



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 16<sup>th</sup>, 2019

Volume 31, Number 6

## In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET AUGUST 30<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

There is a Mobile MPO meeting next week, Wednesday, August 21, 10:00AM and the MPO 101 was held earlier this week; See *Mobile MPO Updates*. There's lots of interest in the proposed toll over the Mobile River; See *Legislative Updates and In the News*. ADECA is hosting a Land and Water Conservation Fund Application Workshop; see *Funding Opportunities* It's time to get ready for the 2020 Census, find out how you can help; see *Transportation Research*.

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

There is a Mobile MPO meeting next week, Wednesday, August 21, 10:00AM. The Technical Coordinating / Citizens Advisory Committee (TCC/CAC) met on July 31<sup>st</sup> and recommended PM1 and PM3 Performance Measures, the FY 2020 Unified Planning Work Program and the 2020-2023 Transportation Improvement Program (TIP) to be adopted by the MPO at its upcoming meeting on August 21<sup>st</sup>. Both the TIP and UPWP are currently out for public review at 43 places around Mobile County and available at [www.mobilempo.org](http://www.mobilempo.org). If you have any questions pertaining to the agenda of the August 21st meeting, please do not hesitate to call Kevin Harrison.

## MPO 101 Seminar

Director of  
Transportation  
[kharrison@sarpc.org](mailto:kharrison@sarpc.org)

Tom Piper  
Senior Transportation  
Planner  
[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



The MPO 101 Class was this week and it was very well attended. The South Alabama Regional Planning Commission and The Eastern Shore MPO jointly conducted the class for our committee members. The Federal Highway Administration also presented. This class was intended for committee members of the Bicycle Pedestrian Advisory Committee, Citizens Advisory Committee, Technical Advisory Committee, or MPO Policy Board for either the Mobile MPO or the Eastern Shore MPO. This class was held two years ago for just the Mobile MPO, and was well received. This may become a biennial event depending on the success of next week.

---

#### **MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY**

Last week the consultant selection committee shortlisted three firms to present to them, concerning *Mobile Area Demand Response Transit System Feasibility Study*. These three firms are giving presentations to the selection committee today. Directly following the presentations today, the consultant selection committee will select a consultant to conduct the Feasibility Study. We would like to get the study under way as soon as the new fiscal year begins.

Click on link below to see the Scope of Work

[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

If you would like to be part of this study, please call Kevin Harrison for details.

---

#### **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.

---

#### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE**

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

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

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

<http://mobileriverbridge.com/>



### 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). 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 : 100046895 ( CN )

Federal aid number : STPMB 7550 (601)

County : MOBILE

Project Description : CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD)

Old Engineers Estimate : \$9,400,000.00

New Engineers Estimate : \$11,319,808.34

Project : 100068533 ( RW )

Federal aid number : STPMB 4918

County : MOBILE

Project Description : ADDITIONAL LANES WITH REALIGNMENT ON CR-56 FROM 0.28 MILE WEST OF ELIZA JORDAN ROAD TO SNOW ROAD

Old Target start date : September 01, 2021

New Target start date : October 01, 2020

Project : 100067959 ( FM )

Federal aid number : STPAA 0213 (504)

County : MOBILE

Project Description : RESURFACING ON SR-213 (SHELTON BEACH ROAD) FROM SR-158 TO SR-13(US-43)

Old Target start date : September 27, 2019

New Target start date : November 08, 2019

Project : 100055881 ( RW )

Federal aid number : STPMB 7550 (602)

County : MOBILE

Project Description : ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)

Old Target start date : October 01, 2019

New Target start date : January 01, 2020

Project : 100055753 ( CN )

Federal aid number : IMP3F AL06 (900)

County : MOBILE

Project Description : I-10 INTERCHANGE MODIFICATIONS FROM TEXAS STREET (EXIT: 25A) TO WEST TUNNEL ENTRANCE .

Old Target start date : November 08, 2019

New Target start date : November 06, 2020

Project : 100037215 ( CN )

Federal aid number : DBMB-STPMB 7550 (600)

County : MOBILE

Project Description : ZEIGLER BLVD ADDITIONAL LANES FROM ATHEY RD TO FOREST HILL DR

Old Target start date : November 08, 2019

New Target start date : December 06, 2019

# Projects in Region Let August 30<sup>th</sup>, 2019

---

## ESCAMBIA COUNTY

None at this time

## MOBILE COUNTY

None at this time

## BALDWIN COUNTY

None at this time

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

## Legislative Updates

---

### Gas tax takes effect Sept. 1.

Eddie Burkhalter, August 15, 2019

Sherwood Sparks sure would like to see some of Alabama's new gas tax increase, set to hit the pumps on Sept. 1, go toward improving safety on the roads leading to his hometown of Piedmont.

"Paying the tax doesn't bother me," Sparks said. "As long as I can see some results from my taxes for my city."

Lawmakers charged with providing oversight for how that money is spent are working to address just how the Alabama Department of Transportation makes those decisions, and that they're made with transparency.

Subscribe to APR's daily newsletter  
email address

The last time Alabama passed a gas tax increase the Cold War between the U.S. and the Soviet Union had just ended, and starting Sept. 1 drivers will pay an additional 6 cents a gallon.

Gov. Kay Ivey in March signed the new 10-cent-a-gallon gas tax into law. The initial increase will be followed by another 2 cents increase in 2020 and 2 cents in 2021. The state currently taxes gas at 18 cents per gallon and diesel at 19 cents.

The tax is also tied to the National Highway Construction Cost Index, meaning that beginning in 2023 the tax could change by no more than a penny every two years to match possible increases in road construction costs.

The National Highway Construction Cost Index varies from year to year, but the index grew 4.4 percent from 2003 to 2015, according to U.S. Department of Transportation estimates.

According to the bill signed into law, 67 percent of additional funds generated from the tax will go to the state, 25 percent to counties and 8 percent to cities.

All of the money is to be placed into a separate Rebuild Alabama Fund, and ALDOT is to provide the Joint Transportation Committee with an annual audit report.

Along with that gas tax increase, lawmakers approved an amendment by Rep. Margie Wilcox, R-Mobile, that strengthened oversight of the Alabama Department of Transportation by requiring ALDOT to submit a report on long-range plans to the state's Joint Transportation Committee.

Continue [HERE](#)

---

### Byrne calls for I-10 project 'pause' until 'people can be heard'

Posted Aug 12, 3:06 PM



Approximately 60 people showed up during a town hall meeting hosted by U.S. Rep. Bradley Byrne, R-Fairhope, on Monday, Aug. 12, 2019, at the Grand Bay Community Center in southwest Mobile County. The only issue discussed was the proposed plan by the Alabama Department of Transportation to institute tolls to help finance the I-10 Mobile River Bridge and Bayway project. (John [Sharp/jsharp@al.com](mailto:Sharp/jsharp@al.com)).

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

U.S. Rep. Bradley Byrne said Monday he hopes the state transportation department will “pause” the Interstate 10 Mobile River Bridge and Bayway project to allow more time for public comments.

“I say not ‘stop forever,’ but to pause it for the people to be heard,” Byrne said following a town hall meeting at the Grand Bay Community Center. “I don’t think the state officials have been listening to these people like I have at these town hall meetings. I think they need to hear these stories. I think they’ll realize the plan they’ve got is unworkable.”

Byrne’s comments come after Alabama Gov. Kay Ivey, [in a weekend opinion piece posted by AL.com](#), suggested any effort to “slow down” the \$2.1 billion I-10 project would be “unwise.”

Byrne acknowledged that it’s been three or more years since he’s had any kind of conversation with Alabama Department of Transportation Director John Cooper. He also told approximately 60 people at his town hall meeting that ALDOT has “tuned me out.”

“I am working with other people in state government to try and fix this,” Byrne said.

Allison Gregg, spokeswoman with ALDOT on the I-10 project, said in an email statement to AL.com that the “support of all elected leaders is vital” toward bringing the project to reality.

“ALDOT appreciates Rep. Byrne’s support of our INFRA grant application this year and in previous years,” Gregg wrote in an email, referring to [a \\$125 million federal grant the state received last month](#) that will go toward the financing of the project. Continue [HERE](#)

---

## Analysis of Successful Campaign Practices in Alabama’s 2019 Transportation Investment Legislation

by [Carolyn Kramer](#) | Jul 24, 2019 |

A new report by ARTBA’s Transportation Investment Advocacy Center™ (ARTBA-TIAC) analyzes Alabama’s successful 2019 campaign to increase transportation investment, including how organizations in the state built a coalition and obtained bipartisan consensus, and what led to the state’s transportation investment shortfall. It also explores significant state funding trends tracked by ARTBA-TIAC in recent years, including the importance of the governor acting as a champion of legislation and comprehensive research to support the need for increased investment. Readers will learn best practices and strategies to utilize in their own state.

The Alabama legislature March 12 approved legislation with overwhelming bipartisan support that will help generate more than \$300 million per year in additional transportation infrastructure investment. Lawmakers agreed to increase Alabama’s fuel tax by 10 cents-per-gallon, phased in over three years and indexed to the National Highway Construction Cost, and new annual registration fees of \$200 for electric motor vehicles and \$100 for hybrid motor vehicles. Gov. Kay Ivey (R) signed the bill into law the same day.

[Read the report.](#)

The TIAC staff researches and prepares detailed case studies of recent successful—and unsuccessful—state and local legislative and ballot initiative campaigns aimed at increasing transportation infrastructure investment. These studies dig into the politics, issues, media, and key players. Visit the [‘Campaign Case Studies’](#) tab on the TIAC website.

## Funding Opportunities

---

### Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II)

Deadline August 30<sup>th</sup>. 2019

The purpose of this program is to rehabilitate and improve transportation infrastructure by funding projects of local interest, proposed by one or more local governments, related to the state-maintained highway system. Projects may include local roads and bridges essential to such projects. The

program's goal is to address critical needs projects across the state to rehabilitate and improve the in-place facilities and in some cases provide new facilities at locations throughout the state. The program's focus is an emphasis on the public safety, economic growth, and stability of the state and its roads and bridges.

#### GENERAL INFORMATION

[Frequently Asked Questions \(FAQ\)](#)

[ATRIP-II Procedural Guidelines](#)

[FY2020 ATRIP-II Project Application](#)

---

### **[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](#)

---

#### **Does your community need help with a climate adaptation process?**

*August 31, 2019 Deadline*

EcoAdapt, in partnership with Virginia Tech, is excited to offer support for up to eight communities to undertake a stakeholder-driven climate change vulnerability assessment and adaptation planning workshop (1-2 days). We are looking for interested communities who are creating, updating or implementing a local plan (e.g., comprehensive/general, hazard mitigation, neighborhood). The goal of these workshops is to build local capacity for climate change adaptation, improve understanding about local climate change vulnerabilities, and develop implementable adaptation responses. Following the workshop, each community will receive a climate adaptation action plan focused on specific issues identified and discussed during the workshop. The action plan will summarize local climate vulnerabilities and impacts as well as adaptation strategies and actions designed to minimize vulnerabilities and increase community resilience.

EcoAdapt and Virginia Tech are convening these workshops as part of an ongoing National Science Foundation-funded study to determine what factors support effective adaptation learning and catalyze post-workshop action. Participants will be asked to respond to surveys before and after the workshop to assess learning and outcomes.

If your community is interested in being considered as a workshop site, please let us know using this [application form](#). Applications must be submitted by 30 August 2019 and you will be contacted by EcoAdapt in the fall.

---

#### **FY 2019 Land and Water Conservation Fund Application Workshop Notification**

The Alabama Department of Economic and Community Affairs is sponsoring a LWCF application workshop on Wednesday, September 11, 2019, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7<sup>th</sup> Floor Auditorium.

OFFICE OF THE GOVERNOR

**KAY IVEY**  
GOVERNOR



STATE OF ALABAMA

ALABAMA DEPARTMENT OF ECONOMIC  
AND COMMUNITY AFFAIRS

**KENNETH W. BOSWELL**  
DIRECTOR

August 6, 2019

**MEMORANDUM**

TO: All Interested Parties  
FY 2019 Land and Water Conservation Fund (LWCF)

FROM: Kenneth W. Boswell, Director   
Alabama Department of Economic and Community Affairs

RE: LWCF Application Workshop

The Alabama Department of Economic and Community Affairs is sponsoring a LWCF application workshop on **Wednesday, September 11, 2019**, at the Center for Commerce, 401 Adams Avenue, Montgomery, Alabama in the 7<sup>th</sup> Floor Auditorium. The workshop will begin at 1:00 p.m. and end by 4:30 p.m. Participants may access the Center for Commerce parking deck from the South Decatur Street entrance by entering the code 801880. Everyone interested in competing for LWCF grant assistance during this funding cycle is encouraged to attend.

**Preregistration is required.** To preregister, please call Kim Martin at (334) 353-3151 or email her at [kim.martin@adeca.alabama.gov](mailto:kim.martin@adeca.alabama.gov) by Friday, September 6, 2019. It will be necessary to provide Ms. Martin with the name(s) of the workshop attendees and the organization(s) they will be representing. The maximum capacity for the meeting location is 100. Preregistration will be closed should that number be reached. On-site sign in for preregistered attendees will begin at 12:30 p.m. the afternoon of the workshop.

The workshop will be accessible to all persons. If you have a disability that requires special services, materials, or assistance please notify Ms. Martin when you preregister. We look forward to working with you during the next funding cycle.

KWB:SH:km

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

TOLLED BY LICENSE PLATE? LETS SEE SOME GOOD LICENSE PLATES....



## In the News

### More Grants Aim to Spur Solutions To Highway Trust Fund Solvency Issues

[editor@ashto.org](mailto:editor@ashto.org) August 9, 2019

States are being encouraged to submit applications for the last two years of a grant program designed to test “alternative revenue mechanisms” built upon a user-fee structure to maintain the long-term solvency of the Highway Trust Fund.

A [Notice of Funding Opportunity](#) for the Surface Transportation System Funding Alternatives or STSFA program issued August 8 is providing a total pool of roughly \$38 million worth of Fiscal Year 2019 and FY 2020 grants to states – or groups of states that form partnerships for regional or national proposals – to test “new ways” to finance highway and bridge projects in lieu of motor fuel taxes.

Congress authorized \$95 million over five years to fund large-scale road user charge or RUC pilot studies by states or groups of states through the 2015 Fixing America’s Surface Transportation or FAST Act.

According to the NOFO issued by the Federal Highway Administration, the funding expires in FY 2020 so there will be two final application deadlines for grants under the STSFA program: October 15, 2019, and April 3, 2020.



The STSFA grants are only available to states, the NOFO said, and requires that a state department of transportation serve as the lead agency for administering the program funding through the Federal-aid highway program. However, another state agency can be responsible for providing day-to-day project oversight, it noted.

FHWA added that STSFA grants shall make up no more than 50 percent of total proposed project costs, with the remainder coming from non-Federal sources. Other Federal funds using their appropriate matching share may be leveraged for project deployment, the agency noted, but cannot be considered as part of the STSFA matching funds, which must come from non-Federal sources unless otherwise allowed by statute.

In February, FHWA awarded \$10.2 million in STSFA grants to [seven state DOTs](#) to “investigate and evaluate various mileage-based and road-user charges, including for trucks and automated vehicles, and the implementation and operation of the technologies at a regional level.”

The California Department of Transportation, for example, is using its February STSFA grant to pilot test connecting its RUC program to Transportation Network Companies or TNCs that provide electric scooter and bikeshare services, as well as to autonomous vehicles.

---

## Trump administration takes step to relax truck driver time regulations

BY MARINA PITOFSKY - 08/14/19

The Trump administration proposed new rules Wednesday to relax regulations for commercial truck drivers on breaks and work hours.

The [proposal consists](#) of five changes for truck drivers’ “hours of service.” First, truck drivers could in the future use their 30-minute breaks that they receive every eight hours when they are on duty but not driving, such as when they are waiting for a truck to be loaded with cargo. Previously, the drivers had to go formally “off duty” to use the break.

Under the proposed rules, truck drivers can also split their required 10 hours of off-duty time into two breaks, a seven-hour break for sleeping and another three-hour break when they choose. Under current law, they must take one 10-hour break after a day of driving.

Transportation Secretary [Elaine Chao](#) said the rules seek to balance safety and flexibility for truck drivers.

“This proposed rule seeks to enhance safety by giving America’s commercial drivers more flexibility while maintaining the safety limits on driving time,” Chao said in a Wednesday statement.

Drivers can also take an off-duty break of between 30 minutes and three hours during a 14-hour driving window under the proposed rules, but they still must take a full 10 hours at the end of that shift.

Additionally, workers can also extend their 14-hour driving window by two hours if conditions are “adverse.”

Finally, the rules also propose extending a trucker’s maximum driving time from 12 hours to 14 hours and moving the distance limit for drivers before they have to take a break from 100 “air miles” to 150 “air miles.”

Federal Motor Carrier Safety Administration (FMCSA) head Raymond Martinez invited truckers and others involved in the commercial motor vehicle (CMV) industry to comment on the proposed rules, which are available online, during a 45-day public comment period.

“FMCSA wants drivers and all CMV stakeholders to share their thoughts and opinions on the proposed changes to hours of service rules that we are putting forward today. We listened directly to the concerns of drivers for rules that are safer and have more flexibility — and we have acted. We encourage everyone to review and comment on this proposal,” Martinez said in a Wednesday statement.

But some highway safety advocates are concerned the proposed rules could leave truck drivers exhausted on the road.

Cathy Chase, president of Advocates for Highway and Auto Safety, told The Hill in a statement that the proposed rules “could have drastic safety impacts, particularly due to the potential to increase driver fatigue.”

“While the proposal does not technically change total driving and off-duty time, it does run counter to established science which shows that driver fatigue and crash risk is impacted by the quality of sleep, and by when driving is occurring,” Chase said. “Driving later in the day, later in a shift, and changing the nature of breaks — all lead to more fatigue and more risk of crashes.”

The proposal will not increase driving time and will not allow truck drivers to drive for more than eight consecutive hours without at least a 30-minute break, according to the FMCSA.

The FMCSA estimated that the changes will result in \$274 million in savings for the U.S. economy.

---

## Tolls not just ‘an Alabama problem’

Posted Aug 11, 8:02 AM



In this 2014 picture, construction crews work in Jeffersonville, Indiana, to erect a new highway bridge to carry I-65 traffic across the Ohio River from Louisville, Kentucky to southern Indiana as a part of the Ohio River Bridges Project. The project was financed through tolls (Bloomberg News photo by Luke Sharrett).

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

Sick of all the talk about toll roads? Transportation finance experts say you should get used to it. The toll rancor, on a national level, isn't going away anytime soon.

Tolls exist in a majority of states; only 19 have never had a toll of any kind. But even in some of those 19 states, like Wisconsin, [lawmakers recently spoke up for tolling roads](#) to pay for a backlog of infrastructure needs.

"I know it seems like sticker shock when folks first hear about it, but it's the way we are going," said Bruce Feigenbaum, assistant director of Transportation Policy with the Reason Foundation based in Washington, D.C.

In Mobile, a grass-roots uprising is taking place on social media, as angry locals blast a plan by the Alabama Department of Transportation to assess a \$6 one-way toll on the entire span of the future Interstate 10 Mobile River Bridge and Bayway.

The \$2.1 billion project, stretching 10 miles from Virginia Street in Mobile to U.S. 98 in Daphne, is designated by ALDOT as a top priority.

#### **Alabama tolls**

Alabama is no stranger to the tolls, but the existing toll spans and thoroughfares are all owned and operated by the private [American Roads LLC](#). The state receives no revenue from the tolls, nor does it manage any toll facilities.

The existing tolls are also much cheaper than what is being pitched in Mobile. [The Foley Beach Express toll](#), near The Wharf entertainment district in Orange Beach, costs the typical car or truck \$2.75 per trip.

The other tolled routes in Alabama include two in Montgomery: The Emerald Mountain Express serves as a bypass of Highway 231 and costs \$1.75 for the typical vehicle. The Montgomery Expressway connects the city with Prattville and Millbrook and costs \$1.50.

The only other toll is in Tuscaloosa, where a western bypass road around the city that crosses over the Black Warrior River costs the typical driver \$1.50.

The state, in 2015, [abandoned a call to construct a toll bridge over the Tennessee River](#) as part of plan to widen portions of Alabama 20. The \$444 million project to turn the highway into a toll road generated criticism from Decatur city officials who argued against taxpayers having to foot another bill.

Decatur Mayor Tab Bowling, who was elected a year after the toll dispute was resolved, said with the influx of economic activity in North Alabama – the \$1.6 billion Mazda-Toyota plant is being constructed 4 miles from city limits -- more routes will be needed over the bridge.

Bowling said that in conversations with ALDOT Director John Cooper, the issue of ["toll avoidance"](#) often comes up regarding Decatur's situation. [HERE](#)

---

## Losers in three-way competition for 55-year Mobile Bay Bridge contract get bidding expenses reimbursed says State Rep. Stringer

(Fox 10 WALA/YouTube)

As if the proposed \$2.1 billion Interstate 10 Mobile Bay Bridge needed another distinction from other projects, it turns out the remaining [three competing groups](#) bidding for the project will have their bidding expenses reimbursed.

During an appearance on Mobile radio FM Talk 106.5's "Midday Mobile" on Tuesday, State Rep. Shane Stringer (R-Citronelle) told host Sean Sullivan that win or lose, the companies involved in the bid would not walk away empty-handed.

Stringer, a freshman lawmaker, said he was opposed to the plan.

"You're looking at doing a toll bridge on the heels of a gas tax," Stringer said. "They haven't even started collecting the gas tax, and we're already talking about doing a toll. We need to think some of this out and how we do some of these projects. I'm definitely against the toll. I think we've got to look at other options before we go and do the toll and put a burden on our citizens."

Stringer and other Mobile and Baldwin County lawmakers had a meeting with Gov. Kay Ivey recently while she was in Baldwin County for the Business Council of Alabama's Governmental Affairs Conference. The Mobile County lawmaker said it seemed as if the governor and others in her administration had their minds made up about the project.

"I get that feeling, too," he said. "I don't think it's a done deal. Is it close? Probably so. I think the people's voices are starting to be heard. I'm the representative for North Mobile County and West Mobile, and the toll bridge is not going to affect us as much as it will others. And our citizens are in an uproar over it."

Later in the segment, Sullivan asked Stringer about the reimbursement issue, to which Stringer confirmed and said the deal was one that many construction company owners would like to have.

"I have a lot of friends that are construction owners that would love to get reimbursed for the projects they don't get on job sites," Stringer said.

*[@Jeff Poor](#) is a graduate of Auburn University, the editor of [Breitbart TV](#) and host of "The Jeff Poor Show" from 2-5 p.m. [on WVNN](#) in Huntsville.*

---

## Jim Zeigler starts No Tolls PAC as fight heats up

By [Apyrl Marie Fogel](#) August 13, 2019

Grassroots [opposition to the proposed Mobile Bayway Toll](#) continues to gain strength. The effort which boasts tens of thousands of people joining a [Facebook Group](#) created for by [Jim Zeigler](#) has shown up at meetings, written Governor [Kay Ivey's](#) office, and most recently filed all of the necessary paperwork with the Secretary of State to start the [No Toll PAC](#).

The [PAC's GoFundMe page](#) has raised almost \$1,700 in 3 days but the potential for having a coordinated outlet is staggering. If even just 50% of the Facebook users gave \$10 that would be \$242,205 which could go to the efforts intended goal to stop the toll road by bringing attention to the financial hardships it would cause to families living in the area.

In a written statement to Alabama Today the PAC's founder, State Auditor Jim Zeigler said, "We decided to form the 'No Tolls PAC' after meeting with legal counsel for the Secretary of State's office. The PAC will be transparent. Donations and expenditures will be reported each month to the Fair Campaign Practices site. They will be visible to our members – and to anyone – online."

He went on to describe the power of grassroots opposition saying, "Our Facebook page has been successful in a short period. We went from one member on May 12 – me – to 48,000 now. We will pass 50,000 members next week. There are two reasons. One, the I-10 toll scheme will have a devastating effect on thousands of families. People are passionate against the toll scheme. Two, we have great leadership organizing our toll opposition group."

Ziegler stressed that, "The toll issue is the hottest and most concerning issue I have ever participated in. People on Alabama's Coast mostly know that. People in the rest of Alabama will know it soon, because tolls are ALDOT's new tax of the future.

We have a viable plan to defeat the toll scheme. If we had not started this opposition group, it was a done deal. Even now, we are fighting uphill. We can win because it is a horrid plan and the people are on our side."

For those who don't have money to give he says there's more you can do to stay involved, "People can help by joining our [Facebook group](#), encouraging their friends to join, donating to [our PAC](#) and praying."

---



# PUBLIC NOTICE

## Service Modifications

**EFFECTIVE Tuesday, September 3, 2019**, Transit Management of Mobile, Alabama D/b/a The Wave Transit System (The New Wave) has scheduled service modifications designed to address current travel patterns and maximize efficiency of its resource's to better serve the community.

ROUTE	ROUTE NUMBER	ACTION
Airport	#1	Modify weekday and Saturday bus service with direct service along Airport Boulevard from the Shoppes at Bel Air to include Providence Hospital, Schillinger Road and Mobile Regional Airport's Airport Station.
Dauphin Street	#7	Modify inbound route to include services to Midtown Walmart.
Crosstown Malls	#10	Modify inbound route, discontinuing bus services to Atlanta Bread Company.  Modify outbound route to include services to the new Department of Human Resources on Broadcast Drive.
Dauphin Island Parkway	#11	Modify weekday bus service with continuous service along Dauphin Island Parkway to include, Fulbrook Shopping Center, Mobile Public Library, B.C. Rain High and Boykin Boulevard.
Highway 90-Tillmans Corner	#12	Modify weekday and Saturday bus services to include The Shoppes at Bel Air.

The Wave Transit System assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act

### SERVICES OPEN TO THE GENERAL PUBLIC

For Additional Information call [251-344-6600](tel:251-344-6600) or visit the website at [www.thewavetransit.com](http://www.thewavetransit.com)

## Transportation Research

### ADECA seeks public input into 2020 Census Grant Program

With the 2020 Census drawing closer, the Alabama Department of Economic and Community Affairs is seeking public input for a grant program to assist with local outreach efforts.

Alabama's goal for the 2020 Census is to obtain high participation in every Alabama community, municipality and county. ADECA issued the Request for Information related to \$1 million in funding allocated to the agency in the 2020 Education Trust Fund budget for the 2020 Census Grant Program. The RFI is available on the [ADECA website](#). The public comments about the grant program will be accepted in writing until 5 p.m. on Friday, July 12.

The one-time grant funding is to be expended by ADECA, in coordination with the State Department of Education, to assist local community outreach efforts designed to encourage Alabama residents to complete the 2020 Census count. All grants will be awarded by Dec. 31 in preparation for the census count in March and April 2020.

After the public comment period, ADECA will work to design the full process and establish deadlines for this grant program which will provide funding assistance to help with local, grassroots outreach efforts, specifically those in hard-to-count areas and groups. The agency will host a grant application workshop once all the procedures are in place and applications are ready to be accepted.

Direct link to Request for Information:

document: <http://adeca.alabama.gov/about/Documents/2020%20Census%20Grant%20Program%20RFI.pdf>

ADECA has set the date for the 2020 Census Grant Program application workshop on Wednesday, September 4 at 10 a.m. and again at 1:30 p.m. in the Alabama Center for Commerce in Montgomery. At this workshop, we will release the details of the grant program and give an overview. The application period is planned to open on the same day as the workshop.

Please note that preregistration is required and seating is limited. ADECA will also record the workshop and post the video to [www.census.alabama.gov](http://www.census.alabama.gov) for those unable to attend.

---

### **TRB TCRP Report on Dialysis Transportation**

The Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP) has released a pre-publication version of [Research Report 203: Dialysis Transportation: Intersection of Transportation and Healthcare](#). The report responds to major concerns of public transportation agencies about the rising demand and costs to provide kidney dialysis trips and about experiences showing these trips require service more specialized than public transportation is designed to provide.

The report documents the complicated relationship of two different industries—public transportation and healthcare, each with its own perspective and requirements—to highlight problems, identify strategies addressing concerns, and suggest options that may be more appropriate for dialysis transportation.

Accompanying the report are a supplemental report and Excel spreadsheet. The [Supplemental Report](#) includes, along with a literature review and results from the project's surveys, an assessment of the comprehensive data provided by the U.S. Renal Data System. The community data tool is an [Excel forecasting tool](#).

[Learn more and access the reports and tool here.](#)

---

### **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 Nation<sup>SM</sup>](#) 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](mailto: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.