



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 3rd, 2018

Volume 27, Number 5

In This Issue

- [MOBILE MPO UPDATES](#)
- [PROJECTS LET JULY 27th, 2018](#)
- [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

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

Tom Piper
Senior Transportation Planner
tpiper@sarpc.org

Monica Williamson
Transportation Planner

FTA 5310 Seniors and Individuals with Disabilities funding for the Mobile Urbanized Area was announced this week, with a deadline of September 12th, 2018. For everyone else in the region if you are interested in FTA 5310 funds, that deadline is August 10th with applications submitted to SARPC ([are you Urban or Rural](#)); see *Funding Opportunities*. A US 45 Feasibility Study Public Input Meeting was held this week, please see *Mobile MPO Updates*. Robertsdale traffic, green bikes and bridge update *In The News*. This week's *Just For Fun* will educate you on "how fast molasses will go, up hill, on a cold day"..... Have a great weekend!

Check out [ALGO Traffic](#) before you travel!

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

www.mobilempo.org  check us out on FACEBOOK

Mobile MPO Updates

US 45 Feasibility Study

This week there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, Jimmie Gardner. Despite the weather, we had a pretty good turnout. Several comments were made pertaining to the study, as we gained some good input. The next meeting will be a stakeholder meeting on August 30th. Please stay tuned for details.

June 28th was the first public meeting for the US 45 Feasibility Study, and was held at Leflore High School. The meeting was well attended by nearly 70 people. Mobile City Councilman Levon Manzie was on hand to guide the meeting and answer questions. Nick Amberger, the City of Mobile Engineer was also present and assisted in answering questions posed by the public. Mr. Drew Davis with Volkert and Mr. Clifton Lambert with CERM presented the attendees with preliminary ideas developed in previous Advisory Committee meetings. These included road diets, sidewalk improvements, bike lanes, and roundabouts at key intersections. The presentation, maps from the meeting, and comment form are available on our website [HERE](#).



FREIGHT

The South Alabama Regional Planning Commission will be housing a South Alabama Freight Forum (SAFF). This forum will meet probably twice a year, and talk about freight issues in terms of our surface infrastructure. We want to know what the problems are, and develop solutions. This will also be an opportunity to inform the freight community about various surface infrastructure projects like Water Street, the I-10 Mobile River Bridge, etc.; we will keep you posted.

As most of you know, the Mobile MPO has been trying to update its freight plan as an element to the Long Range Transportation Plan. We purchased data from INRIX to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information. To help validate the truck data, we are working with APM Terminals to try and nail down where the container trucks are coming from and going to. One day a quarter, APM Terminal will have on-board tablets for drivers to answer a series of questions in terms of where they came from, where is their return trip, if they came in from outside of Mobile County, which direction did they come from, etc; the data is exciting and interesting. Below is a flow map from the survey data in terms of container trucks going to the container terminal at Choctaw Point. Click the link for the survey results:

mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

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

<http://www.mobilempo.org/freightplanning.html>

NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

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

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

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

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

<http://mobileriverbridge.com/>

Recent Scheduling Changes This Week for Mobile

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

Project : 100068576

Federal aid number : BP-049-158-003 County : MOBILE Scope : CN

Project Description : SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN, BASE, PAVE, AND BRIDGE (EB COLLINS CREEK, EB MCCRARY ROAD, AND EB COLLINS CREEK TRIBUTARY)

Urban Area : 067 MOBILE

Target Start Date : 9/14/2018

Engineers Estimate : \$30,005,229.00

Projects in Region Let July 27th, 2018

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

For constructing the Bridge Replacement and Approaches on Dunlap Drive over Pinto Pass in Mobile. Length 0.085 mi.
The Bracket Estimate on this project is from \$719,667 to \$879,593 .

BALDWIN COUNTY

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Senate Passes Another Appropriations Package, Approves Four More Bipartisan Funding Bills

WASHINGTON, D.C. – U.S. Senator Richard Shelby (R-Ala.), chairman of the Senate Committee on Appropriations, today applauded the Senate's passage of H.R. 6147, the second Fiscal Year 2019 minibus appropriations bill. The funding legislation packages four measures including Interior, Environment, and Related Agencies; Financial Services and General Government; Transportation, Housing and Urban Development, and Related Agencies; and Agriculture, Rural Development, Food and Drug Administration, and Related Agencies. This marks the Senate's completion of seven FY2019 appropriations bills.

"Following strong bipartisan momentum to return to regular order, the Senate has passed a second package of appropriations measures with overwhelming support," said **Chairman Shelby**. "The funding provided by these bills will help to rebuild our nation's infrastructure, fight against opioid abuse, make important investments in American agriculture, and promote and support the growth of our economy."

"I hope my colleagues are encouraged by what's happening here, by what we are accomplishing together. Moving these bills in this way is the right thing to do – not only for this institution, but for our country; for the American people." **Shelby continued**.

The funding measure was approved by a vote of 92 – 6. The package provides a total of \$154.176 billion in base discretionary funding to support various national priorities within the Departments of Interior, Treasury, Agriculture, Transportation, and Housing and Urban Development, as well as the Environmental Protection Agency. All four of the appropriations bills included in the package were passed by the full Senate Appropriations Committee with unanimous support.

This legislation follows last month's [passage of H.R. 5895](#), a minibus which packaged the Energy and Water Development, Military Construction and Veterans Affairs, and the Legislative Branch FY2019 appropriations bills. The Senate approved the three-bill package with the overwhelming support of 86 – 5. Furthermore, all 12 of the Senate's FY2019 appropriations measures were [passed](#) out of the committee by wide bipartisan margins and were approved by a cumulative committee vote of 363 – 9.

Prior to the vote for passage of H.R. 6147, Chairman Shelby spoke on the Senate floor regarding his strong support for the legislation. His full remarks, as prepared, are as follows:

"Madam President, before we vote I want to thank my colleagues for their cooperation in moving this package. In particular, I want to thank Leaders McConnell and Schumer for bringing these bills to the floor, and Vice Chairman Leahy for his continued partnership throughout the appropriations process.

"I also want to congratulate the bill managers and their staffs: Senators Murkowski, Collins, Lankford, and Hoeven on the Republican side; Senators Udall, Reed, Coons, and Merkley on the Democratic side.

"These valuable members of the Appropriations Committee produced strong and balanced bills, and they have guided an open and disciplined process here on the Senate floor. Thank you for your excellent work.

"Madam President, we are now making real headway in the appropriations process. The Committee reported all twelve fiscal year 2019 bills to the full Senate before the July 4th recess. All with strong bipartisan support.

"The first three bill package passed the full Senate last month by a vote of 86 – 5.

"The package now before the Senate contains four additional appropriations bills. Hopefully – we'll see here shortly – this package will achieve the same level of bipartisan support as the last.

"If that holds true we will have passed seven – yes, seven – appropriations bills before August. And with only five more to go, I think that we can honestly say Madam President, this train has considerable momentum behind it now.

"Next up is the Defense-Labor-HHS package. A package I know senators on both sides of the aisle are very eager to debate.

"Madam President, I hope my colleagues are encouraged by what's happening here, by what we are accomplishing together. Moving these bills in this way is the right thing to do M. President – not only for this institution, but for our country; for the American people.

“When we take up the next package I hope we will continue to work using this framework as our guide. It is, after all, this framework that has allowed us to return to regular order. This process is working, Madam President; let’s keep it going.

“Again, I thank my colleagues for their cooperation, I urge a yes vote on this bill, and with that I yield the floor.”

Support for the Administration’s Joint Proposal to Set New, More Appropriate Vehicle Fuel Economy and CO2 Standards to Save Lives, Restore Consumer Choice and Improve the Economy

Detroit Free Press:

“Saying those existing standards have helped push the cost of new vehicle to an average of \$35,000 or more — and that they could add as much as \$2,340 to the cost of a new car — the Trump administration has argued that those standards are no longer feasible or appropriate and that protecting the environment and health from emissions is better achieved by freezing standards.”

Members of Congress:

South Dakota Senator John Thune, Chairman, Senate Committee on Commerce, Science, and Transportation:

“Federal regulations shouldn’t compromise safety or force consumers to drive vehicles they don’t want to or can’t afford to buy. The SAFE Vehicles proposal offers the public an important opportunity to consider new information about the safety realities of smaller and lighter vehicles in collisions as part of a more informed conversation about achievable fuel economy standards.”

Wyoming Senator John Barrasso, Chairman, Senate Environment and Public Works Committee:

“I applaud the Trump administration for proposing new standards for cars and trucks. Unless the Obama administration’s punishing standards are changed, consumer choice will be limited and the cost of vehicles will skyrocket. When setting standards, Washington must consider what is best for the whole country. The previous administration ignored that concern. Americans shouldn’t be denied the ability to purchase a car or truck that meets their needs. The standards must allow people to buy the vehicles they require, at a price they can afford.”

Ohio Congressmen Jim Renacci, Robert Latta, Steve Stivers, Steve Chabot, Bob Gibbs, Jim Jordan, Brad Wenstrup, Bill Johnson, Warren Davison, David Joyce, and Michael Turner:

“Laudably, NHTSA and EPA announced in 2017 they would reopen the MTE and work together in a transparent manner informed by available scientific data. It is important the agencies jointly review the standards to ensure they are not detrimental to the automobile industry and our nation’s economy, as is required by regulation. Of equal importance is the need to provide vehicle manufacturers with regulatory certainty, including the automotive industry that employs nearly 630,000 Buckeyes.”

Pennsylvania Congressmen Bill Shuster, Lloyd Smucker, Lou Barletta, Mike Kelly, Tom Marino, Scott Perry, Keith Rothfus and Glenn Thompson:

“We applaud this productive step forward to establish a transparent and inclusive process.

“The current iteration of the CAFE program, as constructed by the Obama Administration, appears outdated and overly complicated. It is unable to keep up with the rapid changes in the marketplace.

“It is important that NHTSA and EPA review the mandate to ensure that the U.S. is protecting consumers from higher costs and still allowing for choice in vehicles that best fit their needs.”

Stakeholder Groups:

Fiat Chrysler of America:

“At its core, the proposed rule recognizes that assumptions made in 2012 about consumer preferences have fundamentally shifted in 2018. The proposal includes a range of options, and we will carefully evaluate how each aligns with FCA’s goals of continuous improvement in vehicle efficiency and, at the same time, building vehicles customers want, at prices they can afford.”

General Motors:

“We are encouraged the proposal includes provisions that would recognize the environmental benefits of new technology developments such as the increased use of electric vehicles, autonomous and related technologies. We look forward to working with all parties to achieve one national 50-state program.”

Competitive Enterprise Institute (CEI):

“The administration’s announcement that it will relax future fuel economy (CAFE) standards is good news for consumers. It means that the federal government will have slightly less control over the kinds of cars and trucks people can buy. It might even cause car prices to stop increasing so rapidly. Even better news is the decision to take California out of the driver’s seat for setting CAFE standards for the entire country. Letting one state make decisions for people in other states makes a bad program even worse, especially since the state is California, which has been pursuing an anti-car agenda for decades.”

Project 21, Black Leadership Network Co-Chairs Horace Cooper, Stacy Washington, Council Nedd II:

“Because these price increases hit all Americans equally irrespective of their ability to pay, CAFE regulations have a disparate negative impact on the poor, a significant portion of whom are black. We also recognize that higher CAFE standards have a significant negative impact on vehicle safety... thank you for taking this bold action on CAFE standards that will provide much-needed relief for black families while also saving lives.”

Another Short-Term Extension for Flood Insurance Program

The National Flood Insurance Program (NFIP) was extended again this week, just hours shy of the program’s expiration. This extension carries through November 30, coinciding with the conclusion of the Atlantic hurricane season. This marks the seventh short-term extension since last September, and more are likely. The House has passed a full five-year reauthorization, but the Senate has not taken any action on that bill or on its own version of a reauthorization. Significant concerns exist around the financial viability of the NFIP, which pays out more in emergencies than it collects in premiums and is currently in arrears by tens of billions of dollars. Reform of the program has been a goal for some in Congress, but this controversy makes a full reauthorization more challenging.

Funding Opportunities

Applications for FTA 5310 Funds for the Mobile Urban Area *deadline September 12, 2018*

The South Alabama Regional Planning Commission is responsible for the management and administration of the Federal Transit Administration (FTA) Urban Area Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transportation program in the Mobile Urbanized Area. The goal of the 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

Eligible Recipients for the Mobile Urban Area 5310 funds include:

- Private non-profit agencies providing transportation services that meet the special needs of seniors and individuals with disabilities.
- Local governmental agencies approved by the state to coordinate service for the seniors and individuals with disabilities.
- Governmental authorities certifying that no non-profit organizations are readily available in an area to provide the service.

SARPC will accept grant applications until September 12, 2018 at noon for Fiscal Year 2019 Mobile Urban Area 5310 funds. Please read the guidelines and application before attempting to complete it. The guidelines and application can be found online at <http://mobilempo.org/5310.html>.

Technical assistance is available on an as needed basis. If you have questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email mwilliamson@sarpc.org.

FTA 5310 (Enhanced Mobility for Elderly and Individuals with Disabilities) Rural

(deadline August 10, 2018)

Tentative Schedule for the FY-2019 Grant Cycle Application [HERE](#)

| Date | Activity |
|-----------------------|--|
| • June 8, 2018 | • Program announcement and statewide dissemination of grant applications |

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

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

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

Technical Assistance is available upon request.

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](#)

Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements

On July 19, the Federal Railroad Administration (FRA) issued a Notice of Funding Opportunity (NOFO) for the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program that includes more than **\$318 million in grant funding** from the Consolidated Appropriations Act of 2018. **Applications for funding under this solicitation are due no later than 5:00 p.m. EDT, September 17, 2018.** To view the NOFO, visit <https://www.fra.dot.gov/Page/P1120>. FRA plans to provide web-based training and technical assistance to applicants to address questions – see CRISI webinar info section below.

- The CRISI grant program directs much needed critical investment to rural America. By directing at least 25 percent of available funds towards rural communities, the USDOT/FRA is able to safely connect and upgrade rural America's rail infrastructure.
- In addition, selection preference will be given to projects with a 50-percent non-federal funding match from any combination of private, state, or local funds. USDOT/FRA will also consider how well the project aligns with key USDOT/FRA objectives including supporting economic vitality; leveraging federal funding; preparing for life-cycle costs; using innovative approaches to improve safety and expedite project delivery; and holding grant recipients accountable for achieving specific, measurable outcomes.

CRISI Webinar Info

The FRA will host webinars on **August 8, 2018**, to aid eligible entities seeking funding. Those interested in participating can **register** at <https://www.fra.dot.gov/Page/P1117>, and FRA encourages participants to submit questions in advance.

FHWA Offers New Funding for Innovative Demonstration Projects

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

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

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

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

Industrial Access Road and Bridge

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

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

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

Just For Fun

Last weekend, I (Kevin) took a family trip to Boston, MA. What a great city, with great July weather, with people that say things like *"it'd be a wicked pissah if yah use yah cah blinkah in the rotary"*. Translation- *"it would great if you used your blinker in the roundabout."* There are some other quirky transportation notables in Boston, that only a nerd would take pictures of. So, *Just For Fun*, let's look at Beantown...Boston, MA.

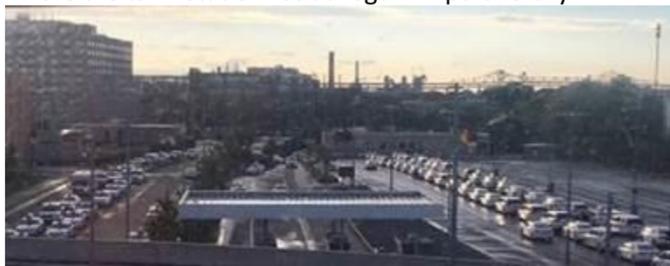
They have dual powered busses. The buses will retract the trolley poles for electric power, then run on diesel, all while in motion. [HERE](#)



In January of 1919, there was the "Great Molasses Flood". A 2.3 million gallon tank of molasses broke, killing several people and injuring over 100. The "speed of the molasses" was 35 mph as it poured into the streets. You can still smell it today. [HERE](#)



This is the taxi rotation lot at Logan Airport. Crazy.



Boston is a safe city (minus the Mafia) but DON'T TOUCH THE DRIVER!



There is art everywhere, including as litter in the street.

Some bike lanes are in the middle of the road.



RESPECT YOUR NEIGHBOR



The fire hydrants have antennas. Not for any electronic purpose, but it is to find them in deep snow.



The rickshaw drivers are crazy. They do not use bike lanes, they use vehicle lanes, blast loud music, and do not obey signals. (Actual family members using rickshaw leaving Fenway after 4-3 Red Sox win over Twins)



In the News

Mobile River Bridge and Bayway Project update

Posted Wednesday, July 25, 2018 9:27 am

Matt Ericksen, Alabama Department of Transportation, MRB & Bayway Project Director.



PHOTO BY JESSICA VAUGHN

By Jessica Vaughn / jessica@gulfcoastmedia.com

Matt Ericksen, Alabama Department of Transportation, MRB & Bayway Project Director spoke about the Mobile River Bridge and Bayway Project during a South Baldwin Chamber of Commerce Leadership Series event on Tuesday, July 24. Once completed, the bridge will help with the large volumes of traffic that travel through the area daily.

"We realize the importance of this project not just for this region but for the country in general," Ericksen said. "I-10 is the Southern-most transcontinental corridor in the United States and Wallace Tunnel is known as one of the main show points along this stretch of interstate. Currently we are averaging one major incident every three days that causes a backup in excess of one hour, and it's a situation that we desperately need to get fixed."

Ericksen stated that when the Wallace Tunnel was designed in 1973, it was designed to handle 35,000 vehicles daily. Today, the tunnel handles approximately 75,000 vehicles per day, and during peak traffic volumes (summer months and holiday travel weekends) the numbers recently increased to more than 115,000 vehicles per day. According to Ericksen, if the problem goes unchecked, I-10 will be experiencing accidents and backups daily by 2030.

"The purpose and need of this project is to increase capacity on I-10 to meet the existing and future travel volumes and to provide a direct route for vehicles that are carrying hazardous materials, which are currently prohibited from using the tunnel and have to detour through the central business district in Mobile," said Ericksen. The project must also be completed while minimizing any impacts to the Mobile maritime industry as well as avoiding any impact to the Port of Mobile.

PROJECT SCOPE

The project is approximately 12-miles in length and has three key elements: the modification of seven interchanges, the signature bridge that will cross over the Mobile River, and the complete replacement of the existing Bayway.

The Mobile River Bridge would start around the Broad Street interchange in Mobile and continue through the Eastern Shore interchange in Daphne. The new bridge will be a 6-lane facility, and the Wallace and Bankhead Tunnels will remain in operation. The new Bayway will be increased to an 8-lane facility as opposed to the current 4-lanes to help increase capacity.

"The cost of this project is roughly two billion dollars," Ericksen said. "Originally ALDOT considered just widening the existing Bayway, but with some new federal regulations that came along during our design process we were not able to do so due to having to raise the elevation."

The regulation Ericksen refers to requires that any new structures be set at an elevation that is above the 100-year storm surge event, prompting the plans for the redone Bayway to be designed 10-feet higher than the current Bayway.

"The key element of this project, and what Mobile will be known for after we get it constructed, is definitely the signature bridge over the Mobile River," Ericksen said. "If you look at San Francisco and you pull up any of their literature, they'll show the symbols of the Golden Gate Bridge, so when this project is complete I think you can anticipate that Mobile will be known for the significant bridge." Continue [HERE](#)

Bike Share to Launch August 15th, 2018 in the City of Mobile

Bike Share Safety Video The company [Lime](#) will launch Mobile's first bike share program on Wednesday, August 15. Let's make the City's first bike share program a success with a few safety tips! [VIDEO HERE](#)



UA to lease office space at Mobile's GulfQuest museum

Updated Jul 31; Posted Jul 31

By [Lawrence Specker](#)
lspecker@al.com

The GulfQuest National Maritime Museum of the Gulf of Mexico is welcoming a new tenant to its distinctive building on the Mobile waterfront: The University of Alabama.

The university announced Tuesday that it plans to lease some office space inside the facility. The new office "will serve as a nexus for research and programmatic initiatives that will benefit the region, primarily in the area of transportation."

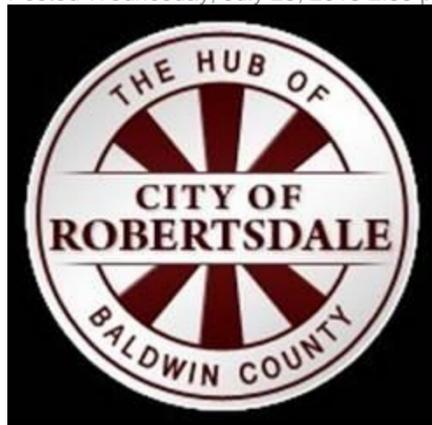
Marietta Urquhart, vice chairman of the GulfQuest board, said it's a win for the museum. "It won't affect exhibit space at all," she said. "They will offer an enhancement for the museum."

"GulfQuest is thrilled to have the University of Alabama as a part of this spectacular property and project for Mobile, and is another very positive step in developing our waterfront," said board chair Mike Lee. He said the space had only been used "sparingly" for storage during the search for a "complementary tenant."

The focus on transportation is no coincidence: GulfQuest was built in part with federal grants tied specifically to transportation. The museum focuses on the history of the Gulf of Mexico and the shipping industry that uses it, and early plans also called for it to serve as a transportation hub. [HERE](#)

City holds second public hearing regarding downtown traffic flow

Posted Wednesday, July 25, 2018 2:33 pm



By John Underwood / john@gulfcoastmedia.com

ROBERTSDALE, Alabama — The Robertsdale City Council held the second of three public hearings on improving traffic flows in the downtown area along Alabama 59. The final public hearing is scheduled for Monday, Aug. 6 following the council's 6 p.m. meeting

According to information provided during the first public hearing July 2, the city has worked jointly with officials from the Alabama Department of Transportation, Skipper Real Estate and Thompson Engineering to present three options to help with traffic flow between Alabama 59 North Bound (Chicago Street) and Alabama 59 Southbound (Milwaukee Street).

Along with a proposal to leave the traffic flow as it is, officials said, two additional proposals were presented, one to make Pennsylvania Street on way west bound, while making Ohio Street one way east bound; the other to make both streets one way west bound.

"Right now, I think our best option is to make Pennsylvania Street and Ohio Street one way west bound," said Mayor Charles Murphy during the July 16 public hearing. "We certainly welcome any input that the public and business owners might have in this matter. I will say that if we move forward with changes to the traffic flow the only cost involved would be for additional signage. Our main focus is for the safety of our citizens."

The main traffic safety issue, officials said, is along Pennsylvania Street where traffic flow creates a bottleneck with parking for Ivey's Restaurant and Sweat Tire. Ohio Street includes PNC Bank and another restaurant Taste of New Orleans by Chef Juan (formerly called Frenchie's Cajun Café).

Officials said the options of making traffic flow one way on one or both of the streets was presented when the city began working with Thompson Engineering to eliminate the steep parking curves on the two streets, particularly on Pennsylvania in order to improve cross drainage and eliminate the large step downs from sidewalk to the street parking area.

Once again there was a light turnout for the hearing, which was held following the council's morning meeting on Monday, July 16.

Sonia and Chris O'Gwynn, owners of Purdy Thangz Boutique and Affinity Home Medical, located in the former Southern Furniture Mart location on the corner of Alabama 59 Northbound and Ohio Street, expressed concerns over parking for their business.

“Nothing has been decided yet and we want to receive all the feedback we can before making a decision,” said Mayor Pro-Tem Joe Kitchens, “but if nothing is done, it is possible you could lose all of your parking along Highway 59. This is not something that the city is doing. This is a state right-of-way.”

The city is also considering the closing of Wisconsin and Michigan streets east of Alabama 59; and East Chicago Street (which runs parallel to Alabama 59 Northbound/Chicago Street) from Pennsylvania north to Michigan, once improvements to Honeybee Park are in place and the city moves its Utilities Department to property located north of U.S. 90.

The first phase of improvements to Honeybee Park have already begun and should be completed by Nov. 1 in time for Christmas festivities, which are held the first Saturday in December.

This year’s Honeybee Festival has also been moved from the first Saturday in October to the first Saturday in December while improvements are being made.

Honeybee Park improvements are scheduled for completion by the city’s Centennial Celebration, which is slated for 2021.

During its regular meeting on Monday, July 16, the council voted to:

- Approve a request from Beach N Bay Inc. to rezone property on West Illinois Street from R1-B to PUD (planned unit development).
- Renew the city’s press box banner at J.D. Sellars Stadium for the 2018-19 season at a cost of \$500.
- Approve a 3-year lease with Swift Lumber Co. for the former Diamond Food property.
- Apply for a \$450,000 Community Development Block Grant with the U.S. Department of Housing and Urban Development to provide sewer rehabilitation in older areas of the city.

Part of Royal Street closing for three weeks

Posted: Jul 30, 2018 5:06 PM CDT Updated: Jul 30, 2018 5:06 PM CDT
By WALA Webstaff



MOBILE, AL (WALA) -

A block of Royal Street in Downtown Mobile will be closed for three weeks starting Tuesday, July 31.

Alabama Power will be working on Royal Street between St. Louis Street and St. Michael Street to upgrade underground service lines.

People who need to park in the Automobile Hotel garage will be allowed through.

Transportation Research

Analysis of Congestion Scenarios in Long Range Plans Using Travel Forecasting Models

A recent FHWA report describes the process of developing, analyzing, and displaying results of a scenario forecasting process using travel demand models. It strives to inform MPOs and state DOTs on scenario building methods using the Travel Time Index (TTI) and regional long-range planning models, and includes a step-by-step section to produce calculations using a trip-based model and explores the question of “what would it take to not let congestion get worse?” [HERE](#)

[Updated Report Tracks 209 Transportation Funding Bills in 39 States](#)

by Carolyn Kramer

One-time funding measures, primarily bonds or general fund transfers, are the most popular type of state transportation investment legislation introduced since the start of 2018, according to the Transportation Investment Advocacy Center’s™ (TIAC) latest tracking report.

Twenty measures to increase transportation infrastructure funding have been approved in 15 states, among a total of 209 bills considered in 39 statehouses tracked by TIAC.

Other popular funding mechanisms introduced this year include:

- Allowing local transportation funding, 41 bills in 14 states.
- Providing non-fuel tax recurring revenue, including tolls, vehicle registration fees, and sales taxes, 36 bills in 17 states. Five bills in Kansas, Utah, Oregon and Connecticut were approved.
- Increasing state motor fuel taxes, 25 bills in 11 states. Only one state- Oklahoma- approved a measure to increase the state gas tax. Oklahoma's 5 cents-per-gallon increase goes to the Roads Fund, which frees up General Fund revenue to be used for education purposes.
- Establishing a study or task force to investigate the state's current transportation funding system and make suggestions for improvements to create more sustainable revenue sources, 18 bills in 13 states.
- Altering electric and hybrid vehicle fees, 13 bills in nine states.

While many state legislatures have adjourned for the year, 12 are still in session, and several— including Maine and Mississippi— are considering special sessions to address unfinished transportation funding proposals. Ballot measures are also pending in Missouri, Colorado, Connecticut, California, and Virginia.

[Read](#) the report to see more details about what is happening in each statehouse.

Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

Staff Contact: Harlan Miller, 202-366-0847

Strategic Transit Automation Research Plan

FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the areas of enabling research, integrated demonstrations, and strategic partnerships. The plan focuses on stakeholder engagement, knowledge transfer, and technical assistance to ensure that complementary work being done by the public sector, private sector, and academia is effectively communicated and leveraged.

[Identification of High Pedestrian Crash Locations](#)

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related

to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.