOR TO REPLACE EXISTING GENERATOR FOR BANKHEAD TUNNEL AND ITS DEVICES; 6/28/2019; \$750,000.00
- 100054972 (CN) EXTEND EASTBOUND BRIDGE ON SR-42 (US-98) OVER BIG CREEK EAST 1440' New Delete Indicator : D

#### STP ATTRIB

- 100055880 (PE) ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD) Current Funding : \$30,000.00 Requested Funding : \$420,000.00
- 100052450 (CN) MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD. Old Target start date: June 28, 2019 New Target start date: June 26, 2020
- 100066704 (PE) DAUPHIN ST SAGE TO SPRINGHILL HOSP CMP; FY 2018; \$62,500; DELETE
- 100066706 (PE) AIRPORT BLVD UNIV TO HILLCREST CMP CORRIDOR: FY 2019; \$62,500; DELETE
- 1000xxxxx (PE) CELESTE ROAD FROM I-65 TO FOREST AVE; FY 2109; \$1,363,500

#### BRIDGE FUNDS

- 100068521 (PE) BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK; 11/1/2018; \$900,000.00
- 100068523 (UT) BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK; 11/1/2021; \$25,757.00
- 100068522 (CN) BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK; 1/28/2022; \$8,860,588.00
- 100068528 (CN) BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK; 6/25/2021; \$5,100,500.00
- 100068526 (PE) BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK; 1/1/2019; \$500,000.00
- 100069460 (PE) BRIDGE PAINT ON VARIOUS BRIDGES ALONG I-65. GULF COAST RR, US 43, NORFOLK SOUTHERN RR, GUNNISON CREEK; 1/7/2019, \$100,000
- 100069478 (CN) BRIDGE PAINT ON VARIOUS BRIDGES ALONG I-65. GULF COAST RR, US 43, NORFOLK SOUTHERN RR, GUNNISON CREEK; 1/7/2019; 9/25/2020; \$2,778,588
- 100049566 (CN) REPLACE BRIDGE, BIN 008714, SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER. Old Target start date : July 26, 2019 New Target start date : November 08, 2019

#### TAP FUNDS

- 100069054 (CN) SIDEWALKS ALONG EASTERLING STREET FROM W CLARK AVENUE TO GARRISON AVENUE, ON GARRISON AVENUE FROM EASTERLING STREET TO MAGEE STREET, AND ON MAGEE STREET FROM GARRISON AVENUE TO W CLARK AVENUE; 12/15/2019; \$252,426.00 (\$200,000 fed)
- 100069055 (CN) ADA COMPLIANT CURB RAMPS IN THE UNINCORPORATED AREAS OF MOBILE COUNTY TO INCLUDE KINGS BRANCH ESTATES, WOODBRIDGE PLACE AND CUMBERLAND SUBDIVISION; 9/18/2019; \$250,178 (\$200,000 fed)

#### HSIP

- 100069517 (PE) Install Two Way Left Turn Lane and Bike/Ped Friendly Shoulders on US 90 East End of Cochrane Bridge to West of Bankhead Tunnel; 1/10/2019; \$540,000

Please see our web page for further details [www.mobilempo.org](http://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/>



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.

### **ALDOT to Begin Building Demolition**

*Building demolition is preliminary work ahead of the Mobile River Bridge and Bayway Project*

The Alabama Department of Transportation (ALDOT) will demolish nine buildings at the intersections of S. Emanuel Street/Canal Street and Canal St./S. Royal in preparation for construction for the Mobile River Bridge and Bayway project.

The demolition of the existing structures will allow for the archaeology work to begin ahead of construction of the Mobile River Bridge and Bayway project.

### **The demolition is on-going in the 300 block of Conception Street in Mobile.**

Traffic will not be impacted during the demolition, however drivers should obey posted speed limits and be aware of crews in the area. Passersby and observers should remain a safe distance away from the sites during the demolition.

### **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](http://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:

Project : 100067507 ( CN )

Federal aid number : IM I065

County : MOBILE

Project Description : RESURFACING ON I-65 FROM 1.1 MILES NORTH OF SR-13 (US-43) TO SR-225

Old Target start date : April 26, 2019

New Target start date : May 31, 2019

Project : 100068528 ( CN )

Federal aid number : BR 0013

County : MOBILE

Project Description : BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK

Old Target start date : June 25, 2021

New Target start date : June 30, 2023

Project : 100069460 Federal aid number : BR I065 County : MOBILE Scope : PE

Project Description : BRIDGE PAINTING ON VARIOUS BRIDGES ALONG I-65. ON I-65 OVER AL GULF COAST RR (10195,10196) ON I-65/I-65 NB OFF RAMP OVER US-43 (10197,10198,10199) ON I-65 OVER 1-65 NB OFF RAMP/NORFOLK SO. RR (10200,10201) ON I-65 OVER GUNNISON CRK (10202,10203)

Urban Area : 067 MOBILE

Target Start Date : 11/1/2021

Engineers Estimate : \$103,030.00

Project : 100069478 Federal aid number : BR I065 County : MOBILE Scope : CN

Project Description : BRIDGE PAINTING ON VARIOUS BRIDGES ALONG I-65. ON I-65 OVER AL GULF COAST RR (10195,10196) ON I-65/I-65 NB OFF RAMP OVER US-43 (10197,10198,10199) ON I-65 OVER 1-65 NB OFF RAMP/NORFOLK SO. RR (10200,10201) ON I-65 OVER GUNNISON CRK (10202,10203)

Urban Area : 067 MOBILE

Target Start Date : 11/4/2022

Engineers Estimate : \$2,891,409.00

Project : 100066639 ( FM )  
Federal aid number : NH 0042 (536)  
County : MOBILE  
Project Description : RESURFACING ON SR-42 (US-98) FROM MAGNOLIA GROVE PARKWAY TO STIMPSON LANE  
Old Engineers Estimate : \$2,965,700.00  
New Engineers Estimate : \$3,023,259.89

Project : 100068526 ( PE )  
Federal aid number : BR 0013  
County : MOBILE  
Project Description : BRIDGE REPLACEMENT (BIN 005712 AND BIN 005856) ON SR-13 (US-43) OVER COLD CREEK  
Old Target start date : February 01, 2019  
New Target start date : February 01, 2020

Project : 100068521 ( PE )  
Federal aid number : BR 0016  
County : MOBILE  
Project Description : BRIDGE REPLACEMENT (BIN 003691) ON SR-16 (US-90) OVER HALLS MILL CREEK  
Old Target start date : February 01, 2019  
New Target start date : February 01, 2020

Project : 100066636 ( FM )  
Federal aid number : NH 0163 (504)  
County : MOBILE  
Project Description : RESURFACING ON SR-163 FROM THE SOUTH END OF THE DOG RIVER BRIDGE TO THE SOUTH END OF THE I-10 OVERPASS  
Old Engineers Estimate : \$3,190,936.00  
New Engineers Estimate : \$3,067,664.13

## Projects in Region Let January 25<sup>th</sup>, 2019

### ESCAMBIA COUNTY

- For constructing the Interchange Lighting Rehabilitation on I-65 at SR-21 (Exit 57) in Martinville. Length 0.927 mi. The Bracket Estimate on this project is from \$763,849 to \$933,594 .

### MOBILE COUNTY

- For constructing the Planing, Resurfacing, Sidewalk Installation, and Traffic Stripe on I-165 (Service Roads) from 0.040 mile south of the junction of Bay Bridge Road to 0.080 mile north of the intersection of Whistler Street in Mobile. Length 1.630 mi. The Bracket Estimate on this project is from \$1,603,050 to \$1,959,283 .

### BALDWIN COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on I-10 from the SR-59 Interchange in Loxley to 0.300 mile east of the CR-64 (Wilcox Road) Interchange. Length 9.460 mi. The Bracket Estimate on this project is from \$2,413,888 to \$2,950,308

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

## Legislative Updates

### **Shelby, Leahy Announce Senate Appropriations Subcommittee Leadership for 116th Congress**

WASHINGTON, D.C. – Senate Appropriations Chairman Richard Shelby (R-Ala.) and Vice Chairman Patrick Leahy (D-Vt.) today announced the majority and minority subcommittee leaders for the 116th Congress following approval by the full Senate.

The Senate Appropriations subcommittee chairmen and ranking members for the 116th Congress are as follows:

#### **Agriculture, Rural Development, Food and Drug Administration, and Related Agencies**

John Hoeven (R-N.D.), chairman

Jeff Merkley (D-Ore.), ranking member

#### **Commerce, Justice, Science, and Related Agencies**

Jerry Moran (R-Kan.), chairman

Jeanne Shaheen (D-N.H.), ranking member

**Department of Defense**

Richard Shelby (R-Ala.), chairman

Richard Durbin (D-Ill.), vice chairman

**Energy and Water Development**

Lamar Alexander (R-Tenn.), chairman

Dianne Feinstein (D-Calif.), ranking member

**Financial Services and General Government**

John Kennedy (R-La.), chairman

Chris Coons (D-Del.), ranking member

**Department of Homeland Security**

Shelley Moore Capito (R-W.Va.), chairman

Jon Tester (D-Mont.), ranking member

**Department of the Interior, Environment, and Related Agencies**

Lisa Murkowski (R-Alaska), chairman

Tom Udall (D-N.M.), ranking member

**Departments of Labor, Health and Human Services, and Education, and Related Agencies**

Roy Blunt (R-Mo.), chairman

Patty Murray (D-Wash.), ranking member

**Legislative Branch**

Cindy Hyde-Smith (R-Miss.), chairman

Chris Murphy (D-Conn.), ranking member

**Military Construction and Veterans Affairs, and Related Agencies**

John Boozman (R-Ark.), chairman

Brian Schatz (D-Hawaii), ranking member

**State, Foreign Operations, and Related Programs**

Lindsey Graham (R-S.C.), chairman

Patrick Leahy (D-Vt.), ranking member

**Transportation, Housing and Urban Development, and Related Agencies**

Susan Collins (R-Maine), chairman

Jack Reed (D-R.I.), ranking member

---

**Rep. DeFazio Elected Chairman of House Transportation & Infrastructure Committee**

Washington, DC- *Rep. Peter DeFazio (D-OR) issued the following statement after his selection as Chairman of the House Transportation & Infrastructure Committee for the 116th Congress:*

“Every state and territory in our country is profoundly affected by the decisions made in this committee. Our communities and businesses depend on our network of roads, bridges, airports, rail, ports, and public transit to move people and goods safely, whether it is across town, across the country, or internationally. And millions of American jobs are directly tied to the health of our infrastructure.

“We are approaching a transportation crisis in our country, and with that in mind, I am especially honored to have the strong support of my colleagues to lead the caucus as the new Chairman of the House Transportation and Infrastructure Committee.

“As Chairman, I will be a tireless advocate for the kind of infrastructure investment that results in job creation, increased economic growth, and decreased emissions. I will fight for common sense, comprehensive solutions to address the major issues facing our aging, 20<sup>th</sup> century infrastructure and champion a smarter, greener infrastructure that helps to reduce carbon pollution, and is more resilient and better equipped to handle the impacts of climate change. I will work to build bipartisan agreement around legislation that strengthens the Federal responsibility for maintaining and providing access to transportation for all Americans. I will balance this with our duty to provide reasonable and responsible oversight of the Trump Administration’s implementation of laws under the Committee’s jurisdiction.

“I look forward to working with my Democratic and Republican colleagues in order to achieve our shared goals. Together, we can lay the groundwork for infrastructure investment that delivers for generations to come.”

## BACKGROUND

Representative Peter DeFazio (D-OR) has served as the Ranking Member of the House Committee on Transportation and Infrastructure since January 2015, and has been a member of the Committee since he first came to Congress in 1987. During his time on the Committee, he has served as Chairman or Ranking Member of four of the six subcommittees: Aviation, Coast Guard and Maritime Transportation, Highways and Transit, and Water Resources and Environment. DeFazio has taken a lead role on several multi-billion-dollar surface transportation and FAA reauthorization bills, and worked to strengthen safety and worker protections, including Buy America.

---

## Chamber of Commerce pushes for 'significant infrastructure package' this year

by [Colin Wilhelm](#) January 10, 2019

U.S. Chamber of Commerce President and CEO Tom Donohue called Thursday for Congress and President Trump to enact a major infrastructure bill this year, a goal that would face resistance from some Republicans.

“We are calling on our leaders to pass a significant infrastructure package this year,” Donohue said during his annual state of American business speech.

Donohue said that the Chamber will push for an increase in the gas tax in order to pay for new building and transit projects and that the group believes Congress would have the votes to pass legislation to that effect.

“Not only would it have 218 votes, it would have 218 bipartisan votes,” said Neil Bradley, the Chamber’s chief policy officer, during a press conference following the speech. Bradley also expressed optimism that the funding mechanism could pass the Senate. The Chamber favors raising the gas tax and also indexing it to inflation.

Conservative activists, particularly low tax advocates, would oppose the push, setting up the potential for an unusual intraparty legislative battle between Republicans.

“The president agreed with increasing the gas tax,” said Donohue, adding, “We can do roads, bridges, and light transit with an increase in the gas tax.”

Donohue also said the chamber would be open to other funding ideas and said the business advocacy association would give cash prizes for other ideas it thought could work.

But the chamber CEO added, “We haven’t heard too many other ideas since last year.”

Donohue also said that increasing the workforce, in part through immigration reform, would be imperative so that there would be enough workers to build new projects.

Even if an infrastructure funding and permitting reform package passed right now, Donohue said, “We couldn’t do it because we don’t have the workers.”

## Funding Opportunities

---

### 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](http://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>

---

## **Flood Mitigation Assistance Grant Program**

Applications Due: January 31, 2019

The Flood Mitigation Assistance Grant Program (FMA) provides funding to states, territories, federally-recognized tribes, and local communities for projects and planning that reduces or eliminates long-term risk of flood damage to structures insured under the National Flood Insurance Program. FMA funding is also available for management costs. The Federal Emergency Management Agency (FEMA) requires state, tribal, and local governments to develop and adopt hazard mitigation plans as a condition for receiving certain types of non-emergency disaster assistance, including funding for Hazard Mitigation Assistance projects. Generally, local communities will sponsor applications on behalf of homeowners and then submit the applications to their state.

---

## **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](http://www.grants.gov).

---

## **Just For Fun**

The movie Bird Box has been a Netflix sensation over the past month causing Netflix to issue warnings about trying the Bird Box challenge of driving blindfolded.

The State of Alabama was ahead of the game with a law already on the books: No driving while blindfolded!

Check out the rest of the obscure diving laws for each state [HERE](#).

## In the News

---

### **The Shutdown's Next Victims Could Be Public Transit Systems**

January 10, 2019, 11:27:00 AM EDT By Alexandra Scaggs, [Barron's](#)

The federal government shutdown [is now in its 20th day](#), with still no end in sight. If it extends long enough, it could cause a budget crunch for the public transportation systems that get support from the Federal Transit Administration. Most of the FTA's programs are now closed, and 90% of its staff is furloughed, because of the shutdown, according to a note from credit-ratings firm Moody's.

"US mass transit systems have temporarily lost financial aid that supports a wide range of needs, from daily maintenance and service to ongoing repair and expansion projects," the firm's analysts write.

Most public-transportation systems receive yearly grants from the FTA in the early spring, so the shutdown's damage hasn't been too severe yet, according to Moody's. But if it continues for months-which many analysts expect-the transit systems that rely on federal funding could be forced to seek extra support from bond markets and local taxpayers.

NJ Transit, for example, is counting on federal grants to pay for 20% of its operating costs in fiscal 2019, according to the credit-ratings firm. NJ Transit expects to receive more than \$2 billion of federal grants, which will also finance all of its debt-service costs and 43% of its capital-improvement costs.

"It will be difficult to replace these revenues," the analysts write. "NJ Transit's internal resources are modest and it has minimal flexibility to raise revenue or lower spending."

While New Jersey is an extreme case, it isn't the only transit system that could be forced to issue bonds or seek state help to cover for the loss of federal funding.

New York's Metropolitan Transportation Authority, for example, counts on federal help for 25% of its continuing \$33 billion [capital-improvement plan](#), the analysts write. And federal financing has been disrupted for a continuing metro-expansion project in Los Angeles (which happens to be the target of a [bond-financed Nimby campaign](#)).

Future transportation projects will be affected, too. Moody's found more than 50 U.S. transit projects that have applications in for federal grants, all of which will be delayed by the shutdown.

And finally, Washington's Metropolitan Area Transit Authority will see lower ridership, the analysts write-27% of its average weekday commuters are federal government employees.

---

### **AASHTO President Braceras Warns Lawmakers of a "Massive Cash Shortfall" Ahead**

Carlos Braceras P.E., is the Executive Director of the Utah Department of Transportation and President of the American Association of State Highway and Transportation Officials (AASHTO). This [video](#) includes Braceras' opening remarks at the Nov. 28, 2018 hearing before the U.S. Senate Committee on Environment and Public Works. Braceras testified that "Absent a revenue fix by 2020, the Federal Highway Trust Fund is expected to experience a significant cash shortfall leading to an estimated 51 percent drop in highway obligations from the year before, or from \$46.9 billion to \$23 billion, and a zeroing out of obligations from the Mass Transit Account in 2021 and 2022." Braceras' testimony covered four main points: Ensuring a strong federal role and investment in surface transportation by preparing for the next long-term surface transportation bill; Examination of surface transportation investment needs; Maintaining a strong federal investment in surface transportation by stabilizing the Highway Trust Fund; and Preparing for and harnessing significant technological advancements. Braceras said "State departments of transportation remain committed to assisting Congress and the Administration in the development of policies that will ensure long-term economic growth and enhanced quality of life through federal investments provided to all states under the next long-term surface transportation legislation. You can be fully assured that AASHTO and the state DOTs will continue advocating for the reaffirmation of a strong federal-state partnership to address our surface transportation investment needs."

---

### **Some transportation officials are considering road-funding plans that were once unthinkable.**

JANUARY 9, 2019

Transportation officials in Delaware are planning to open a 14-mile tolled highway on Thursday, a project that creates a new mainline route for U.S. 301, a heavily trafficked route often used by drivers and truckers to bypass congestion on Interstate 95 through the Baltimore area.



There won't be any traditional toll booths along the new highway. All tolls will be collected electronically, with a camera-equipped overhead gantry reading a driver's [EZ-Pass device](#) or scanning the license plate to initiate billing the vehicle's owner by mail.

As the *Delaware News Journal* [reported](#) Wednesday, for the full 14-mile trip, a two-axle car will be charged \$5.60; a six-axle truck will be charged \$14.40. The state forecasts that truck tolls will account for 56 percent of toll revenues.

While building a new tolled highway isn't necessarily a controversial concept—roads don't pay for themselves, after all, and gas taxes haven't kept up with state infrastructure needs—there's a different tolling approach more states are looking at that is far more controversial: Bringing tolls to currently free interstate highways.

#### Bottom of Form

While the federal Interstate Highway System does have some tolled sections, those were primarily state-built turnpikes and tollways that predated the creation of the Interstate Highway System in 1956. Federal restrictions kept freeways, well, free of tolls.

On Wednesday, anti-tolling protesters gathered in Hartford for Connecticut Gov. Ned Lamont's inauguration to voice their opposition to proposals to bring tolls to interstate and state highways in the Nutmeg State.

During his campaign for governor, Lamont, a Democrat, said he supported a tolling plan that would only impact trucks. But during his transition, a transportation advisory panel recommended a tolling proposal that also includes passenger cars.

Patrick Sasser, an anti-tolling protest organizer, [told](#) the *Stamford Advocate* this week: "He told everybody he'll just toll heavy trucks, but the study that came out after the election said passenger cars need to be tolled as well. I think most people don't know that. We want to bring attention to it."

Melissa Kaplan-Macey, who co-chaired the advisory panel, [told](#) the *Hartford Courant* in December: "We recognize that the tolling conversation isn't easy, but we agree that it is a hard conversation that our state needs to have."

That conversation is one that continues in Virginia, too.

Democratic Gov. Ralph Northam and state legislative leaders this week announced their support for plan to bring tolls to Interstate 81, a heavily trafficked, crash-prone route used by many truckers heading between Tennessee and the mid-Atlantic through the Shenandoah Valley and southwestern Virginia.

According to the governor's office, the initial draft legislation would establish an Interstate 81 Corridor Improvement Fund supported by toll revenue and establish toll rates, including an option for automobiles and small trucks to purchase an annual pass for I-81 for a fixed yearly fee. Revenue from the I-81 tolls would also only be used for improvements along the corridor as previously identified and adopted by the Commonwealth Transportation Board in December.

According to the *Roanoke Times*, [specific locations for toll-collection gantries have not yet been identified](#), but the Virginia Department of Transportation has recommended that they be at least 40 miles apart between urban areas along the corridor.

The plan comes after a year-long study of possibly bringing tolls to I-81 to fund improvements and has bipartisan support.

"We have a tremendous opportunity to address longstanding issues on the I-81 Corridor," State Sen. Mark Obenshain, a Republican from Harrisonburg, said in a statement. "I will continue to work with the Northam administration and with my colleagues in the General Assembly in hope that we can find bipartisan solutions to the critical reliability and safety issues in this region of the Commonwealth."

But opposition has come from the [Virginia Truckers Association](#) and the [Alliance for Toll-Free Interstates](#), the *Roanoke Times* reported.

Though bringing tolls to currently free interstates has been something that's been [studied and debated for decades](#), the federal government has been opening the door to the approach in recent years, winning support [from the Obama administration](#) and [now the Trump administration](#).

Indiana is also [studying the possibility of bringing tolls to its free interstates](#), including sections of I-70, I-65 and I-94.

North of Indiana is Michigan, which was recently named by a team of Tesla engineers as [the state with the worst roads](#) and has a new governor, Gretchen Whitmer, who campaigned on the slogan ["fix the damn roads."](#)

The question as Whitmer's administration gets situated in Lansing: Can Michigan fund its road-fixing needs without tolling them?

Her predecessor, Republican Rick Snyder, [said at a public forum in 2013](#): "We made a decision a long time ago, back in the Eisenhower days when we did the Interstate system, that we weren't going to do toll roads," MLive reported at the time.

A survey released last May by AAA Michigan confirmed the obvious—a vast majority of respondents in the state rated the conditions of roads in the state as fair to poor—and acknowledged the political difficulties of proposing charging users more to use the roads. [WXYZ reported at the time](#): "While most people think there isn't enough money [to fund roads in Michigan], a majority also do not want to pay more in taxes and fees. According to the study, 60 percent of people said they wouldn't be willing to pay more in taxes or fees to support fixing the roads."

But with state and federal gas tax revenue failing to keep up with the nation's infrastructure needs, don't expect the idea to expand tolling—including to interstates that are currently free—to go away anytime soon.

---

## An Alabama inauguration first: Ivey holding pre-event party at the beach

Updated Jan 10, 10:09 AM; Posted Jan 10, 7:25 AM  
By [John Sharp | jsharp@al.com](#)

In 2016, [coastal Alabama lawmakers battled politicians across the state](#) over how to spend a \$1 billion BP oil spill settlement. Hot rhetoric filled Statehouse chambers [prompted by distrust from coastal Democrats and Republicans alike](#) about a decision by Montgomery's power brokers to funnel a lion's share of the BP compensation to patch the state's gaping budget holes. Fast forward to Saturday, and some of those same combatants are likely to be exchanging pleasantries and enjoying hors d'oeuvres together as they welcome in the new governor.

They'll gather during a pre-inaugural event from 6-9 p.m. Saturday for Gov. Kay Ivey at The Lodge at Gulf State Park. It is the first time that an inauguration-related festivity will be taking place in coastal Alabama.

It's a somewhat notable reversal of a strained political relationship.

"It shows that the governor's office sees the importance of Baldwin County to the state, and it speaks to the administration's attention to coastal Alabama," said newly elected state Sen. Chris Elliott, R-Daphne, whose district encompasses most of Baldwin County.

Orange Beach Mayor Tony Kennon, who was among the most vocal critics of giving over the BP windfall to the state treasury, called the pre-inaugural event "a big deal."

"I can't say enough good things about her," said Kennon, referring to the incoming Republican governor.

### Symbolism

Indeed, Ivey's pre-inaugural event carries with it a bit of symbolism for the Gulf Coast where bitter feelings persisted through the latter years of Gov. Robert Bentley's administration.

Much of the ill-will occurred after Bentley and Alabama Attorney General Luther Strange [announced the terms of the state's BP settlement](#), and explained that the dollars would go to state coffers, to be doled out later.

Mobile and Baldwin counties' lawmakers fought to keep the largest share of the dollars on the coast to pay for road projects. They argued that the two counties suffered the most from the 2010 Deepwater Horizon disaster, and should be compensated more for those losses.

They also pointed out that the two counties pack the biggest punch for Alabama tourism, delivering revenues that far outpaced other regions. Mobile and Baldwin counties [account for 40 percent of the state's \\$14.3 billion in traveled-related economic impact](#).

A legislative compromise [left the coastal areas with \\$120 million for highway projects](#), but distrust remained. And Bentley soon stirred up his own coastal controversy by having the state [build a wall on Baldwin County-owned property to protect the governor's newly renovated beach house on the Fort Morgan peninsula](#). That project, too, was paid for with BP oil spill revenue.

Ivey's campaign is not linking the pre-inaugural coastal party to patching relationships. In a statement, the governor's campaign spokeswoman said that Ivey is bringing her inaugural events to multiple cities and cited a four-city tour to promote children's literacy. It kicked off Tuesday in Pine Hill.

"Governor Ivey has always worked hard to ensure folks from all regions, from major cities to the Gulf Coast and rural farms in between, are equally represented," said Debbie Hancock, spokeswoman for the governor's inaugural committee.

That same sentiment was expressed by Wiley Blankenship, president and chief executive officer with the Coastal Alabama Partnership and also a member of the governor's inaugural committee.

"This is a way for the governor to spread the celebration around a bit," he said.

Wayne Flynt, an Alabama state political historian and professor emeritus at Auburn University, said Ivey's event in Gulf Shores "strikes me as a good initiative."

"Tourism is now a major force in Alabama's economic, and 'lower Alabama' sometimes feels left out of state life," he said.

Some of the hard feelings from 2016 may indeed be diminishing as a new Legislature prepares to convene for its spring session in March.

One of the main reasons could be the recent spotlight on new road projects in Baldwin County, highlighted by the prioritization of a new \$60 million bridge over the Intracoastal Waterway in Gulf Shores.

Kennon and Gulf Shores Mayor Robert Craft are pushing for the bridge, [which won support from influential state officials like Alabama Department of Transportation Director John Cooper.](#)

“With Governor Ivey, everything has been great,” Kennon said. “I have not had any problems getting a hold of her and talking about some kind of project. I just really think she and her staff has made an in-depth analysis of our needs and why we need roads and bridges. They have bent over backward.”

### **New digs**

A driving force behind Saturday’s event, according to public officials, is to show off The Lodge at Gulf State Park. It has long been dubbed by Ivey as a “crown jewel” for the state’s park system.

The pre-inaugural party features music from country music entertainer Neal McCoy. Tickets are \$25 apiece, or attendees can donate four children’s books in lieu of the admission cost. [Attendees also have to RSVP online at Eventbrite.com.](#) The actual inauguration is scheduled to take place on Monday in Montgomery.

The Lodge opened in early November and will serve as a gathering place for state conferences and events. The \$140 million seaside venue was among the first major construction projects announced in Alabama financed by BP’s compensation.

The Lodge and adjoining 6,150-acre park between Gulf Shores and Orange Beach was named on Wednesday as the “Attraction of the Year” by the Alabama Tourism Department.

Alabama State Auditor Jim Zeigler, a Mobile resident and [former plaintiff in a lawsuit opposing the Bentley’s administration’s use of BP money to pay for The Lodge project,](#) said he’s now “100 percent in support” of it.

Zeigler said he plans to speak at Saturday’s event.

“It needs to be a success,” he said.

Said Elliott, the state senator: “The state has made a large investment at the park and it’s one of the very few state parks that generates the revenue to offset expenses and helps fund the park system, much like Baldwin County helps fund the rest of the state.”

### **Roots**

Ivey’s hosting a pre-inaugural event in Gulf Shores could also be symbol of a loyalty toward her old home region.

Steve Flowers, a former Republican member of the Alabama House and a political writer, said Ivey has a “kinship to Mobile” and the coastal area. Ivey, a native of Camden – 145 miles north of Gulf Shores – spent 10 years employed at Merchants National Bank in Mobile.

“She’s almost like a Mobilian growing up in Wilcox County and having (one of her first) jobs in Mobile,” said Flowers. “The folks who grew up in the southwest area of Alabama looked at Mobile as their urban area and gravitated toward it.”

Also of note is the [recent hiring of Jo Bonner as Ivey’s senior adviser.](#) Bonner served as a member of the U.S. House representing Alabama’s 1st Congressional District from 2003 to 2013.

“I think appointing Congressman Bonner as her senior aide has exemplified that,” said Elliott. “He’s well known to myself, Mayor Craft and Kennon. I’ve had a ton of communication and access since he got there.”

But Ivey’s Saturday party could be less about politics or hotels, and mostly about the coast’s pleasant weather, according to Jess Brown, a retired political science professor at Athens State University.

Simply put, it’s “eight to 10 degrees” warmer than elsewhere in January, Brown said.

“It could be purely political to go down and nurture and patch up some bad feelings between the state government and local officials,” Brown said. “But it could be that it’s better to go to (coastal Alabama) in January than to Huntsville. It’s tough to compete with that Gulf.”

## **Transportation Research**

---

### **AASHTO Offers Steel Bridge Specification Update**

The American Association of State Highway and Transportation Officials just released a new, fourth edition of the [S2.1-2018 Steel Bridge Fabrication Guide Specification](#) – an AASHTO-National Steel Bridge Alliance Collaboration publication – that gathers together in one place recent updates to the group’s Load Resistance and Factor Design or LRFD bridge/construction specifications.

AASHTO noted that it works with the NSBA work together to develop specifications, codes, standards, and policies in an effort to unify the existing diverse requirements governing steel bridge construction and all of the AASHTO-NSBA Steel Bridge Collaboration publications are available for download, free of charge, from the [AASHTO Store](#), the group noted.

This revision provides clarifications and removes conflicts between the latest S2.1 and the latest AASHTO specifications while continuing to provide an AASHTO-NSBA consensus on “best practices” for fabrication specifications.

The group emphasized that this update is intended to be used in tandem with AASHTO-NSBA Steel Bridge Collaboration *S4.1, [Steel Bridge Fabrication QC/QA Guide Specification](#)*.

---

### [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.

---

### [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.