



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, March 29th, 2019

Volume 29, Number 12

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There will be a Technical Coordinating and Citizens Advisory Committee (TCC/CAC) meeting on April 24th, followed by a MPO meeting May 8th, please see *Mobile MPO Updates*. There are several *Legislative Updates* from both the State and Federal side of things. This week's *Just For Fun* will test your knowledge, and *In The News* has an update on the new passenger air service at Brookley in Mobile.

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](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

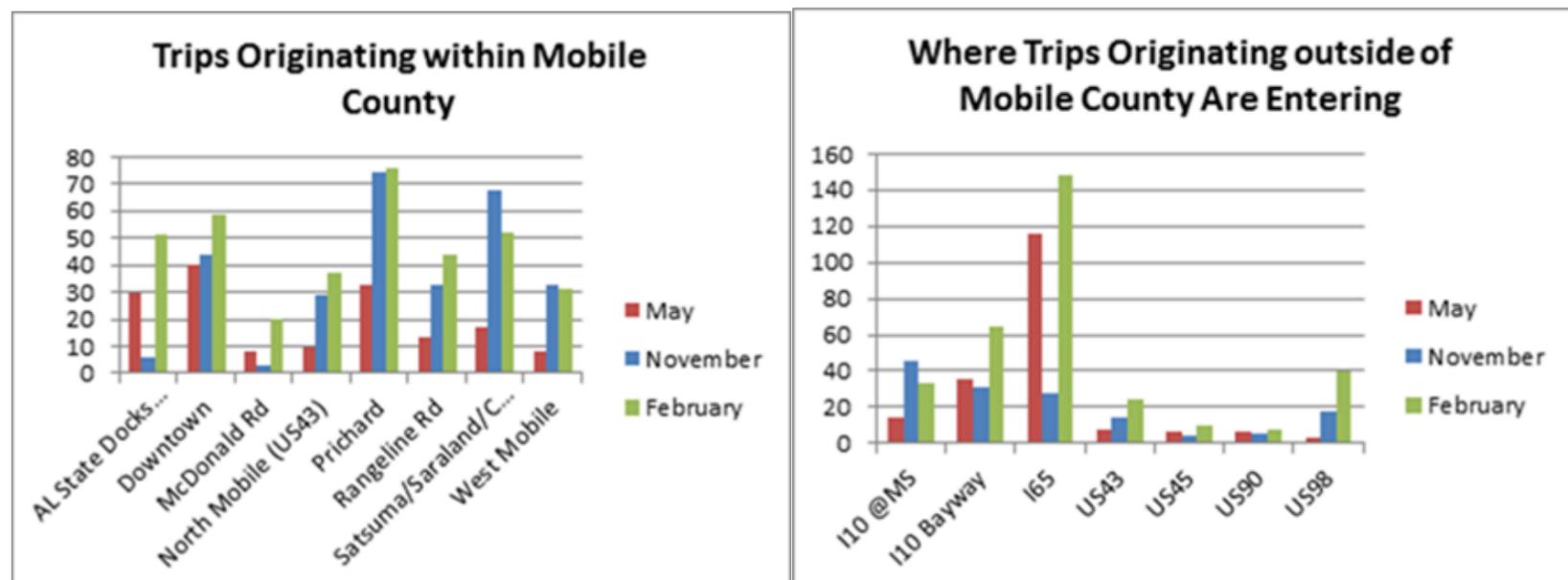
Mobile MPO meetings

There will be a Technical Coordinating and Citizens Advisory Committee (TCC/CAC) meeting on April 24th, followed by a MPO meeting May 8th. The agenda items include a draft 2020-2023 Transportation Improvement Program (TIP) and a draft Unified Planning Work Program (UPWP). There are also numerous projects modified in the current 2016-2019 TIP. Finally, there will be a discussion concerning the 2045 Long Range transportation Plan (LRTP).

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

FREIGHT DATA

APM Terminals has provided us with their third 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 third survey report had 88% of trucker visits answering the survey, the best percentage yet, which helps refine our understanding of container truck trip patterns in the area.

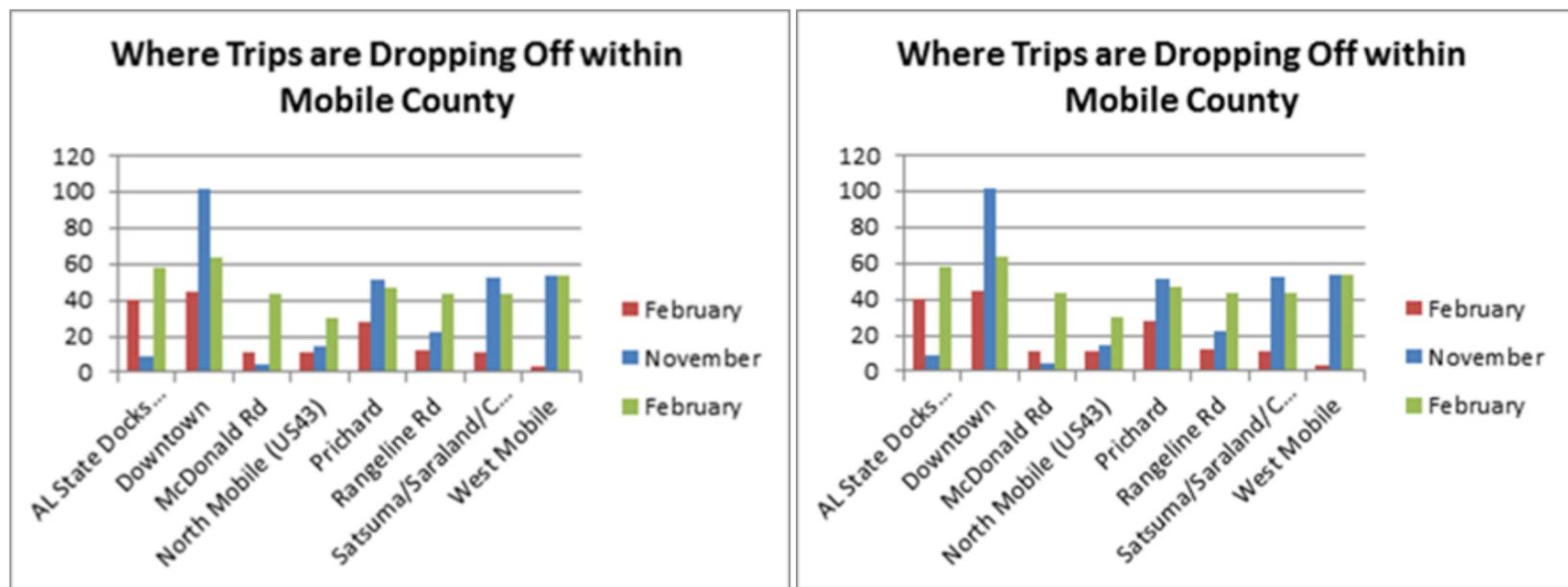


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TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

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/>



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. Please contact Allison Gregg (251-604-9790) to coordinate site visits.

Recent Scheduling Changes This Week for Mobile

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

Project : 100069442 (CN)

Federal aid number : NH 0042

County : MOBILE

Project Description : INSTALLATION OF NEW GENERATOR TO REPLACE EXISTING GENERATOR FOR BANKHEAD TUNNEL AND ITS DEVICES

Old Target start date : August 30, 2019

New Target start date : September 27, 2019

Projects in Region Let March 29th, 2019

HSIP-NR19(906) ,BALDWIN, ESCAMBIA, MOBILE, AND CONECUH COUNTIES

Contract Time: 75 Working Days

for constructing the Safety Improvements (Curve Warning Sign Installation) on various routes in the Southwest Region (Mobile Area) as indicated in the plans.

The Bracket Estimate on this project is from \$388,351 to \$474,651 .

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

Legislative Updates

Legal challenge planned for Alabama's new gas tax

By [Levi Harvey](#) | March 27, 2019 at 9:17 PM CDT - Updated March 28 at 9:46 AM

FLORENCE, AL (WAFF) - A former candidate for the Alabama State House is challenging Governor Kay Ivey's gas tax bill.

Tom Fredricks says the Port of Mobile shouldn't get tax dollars from the newly passed bill because the Port is not a road or bridge.

Fredricks is now working with attorneys to challenge the law.

He says that Amendment 354 of the state constitution guarantees money should only be used to fund roads and bridges.

"If we are going to have a gas tax than it needs to be spent on roads and bridges," said Fredricks. "We were going to do and that's what people were lead to believe."

Each month Mobile is getting up to \$980,000 of gas tax revenue that will be used to repay the debt on the ship channel widening project.

"There is a section in that act that diverts approximate \$12 million a year to the Port of Mobile dredging project," said Fredricks.

Fredricks legal team argues Amendment 354 of the state constitution restricts gas tax money to only be used to fix and maintain public highways and bridges.

However, state lawmakers who are for funding the Port of Mobile argue Section 24 of the Alabama Constitution states navigable waters are considered public highways.

Still, Fredrick and his legal team plan to file a lawsuit against the state.

"They [the Court] could knock down our complaint and say now you guys are wrong game over," admitted Fredricks. "They could say you guys are right and severance doesn't apply so then then this whole bill could go back to the legislature for a rewrite."

Fredricks says he expects to file a lawsuit in Montgomery County Circuit Court this week.

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Senate panel approves GOP budget that slashes spending

BY [NIV ELIS](#) - 03/28/19

The Senate Budget Committee on Thursday approved a GOP-backed budget resolution that would allow for draconian spending cuts by reducing both defense and nondefense spending for 2020.

The resolution advanced in an 11-8 vote along party lines.

“This budget represents an important first step toward addressing our country’s fiscal challenges and provides a path for us to begin working together to achieve real deficit reduction,” said committee Chairman [Mike Enzi](#) (R-Wyo.). “I hope that this budget will mark the beginning of a serious conversation on issues that Congress has been content to ignore for too long.”

Budget resolutions do not carry the force of law, and in recent years they have been seen largely as political messaging documents. But the measure represents a marker in spending negotiations and serves as a Senate GOP counterpoint to [President Trump](#)’s budget proposal.

Trump asked Congress to boost defense spending to \$750 billion, mostly by adding billions of dollars to an off-book fund that does not count toward a statutory budget cap. His request also would allow nondefense spending to dramatically fall in accordance with budget caps.

The Senate’s budget sticks to the legal caps for defense — falling from \$716 billion to \$643 billion, including off-book funds — and nondefense, which would drop from \$640 billion to \$542 billion. The overall reductions would amount to \$126 billion.

The spending blueprint also would decrease spending on Medicaid, children’s health insurance and Affordable Care Act subsidies by \$281 billion, and on Medicare by \$77 billion.

“The truth is that this is a disastrous budget for the middle class and working families of this country,” said Sen. [Bernie Sanders](#) (I-Vt.), the panel’s ranking member.

The budget included an amendment that would extend the 2017 GOP tax cuts, as well as an amendment from Sen. Rick Scott (R-Fla.) to protect people with pre-existing conditions.

The Scott amendment follows an announcement from the Justice Department that it would seek to upend the entirety of the 2010 Affordable Care Act, which requires insurance companies to provide health insurance to people with pre-existing conditions. The move roiled congressional Republicans, who are concerned that voters will punish them at the ballot box for going after the popular provisions.

Democrats were able to attach a handful of amendments, including ones that would monitor climate-related threats to national security, reduce prescription drug prices and make low-income rental housing more affordable.

On the other side of the Capitol, House Budget Committee Chairman [John Yarmuth](#) (D-Ky.) said Democrats were inching closer to a deal on their own budget resolution.

That resolution would increase defense spending by a smaller amount than Trump requested, but ensure nondefense spending increases by a larger number.

Democrats have struggled to unite their caucus around the resolution. If they reach a deal, they expect to mark up their budget next week.

Regardless of whether the budget resolutions progress in each chamber, Democrats and Republicans will continue negotiations over a deal to raise spending caps for 2020 and 2021, which will serve as the ultimate arbiter of how much Congress appropriates.

Battles still loom, however, particularly over Trump’s \$8.6 billion request to fund his border wall. A previous standoff over wall funding led to a 35-day partial government shutdown this year, the longest in U.S. history.

Senate Funding Leader Praises White House’s Infrastructure Grants Proposal

WASHINGTON — The Trump White House’s newfound backing of infrastructure grants managed by the U.S. Department of Transportation earned praise from the top transportation funding leader in the U.S. Senate.

Transportation funding subpanel Chairwoman Susan Collins (R-Maine) on March 27 said she was “pleased that the administration has included funding for several critical infrastructure programs.”

Collins was referring to President Donald Trump’s fiscal 2020 budget request that called for dedicating \$1 billion for the Better Utilizing Investments to Leverage Development (BUILD) grants. The comparable Obama-era grants were known as the Transportation Investment Generating Economic Recovery, or TIGER, grants.

“I know you have personally seen the success of this program in communities, both rural and urban, and I want to thank you for your advocacy for this significant funding,” Collins told Transportation Secretary Elaine Chao, who appeared before the panel to defend the president’s proposal.

The White House’s fiscal 2020 budget also proposed \$2 billion for Infrastructure for Rebuilding America, or INFRA, grants for freight projects, and \$300 million for a bridge program. The Trump administration previously proposed significantly less funding for such grants, which have garnered popularity on Capitol Hill over the years.

The chairwoman also noted the funding request for the Federal Motor Carrier Safety Administration was consistent with previously authorized levels. In the budget request, FMCSA would receive \$288 million for safety operations and programs, and \$387.8 million for safety grants. That proposal is higher than the fiscal 2019 enacted level of \$284 million for safety operations and programs, and \$382.8 million for safety grants.

Overall, the fiscal 2020 request for U.S. DOT's discretionary spending is a 22% decrease from last year, according to the Office of Management and Budget. In discretionary funding, DOT is requesting \$21.4 billion. The fiscal 2019 enacted level was \$26.5 billion. For mandatory funding, the request is for \$62.2 billion. The fiscal 2019 enacted level was \$60.8 billion.

Discretionary funding requires the approval of Congress' appropriations committees. Mandatory funds of entitlement programs and payments to state and local governments are normally not established by the congressional appropriations process.

Congressional appropriators have consistently rejected deep cuts to major agencies.

Meanwhile, Rhode Island Sen. Jack Reed, the panel's top Democrat, urged Chao to adopt guidance that would ensure infrastructure projects are capable of withstanding the impact of severe weather events.

Reed said catastrophic storms and floods occurring more often convince him of the need for new climate resilient policy. Major flooding in the Midwest is a recent example of severe weather destroying existing freight and commuter corridors.

Of the rebuilding efforts across regions affected by flooding, Reed said, "We want to make sure we do it in a sustainable way."

"When you have a 100-year flood every three years you've got to wonder what's going on," he added.

In response to Reed, Chao said her department's subagency on highways was monitoring resilient infrastructure through several pilot projects.

"I think the resiliency of infrastructure is very important — to be prepared for natural disasters of any sort," Chao said. "And so, we need to work to ensure that infrastructure projects are able to meet these unusual circumstances."

Climate resilience policy is poised to become a point of contention for transportation leaders tasked with crafting infrastructure legislation this spring. Most Democrats, such as House transportation panel Chairman Peter DeFazio of Oregon, endorse resiliency provisions. A significant number of their Republican counterparts are not supportive of such measures.

House Dems inch closer to budget proposal

BY [NIV ELIS](#) - 03/28/19 12:19 PM EDT

House Democrats say they are getting closer to an internal deal on a budget resolution that would increase nondefense spending faster than defense spending, a reversal from recent years.

"I'd say the odds are that there will be [a resolution]," House Budget Committee Chairman [John Yarmuth](#) (D-Ky.) told The Hill.

In order to stick to legislative timelines, the budget would have to be released Monday and marked up that week.

Yarmuth's assessment is an improvement from just a few weeks ago, when he said the odds were 50-50 that House Democrats would be able to strike a deal that would satisfy the various groups within the caucus.

Progressives were pushing to boost nondefense spending and restrain or even freeze defense spending, raising concerns for defense and budget hawks. There were also concerns about how to pay for some of the environmental, educational and health priorities Democrats want to showcase in the resolution, a nonbinding document that will ultimately serve to set the stage for bipartisan talks on raising spending caps.

"There are Blue Dogs and New Dems that don't want to vote for any tax increase," Yarmuth said, but added that some members could overcome their misgivings to help Democrats avoid the embarrassment of not producing a budget. "It's one thing to not like the level, and another thing to say you're not going to vote for it," he said.

The resolution would increase defense spending, but not to the \$750 billion level [President Trump](#) requested in his budget. It would aim to stabilize the debt as a percentage of GDP over the course of a decade.

Whether or not Democrats choose to pass a budget, they are unlikely to find common ground with the GOP-controlled Senate, which was marking up its own budget resolution on Thursday. That resolution called for keeping steep spending caps in place, cutting both defense and nondefense spending dramatically.

Ultimately, leadership from both parties are working to reach a two-year deal to raise those caps, which will determine the real spending levels for fiscal 2020 and fiscal 2021.

Shelby Releases Disaster Supplemental Appropriations Legislation

WASHINGTON, D.C. — Senate Appropriations Committee Chairman Richard Shelby (R-Ala.) today released the text of [emergency supplemental appropriations legislation](#) that will help millions of Americans recover and rebuild from recent natural disasters. The measure provides \$13.45 billion in supplemental funding for states and territories recently ravaged by tornadoes, flooding, hurricanes, wildfires, earthquakes, volcanoes, typhoons, and other such events. The Senate will vote on the motion to proceed to the legislation today. Chairman Shelby issued the following statement regarding his support for the bill:

“Millions of Americans are hurting as a result of natural disasters that occurred last year and are currently ongoing. This legislation is the product of months of bipartisan discussions and contains important input from both sides of the aisle and both chambers of Congress. It now also includes critical relief for states like Iowa, Nebraska, Missouri, and Kansas that are experiencing ongoing, catastrophic flooding. I hope my Democratic colleagues will join us in providing the relief these people need and not stand in the way just because it does not include every single provision they wanted.”

The supplemental appropriations bill provides critical aid for states affected by disasters in 2018, as well as ongoing relief for disasters that occurred in 2017, including: agriculture disaster relief for farmers; development grants for small, rural communities; assistance for veterans’ health facilities and military construction projects; emergency funds for critical timber, watershed, and wastewater infrastructure needs; and resources to restore highways, aviation facilities, and other transit projects. The measure also includes an additional \$600 million in nutrition assistance for Puerto Rico – a key Democratic priority in the bill. In addition, the legislation expands eligibility in certain accounts for states in the Midwest and the South that have experienced catastrophic flooding and tornadoes in 2019.

The following are links to the legislative text and summary for the disaster supplemental:

[Additional Supplemental Appropriations for Disaster Relief, 2019](#)

[Disaster Supplemental Summary](#)

Transportation and Infrastructure Committee holds Markup

Washington, DC- The Transportation and Infrastructure Committee held a Full Committee markup this past Wednesday, March 27, 2019 to consider the following measures:

- H.R. 1108 – Aviation Funding Stability Act of 2019
- H.R. 1775– To establish a task force on NOTAM improvements, and for other purposes;
- H.R. 367 – Pay Our Coast Guard Parity Act of 2019
- H.R.1322 – To require a report on the effects of Climate Change on the Coast Guard;
- H.R. 1306 – Federal Disaster Assistance Coordination Act
- H.R. 1307 – Post-Disaster Assistance Online Accountability Act
- H.R. 1311 – To amend the Robert T. Stafford Disaster Relief and Emergency Assistance Act to ensure that unmet needs after a major disaster are met
- H.R. 1331 – Local Water Protection Act
- Other matters cleared for consideration.

Watch the livestream of the Full Committee Markup on YouTube [HERE](#).

Funding Opportunities

About the AARP Community Challenge

AARP invites you to submit applications for quick-action projects that can help your community become more livable. Applications are now being accepted for small grants to improve housing, transportation, public space, smart cities and other community elements.

- **Applications are due by April 17, 2019, 11:59 pm (ET)**
- **All projects must be completed by November 4, 2019**

More information may be found by following this [LINK](#).

National Park Service Accepting Proposals for Historic Revitalization Subgrants in Rural Communities

News Release Date: February 8, 2019

Contact: NewsMedia@nps.gov

WASHINGTON – The National Park Service is now accepting applications for \$5 million in grants to support the preservation of historic buildings in rural communities across the country that are listed in or eligible for inclusion in the Places through the Historic Revitalization Subgrant Program (HRSP).

"Historic preservation projects have consistently proven to spur economic growth," National Park Service Deputy Director P. Daniel Smith said. "The goal of this new competitive subgrant program is to support the rehabilitation of historic properties in our nation’s rural communities, shine a light on their unique local history, and foster economic development."

The HRSP is funded through the Historic Preservation Fund, which is supported by revenue from Federal oil leases on the Outer Continental Shelf, providing assistance for a broad range of preservation projects without expending tax dollars. State and Tribal Historic Preservation Offices, Certified

Local Governments, and non-profits may apply to the NPS for funding to support a subgrant program that will in turn fund multiple physical preservation projects in their rural jurisdictions.

Applications for funding are now being accepted in [Grants.gov](http://www.grants.gov) through April 1, 2019 (11:59 p.m. EST). Applicants must define a subgrant program that covers areas defined as rural by the U.S. Census (less than 50,000) and preserves multiple National Register listed or eligible properties in support of economic development. Applicants must also demonstrate that they are capable of managing a federally funded subgrant program.

More information about the HRSP grants, including application materials, is available on the program website: <http://go.nps.gov/revitalization>.

To confirm rural eligibility: <https://www.census.gov/quickfacts/>.

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](http://www.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](http://www.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.

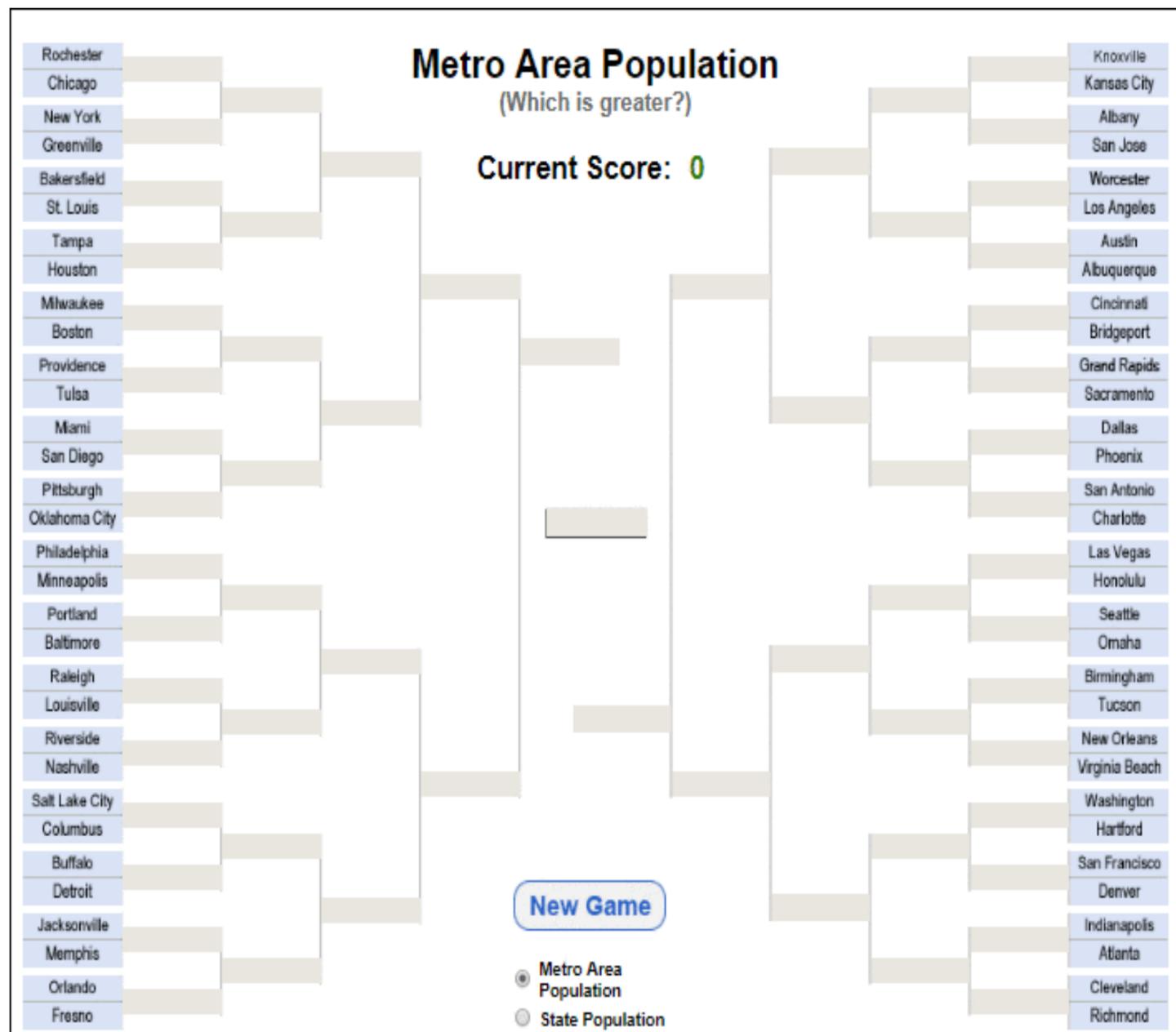
Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the 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

Second Chance Bracket?

Try the Census Bureau's Population Bracketology Game



Test your knowledge of population data! Start by choosing your geographic level: metro areas or states. Click on the name in each match-up that you think has the larger population. Green shows a correct answer, red indicates an incorrect answer. When you have opposing names picked for the next round, pick again.

How close can you get to a perfect score of 63? When you are finished, play again or mouse-over results to view the most current population estimates for each pair.

Get Started

Here are the data sources we used to build this data visualization:

- [Metropolitan Area Definitions](#)
- [Population Estimates Vintage 2018](#)
- [International Data Base](#)

Winners in each metro area match-up are based on a comparison of the July 1, 2017 population estimates. Metro areas included are the 64 most populous (based on 2017 population) in the 50 states and District of Columbia.

In the News

Mobile readies itself for downtown airport's May 1 opening

Updated Mar 28, 12:08 PM; Posted Mar 28, 7:45 AM

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

Rare is it for a city to pick up and move its entire commercial airport operation from one place to another. But that's the plan in Mobile, and Elliot Maisel is confident that the flying public is aware of it.

What startles many, he said, is that the first commercial flights will be departing the rapidly retooling [Downtown Mobile Airport](#) at the Brookley Aeroplex in a mere 35 days.

"They are amazed over when this will happen," said Maisel, chairman of the Mobile Airport Authority. "I tell them, 'May 1.' They are surprised. 'May 1?'"

For that reason, he said, it's important to press ahead spreading awareness, kicking up ticket sales and excitement.

Maisel's comments at Wednesday's Airport Authority board meeting came as construction crews worked to meet a tight timeline to prepare for the inaugural flight to Chicago that departs around 1:30 p.m. on May 1.

[Frontier Airlines](#), the Denver-based low-cost carrier, will offer three flights per week to Denver International Airport and two flights per week to Chicago O'Hare International Airport.

A new 20,000-square-foot terminal is being established to accommodate [Frontier](#), other airlines soon to arrive downtown, and their passengers. That terminal – named "Terminal One" -- will be situated inside a 50,000-square-foot building that partially serves as an Airbus logistics center.

The new terminal's \$8 million cost is being paid for by the Airport Authority's cash flows, reserves and other financing.

The speed with which they've pushed to begin operations has caused a \$700,000 cost overrun, about 9 percent. Most of that extra cost came from parking and security.

"I don't think this percentage of overage is that far out of line given the facts of this project," Maisel said. "Don't confuse that with any sense that I'm happy."

The terminal will feature two gates and five ticket counters, according to Chris Curry, Airport Authority executive director.

"All of our funds are meant to be reinvested into aviation for the benefits of the citizens of Mobile," Maisel said. "We believe we'll get an ample return on investment by virtue of our mission."

'Around the corner'

Maisel is urging business and civic leaders to quickly ramp up efforts to spread the word about the downtown flights.

Maisel suggested that entities such as Visit Mobile, the Mobile Area Chamber of Commerce and the Retirement Systems of Alabama form a marketing coalition emphasizing the May 1 date.

"We need to do a better job of saying, 'It's right around the corner,'" Maisel said.

The Chamber, according to spokeswoman Susan Rak-Blanchard, is highlighting the Brookley airport's evolution in its various publications and blog, and on social media.

Michael Pegues, spokesman with RSA, praised the terminal project for being important to downtown's vitality -- "for everything from shopping to eating, as well as increasing overnight stays."

He added, "It will clearly increase business for the carriers, as it will now be more competitive with Florida airports for all the travelers of Baldwin County."

Maisel said that Frontier, in conversations with airport officials, is "satisfied with bookings" out of Brookley thus far.

Frontier officials will be in Mobile on April 22, to perform training exercises ahead of the first flights.

Maisel, though, said he wants Mobile to be awash in details about the new terminal and the flights to Denver and Chicago. It's essential, he said, for the city's leadership to be "the catalyst" of more and more ticket sales.

Curry said that Orlando-based low-cost carrier, [Via Airlines](#), will move to the downtown airport at some point after May 1. Via was the first airline to commit to Brookley about one year ago, and will begin [offering flights to Birmingham](#) on April 4.

Curry said the terminal will grow by 30,000 square feet, occupying the entire building, once Airbus moves out its offices this summer. That will allow for construction of two more gates.

Long term view

Meanwhile, a \$1.5 million [master plan](#) is under way by aviation consultants LeighFisher to examine the complete shift of commercial airline service to Brookley from Mobile Regional Airport on the city's western edge.

The Federal Aviation Administration shouldering nearly all of the cost of the master plan.

Maisel said the authority decided against approaching the FAA to seek funding for the Terminal One project.

Rather, the authority hopes that the FAA will pitch in to help pay for a primary terminal to be built later, once the master plan wraps up.

Mobile Regional has handled commercial flights since it opened in 1986, while Brookley has long served as a general aviation cargo carriers such as FedEx.

But since December 2017, the Airport Authority – with the backing of Mayor Sandy Stimpson -- has been charged with overseeing a complete relocation of commercial flights to Brookley. The Downtown Airport is easily accessible to Interstate 10, and is much closer to booming Eastern Shore communities in Baldwin County.

Major drop in traffic fatalities in Alabama this year

By [Bryan Henry](#) | March 28, 2019 at 4:49 PM CDT - Updated March 29 at 7:40 AM

MONTGOMERY, AL (WSFA) - Erica Guzman and her family are headed back to Texas after a spring break swing through seven states, including Alabama. With several family members on board, including an infant, no one is taking any chances on the road, especially when you factor in the traffic in places like Florida.

"It took us a while to get through that once piece of Florida," said Guzman.

"There's going to be a lot of people traveling," said Alabama Trooper Jesse Thornton.

And playing it safe is what Thornton likes to hear, no matter where you travel.

"I remember there was a crash on I-65. Kids were traveling back from spring break. They were from out of state and a vehicle crossed the median, hit head-on and there were numerous fatalities involved," said Thornton.

According to the Foundation For Advancing Alcohol Responsibility, there were 268 alcohol-related traffic fatalities in 2017. More than 10,000 in the country that same year. 27 people under the age of 21 died in the same year on Alabama roads, slightly more than 1,000 in the U.S. And the number of teenagers arrested for driving under the influence was 42 in 2017 in Alabama. In that same year more than 5,000 in the same age bracket in the U.S. "A lot of time people are of the mindset it's not going to happen to them," said Thornton.

But there is encouraging news. As of today, state troopers in Alabama have worked 41 fewer traffic fatalities compared to this time last year, a nod to motorists paying more attention and not taking chances with their phones or drinking, according to the Alabama Law Enforcement Agency. The decrease in traffic fatalities is the largest decrease in state traffic fatalities in four years.

The spring break season is here. The roads are sometimes congested, but a far better problem than the alternative, one trooper Thornton rather not see again in his career.

"You think about how senseless it is," said Thornton.

The 2017 statistics were the latest provided by the foundation.

FHWA Says Road Travel Set Mileage Record In 2018

editor@aaashto.org March 22, 2019

The Federal Highway Administration [released new data](#) on March 21 showing total U.S. vehicle miles traveled or VMT reached a record-setting 3.225 trillion in 2018 – an increase of 12.2 billion miles compared to 2017.

FHWA's latest "Traffic Volume Trends" report also showed that 2018 is the fifth year in a row to top 3 trillion VMT.

Demand for cargo and delivery services are also setting records, the agency noted. According to the Bureau of Transportation Statistics, in December 2018, its Freight Transportation Services Index ended 2.9 percent higher compared to December 2017 and 9.8 percent higher compared to December 2016.

"Record-setting vehicle-miles traveled reflects a robust economy, lower gas prices and is another reason to ensure that America's roads and bridges are well-maintained and modernized to improve safety," noted U.S. Department of Transportation Secretary Elaine Chao in a statement.

The rise in VMT is also occurring simultaneously with a decrease in highway fatalities. The National Highway Traffic Safety Administration noted in [October last year](#) that highway fatalities dropped by 673 or almost 2 percent when compared to 2016's figures, even as VMT increased 1.2 percent from 2016 to 2017.

That downward trend [continued into early 2018](#) as a statistical projection of traffic fatalities for the first half of that year by NHTSA showed a decrease in fatalities of 540 or about 3.1 percent as compared to the first half of 2017.

However, if those trends held throughout the year, experts forecast fatalities will total just over 34,000 for all of 2018.

Move Over. It's The Law.

Posted by U.S. Secretary of Transportation Elaine L. Chao

If your car has ever broken down or had a flat tire, leaving you stranded on the side of a road, you know how dangerous and unnerving it can be. Cars and trucks speeding by just inches away leaves too little margin for error and could so easily result in a disastrous crash. America's first responders – *police, fire, EMT's* – face this peril every day in the line of duty.

Also at risk are tow truck drivers, highway workers, utility workers and others whose jobs sometimes require that they park their vehicle on the roadway or the side of the road.

To keep people from being killed or injured in these situations, all fifty states now have mandatory "Move Over" laws. Details vary, but assume that if you see a vehicle with emergency lights or flashers on, you are required to move over a lane and slow down.

More than 150 law enforcement officers have been killed since 1997 after being struck by vehicles along America's highways. In fact, traffic-related incidents, including vehicle crashes, are one of the leading causes of death for law enforcement officers. In 2017, 47 officers lost their lives in traffic-related incidents, with nine officers struck and killed outside their vehicles. Already in 2019, responder fatalities include 7 law enforcement officers. From 2007 to 2017, 39 percent of law enforcement officers killed in the line of duty were lost in traffic-related incidents. Many have been seriously injured. This is a tragedy and completely preventable.

The National Highway Traffic Safety Administration will continue to raise awareness of this important issue through its ongoing safety campaign: **Move Over. It's the Law.**

Every driver has a part to play in keeping first responders safe. When you see a first responder or other vehicle with flashing lights, please slow down, move over, and give them space to stay safe. "Move Over" is not only the law in all fifty states, but is also the courteous thing to do. And when you safely move over, you are signaling to the drivers behind you that they should follow your lead.

Bike Summit Panel Forecasts 'Disruptive Change' For Streets

editor@aaashto.org March 22, 2019

Street designs will need to undergo more "holistic" change in order to accommodate growing needs for both curb and travel space for ride-hailing service vehicles, transit buses, bicycles, scooters, and pedestrians alongside traditional car and truck volumes.

That was the outlook provided by a group of diverse panelists at the National Bike Summit 2019 on March 11, held in Crystal City, VA.

"We can't let chaos make bad decisions," stressed Calvin Gladney, president and CEO of Smart Growth America. "We need to take a breath, step back, and think holistically – think about everyone and every type of [transportation] mode involved when it comes to our streets."

Rebecca Serna, executive director of the Atlanta Bicycle Coalition, highlighted the tremendous growth being witnessed for what she called "lighter, smaller, slower, sustainable vehicles" such as electric bicycles and scooters, which should spur the development of what she described as "Lit Lanes" dedicated solely to such traffic. "The multiplicity of micro-mobility modes offers a huge opportunity," Serna said.

Gabe Klein, a partner with Cityfi and the former commissioner of the Chicago Department of Transportation and director of the District Department of Transportation, noted that the growing plethora of mobility options means "we can no longer be purists" regarding specific modes of travel.

"Different people and different use cases require the need for different transportation services," he explained. "Fundamentally everyone needs transportation, but whether it is by [ride-hailing provider] Lyft, by bike share, by government or non-government owned transportation won't matter; it will revolve around the most pragmatic option for getting from point A to point B."

Gabe stressed that "bridging the physical, economic, and cultural gaps around new modes" will be the "unique challenge" transportation providers at the federal, state, and local level will need to address in the future.

Miller Nuttle, senior manager of bike and pedestrian policy for Lyft, echoed Klein's point by noting that the deployment of autonomous vehicles, for example, "should not stop the push for more bicycle and walking infrastructure. We get so used to pushing a single mode of transportation that we forget to look at how, for example, we can get more total efficiency out of [street] curb space, such as creating dedicated pickup and drop-off zones or bike share stations versus having a car parked taking up a single spot for over four hours."

Smart Growth America's Gladney stressed a similar point, noting that, going forward, "we need to think more about an interconnected transportation system; how we get from points A, B, and C through all of the various modes available. Right now, though, we have to pick from those modes in silos."

As a result, he emphasized that "there is not one answer, one transportation solution set anymore. We have to think holistically about streets and curb side management; not just how to deal with all of the vehicles but about safety as well."

Judge: Alabama won't be ordered to redistrict before 2020

BY ELIZABETH PATTON ON MARCH 28, 2019 2020, SLIDER, STATE

A federal judge says a lawsuit challenging Alabama's congressional districts will go forward, but the state can't be forced to redraw lines before 2020.

U.S. District Judge Karon Bowdre issued the decision Wednesday.

Eight African-American voters filed the 2018 voting rights lawsuit contending the state illegally packs minority voters into a single congressional district. The lawsuit contends Alabama should have two majority-minority districts.

Citing a delay in filing the lawsuit, Bowdre said Alabama would be harmed if it is forced to redistrict twice in two years. However, Bowdre said if the current map is ruled unconstitutional, Alabama couldn't use it as the basis for drawing new lines in 2021.

Attorney General Steve Marshall says he was pleased the judge agreed plaintiffs "waited too long to file their legal challenge."

Transportation Research

[Transportation Funding: Best Practices & Lessons Learned from the States \[July 17 ARTBA-TIAC Workshop\]](#)

by [Carolyn Kramer](#) | Mar 21, 2019

During the first two months of 2019, legislators in 37 states introduced 185 bills to boost transportation investment, more than the same period last year. On March 12, the governors of Alabama and Arkansas each signed state gas tax increases to fund transportation projects. Other funding measures are headed to state and local ballots later this year. Learn more about what's working, what's not, and what's ahead at the **6th Annual "National Workshop for State & Local Transportation Advocates,"** a signature program of ARTBA's Transportation Investment Advocacy Center™ (TIAC).

This year's Workshop will include:

- An overview of state transportation funding trends and initiatives, plus a preview of what's to come on 2019 state and local ballots;
- An update on federal transportation funding and efforts to permanently fix the revenue stream for the Highway Trust Fund;
- In-depth exploration of how states are adapting for vehicle fuel efficiency;
- The benefits and challenges of tolling;
- Campaign strategies from battleground states, and on passing legislative and ballot measures;
- Advice from state lawmakers on succeeding in your transportation funding campaign;
- And more!

The annual in-person meeting of the **Transportation Investment Advocates Council** will be held the afternoon of **Tuesday, July 16**. This meeting is for members of the Council, or for those interested in learning more about state transportation funding resources.

The Workshop is being held in conjunction with [ARTBA's 31st annual "Public-Private Partnerships in Transportation Conference."](#)

[Register for the Workshop.](#)

[More information & hotel reservations.](#)

[View the agenda.](#)

STEP (Safe Transportation for Every Pedestrian) workshop in Mobile

The Alabama Transportation Assistance Program (ATAP, the Alabama LTAP Center) has partnered with FHWA's Every Day Counts program to present a one-day, reduced-fee, STEP (Safe Transportation for Every Pedestrian) workshop in Mobile. The workshop will be on Wednesday, April 3, at the South Alabama Regional Planning Commission office at 110 Beauregard Street. Peter Eun, who co-leads FHWA's STEP team, will deliver the workshop. The brochure is attached. The registration fee is \$75; this includes the 6.5 PDH workshop, course materials, and lunch on site. To register, go to <http://eng.auburn.edu/atap/events/edc5-step.html>

2018 Benchmarking Report on Biking and Walking from the League of American Bicyclists

WASHINGTON, DC – February 8, 2019: In 1958, Walt Disney imagined the future of transit was a "Magic Highway" where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

[CLICK HERE TO READ THE 2018 BENCHMARKING REPORT ON BIKING AND WALKING »](#)

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for Bicycling & Walking in the United States: 2018 Benchmarking Report shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

"The way we're investing in infrastructure isn't working," said Ken McLeod, policy director with the League of American Bicyclists, and lead author of the 2018 Benchmarking Report. "There is a crisis in traffic safety and we have the tools to reduce the number of bicyclists and pedestrians killed on our roads every year—we need leaders at the national and state levels to take action: adopt Complete Streets policies, draft and implement bike and pedestrian master plans, and build protected infrastructure."

The 2018 Benchmarking Report is the sixth edition of the report, the first published by the League of American Bicyclists. By combining data analysis with the League's research and data collection, the 2018 Benchmarking Report offers the most comprehensive look at national and regional statistics on bicycling and walking alongside an examination of the policies and plans, or lack thereof, to improve infrastructure for people biking and walking. In investigating the relationship between states with Complete Streets policies and/or bicycling and walking master plans, the League found that states with long-term and multiple actions on both had more growth in active transportation.

"The Benchmarking Report should be a wake-up call," said Bill Nesper, executive director of the League of American Bicyclists. "While the state and safety of bicycling and walking may seem dire, it's not all bad news. The data shows there are places like Oregon, Minneapolis, and Washington, DC, where officials are working with advocates on the ground to create communities that are more welcoming for bicyclists and pedestrians. Local bike advocates are working to meet their communities' needs and make biking better—it's time for state and federal leaders to empower local efforts."

Produced with support from groups such as AARP and Toole Design Group, the 2018 Benchmarking Report demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of

moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor's office encourage healthier outcomes for everyone.

The 2018 Benchmarking Report contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

- Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
- Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
- 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
- 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
- 20 percent of biking trips in 2017 were to earn a living.
- Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
- For people with an income below \$25,000 per year, biking in an increasingly common method for taking trips.

A new initiative from the Centers for Disease Control and Prevention, [Active People, Healthy NationSM](#) aims to get 27 million Americans more active by 2027. This initiative supports proven strategies to promote physical activity, including creating bikeable and walkable communities.

The nearly 400-page 2018 Benchmarking Report contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact communications@bikeleague.org to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly.

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.