



### In This Issue

- [MOBILE MPO UPDATES](#)
- [PROJECTS LET JUNE 29<sup>th</sup>, 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

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## MOBILE MPO MEETING July 11<sup>th</sup>, 2018, TCC/CAC meeting June 27<sup>th</sup>, 2018; please see *Mobile MPO Updates*

The US 45 Feasibility Study has a public input meeting scheduled for June 28<sup>th</sup> at the LeFlore High School gym; see *Mobile MPO Updates*. Lawmakers introduce infrastructure bill for poor communities in *Legislative Updates*. **FTA 5310 (Enhanced Mobility for Elderly and Individuals with Disabilities) funding has been announced**; please see *Funding Opportunities*. Some disappointing news about the I-10 Mobile River Bridge funding application, new management at the WAVE, and expect some delays on Airport Blvd; see *In the News*. This week's *Just For Fun* is the 8<sup>th</sup> wonder of the world.

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

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

[www.mobilempo.org](http://www.mobilempo.org)  check us out on FACEBOOK

## Mobile MPO Updates

### The Mobile MPO and TCC/CAC to meet

Although the Mobile MPO met recently, new items have developed that need attention. There is another Performance Measure resolution, the Wave Transit requires a corrective resolution, and the following project is requested to be added to the TIP:

100067045 PE; Bridge Replacement on SR 163 Over Perch Creek from MP 3.931 to 3.983      \$870,000

Also, there are some projects in the STP Attributable that have had some cost increases, and we will be attempting to balance the outside years of STP Attributable funding for the next TIP (2020-2023). Finally, there will be a discussion on the creation of a South Alabama Freight Committee.

### US 45 Feasibility Study

The US 45 Feasibility Study Stakeholders group met two weeks ago at the Toulminville Library, thank you for all that attended. There was a lot of great dialogue, and it seems that road diets, sidewalk improvements, bike lanes, is the direction the study should take. It was noted the impact of the Mobile Street project, that was one of Drew Davis' first projects with Volkert years ago. City of Mobile Councilmember Fred Richardson also noted the positive impact that the Mobile Street improvement made to the community, and compared it to the potential for US 45. We appreciate Councilmember Richardson's leadership role in this project.

Public Participation is an important part of this study, and the Advisory Committee was ready to get to work with churches to get the word out on the next meeting to engage the public.

The first public involvement meeting is scheduled for June 28<sup>th</sup>, at the LeFlore High School gym from 5 pm to 7:30 pm.

If you are interested in serving on the Advisory Committee, please contact Kevin Harrison. We will keep you posted on the progress of the Study. The presentation and futures dates can be found [HERE](#); we will keep you informed.

### FREIGHT DATA

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 map to link to the survey results. <http://www.mobilempo.org/freightplanning.html>

### Container Trucks Going To Choctaw Point



### NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

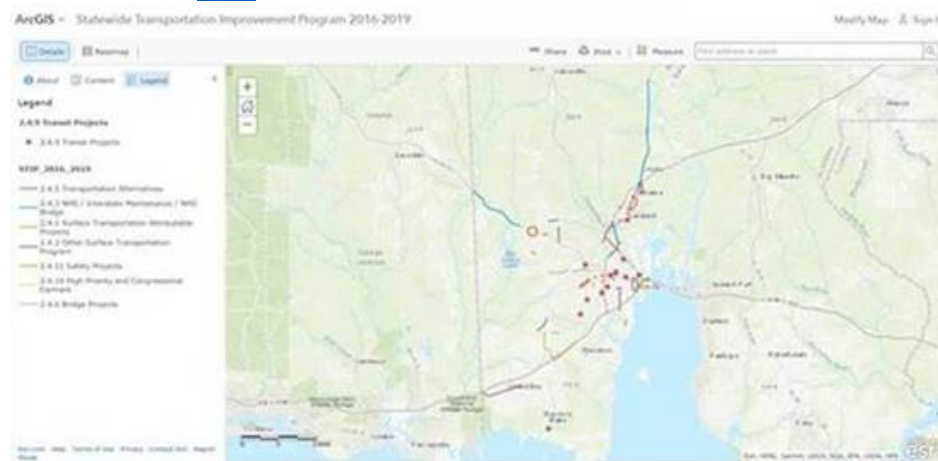
[Employment and Economic Development](#)

## 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 : 100058195 ( CN )

Federal aid number : IM I165 (303)

County : MOBILE

Project Description : RESURFACING I-165 SERVICE ROADS FROM .04 MILE SOUTH OF BAY BRIDGE ROAD TO .08 MILE NORTH OF WHISTLER STREET

Old Target start date : November 02, 2018

New Target start date : January 25, 2019

Project : 100065880 ( CN )

Federal aid number : TAPMB TA16 (946)

County : MOBILE

Project Description : BIT AND SPUR ROAD PEDESTRIAN INFRASTRUCTURE IMPROVEMENT PROJECT IN THE CITY OF MOBILE

Old Engineers Estimate : \$199,467.00

New Engineers Estimate : \$199,467.35

100052600 ( RW )

Federal aid number : STPMBF 7508 (600)

County : MOBILE

Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

Old Engineers Estimate : \$2,500,000.00

New Engineers Estimate : \$2,359,130.00

Project : 100052602 ( CN )

Federal aid number : STPMBF 7508 (600)

County : MOBILE

Project Description : MCGREGOR AVENUE WIDENING FROM AIRPORT BOULEVARD TO DAUPHIN STREET AND INSTALLATION OF A ROUNDABOUT AT DAUPHIN STREET

Old Target start date : December 07, 2018

New Target start date : April 26, 2019

Project : 100055882 ( UT )

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 : July 01, 2018

New Target start date : July 01, 2019

Project : 100055883 ( CN )

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 : January 25, 2019

New Target start date : August 30, 2019

Project : 100055882 ( UT )

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 : November 01, 2018

New Target start date : July 01, 2018

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 : September 01, 2018

New Target start date : November 01, 2018

## Projects in Region Let June 29<sup>th</sup>, 2018

### ESCAMBIA COUNTY

For constructing the Resurfacing and Traffic Stripe on CR-45 (Butler Street) from the junction of CR-27 (Robinsonville Road) to the Monroe County Line (Site 1); on CR-27 (Robinsonville Road/Sardine Road) from the junction of CR-45 (Butler Street) to the junction of CR-18 (Foshee Road) (Site 2); and on CR-18 (Foshee Road) from the junction of CR-27 (Sardine Road) to the intersection of SR-118 (Site 3). Length 17.224 mi. The Bracket Estimate on this project is from \$1,902,730 to \$2,325,559

### MOBILE COUNTY

None at this time

### BALDWIN COUNTY

None at this time

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

### [Project Status](#)

## Legislative Updates

### **IRS Bond Proposed Rule**

The Internal Revenue Service (IRS) released a Notice of Proposed Rulemaking (NPRM) on Monday that would let tax-exempt bond proceeds be used for public projects. The NPRM seeks to clarify existing regulations by expressly providing an exception for investments in capital projects under the current arbitrage restrictions. It specifically addresses the definition of "investment-type" property to exclude investments in bond-financed capital project [HERE](#)

### **Bipartisan lawmakers introduce infrastructure bill for poor communities**

BY JONATHAN EASLEY - 06/14/18 09:05 PM EDT

A bipartisan group of lawmakers in the House have introduced a bill aimed at funding new infrastructure projects in the nation's poorest communities.

The Generating American Income and Infrastructure Act (GAIIN Act) would instruct the Department of Agriculture (USDA) to sell off distressed assets, with 50 percent of the proceeds going to infrastructure projects in poor communities and 50 percent going to paying down the national debt.

The bill has brought together a diverse coalition of lawmakers, including Rep. Mike Kelly (R-Penn.), a member of the Republican Study Committee, Rep. William Lacy Clay Jr. (D-Mo.), a member of the Congressional Black Caucus, and Rep. Ted Budd (R-N.C.), who is with the conservative House Freedom Caucus.

"This innovative, bipartisan bill offers a creative way to help our poorest neighborhoods gain employment and critical investments in long-delayed infrastructure projects," Clay said. "It is also fiscally responsible by taking distressed USDA assets and putting them to work to close the deep disparities that have deprived many urban areas of the vital infrastructure dollars needed to attract new jobs, new businesses and future growth."

The lawmakers believe the infrastructure projects, which would be centered in African American, Hispanic and rural white communities, will appeal to Democratic members in the House.

And they say that the bill addresses a chief concern of conservatives who are skeptical of infrastructure spending by paying down the debt and not raising the gas tax.

Lawmakers worked on the text of the bill with the lobbying group United by Interest, the only bipartisan majority-minority owned lobbying group in Washington, D.C.

"Even in this time of historically strong economic growth, some of our country's poorest communities are still waiting for significant infrastructure improvements," said Kelly. "This unique, bipartisan piece of legislation will directly benefit them and boost their economies without raising taxes or adding to the deficit. In fact, it will help bring our nation's record-high debt back down. It's win-win-win. With this bill, our communities will be overlooked no more."

The lawmakers estimate that federal agencies currently hold more than \$2 trillion in distressed assets that they say are best sold before interest rates rise further. The GAIIN Act would be a pilot program specific to the Department of Agriculture that could be expanded to other agencies, if successful.

"We need infrastructure investment in our state," said Budd. "This bill gets us there with bipartisan support."

# Funding Opportunities

## 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
• <b>June 8, 2018</b>	• Program announcement and statewide dissemination of grant applications
• <b>August 10, 2018</b>	• 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 ( <i>direct applications</i> )
• <b>August 17, 2018</b>	• Deadline for Regional Planning Councils to submit all other applications to ALDOT ( <i>endorsed applications</i> )
• August 2018	• Selection committee convenes to review applications and schedule site visits
• TBA	• Grant Application to FTA via TrAMS
• TBA	• Awards Announced
• TBA	• Vehicle Orders Placed
• TBA	• 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](mailto:brookswi@dot.state.al.us)  
Website:  
<https://www.dot.state.al.us/ltweb/transit/index.html>

Technical Assistance is available upon request.

## Federal Transit Administration Announces \$25.8 million for Transit Planning in Communities Nationwide

Deadline July 23<sup>rd</sup>, 2018

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) announced today the availability of \$25.8 million in grant funds to support transit planning efforts in communities across the country. The competitive grant funds are provided through FTA's [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). A [Notice of Funding Opportunity](#) (NOFO) appears in today's Federal Register.

"It is important for communities and transit agencies to comprehensively plan their public transportation systems to improve mobility and access to transit," said FTA Acting Administrator K. Jane Williams. "This program is an excellent opportunity for cities and towns to maximize transit-oriented development around their transit systems and ensure they are capturing the value associated with transit."

The Pilot Program for TOD Planning provides funding to integrate land use and transportation planning efforts along eligible transit projects. The grants will fund comprehensive planning to support transit ridership, multimodal connectivity, and mixed-use development near transit stations. The Pilot Program for TOD Planning supports identification of infrastructure needs, engagement with the private sector and development of financial tools to encourage TOD implementation such as value capture.

Eligible applicants include FTA grantees that are either a project sponsor of an eligible transit project or an entity with land use planning authority in an eligible transit capital project corridor. To ensure that planning work reflects the needs of the local community, transit project sponsors and entities with land use planning authority must partner to conduct the planning work. The application period will close on July 23, 2018 at 11:59 p.m. Eastern time.

FTA's TOD Pilot Program was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and amended by the Fixing America's Surface Transportation (FAST) Act. The program is authorized through fiscal year 2020.

## U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants will replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits," said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

### **[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](#)

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### **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](#)

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

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## **Just For Fun**

The Karakoram Highway, extending from Pakistan to China, is fast becoming recognized as the 8<sup>th</sup> man-made wonder of the world. Known informally as the KKH, it is the highest paved international road in the world.

At its peak, near the China/Pakistan border, it is considered to be one of the world's hardest alpine climbs.

The Karakorum Highway connects China and Pakistan across the Karakoram mountain range via the Khunjerab Pass. It's maximum elevation is 4,693 meters (15,397 feet) above sea level.

810 Pakistani and 82 Chinese workers lost their lives in landslides and falls while building the highway.

The route of the KKH traces one of the many paths of the ancient Silk Road, and has a total length of approximately 1,300 Km. (800 miles). 887 Km. (551 miles) in Pakistan and 413 Km. (257 miles) in China. It was started in 1959, and completed 27 years later in 1986.



## In the News

### ALDOT: Bridge project schedule unaffected despite grant denial

Posted: Jun 13, 2018 6:52 PM CDT Updated: Jun 13, 2018 6:52 PM CDT  
By Steve Alexander, FOX10 News Reporter

MOBILE, AL (WALA) -

A major development concerning money for the new Mobile River Bridge.

The project did not receive a federal grant that was hoped to provide as much \$250 million dollars for the \$2 billion project.

But the Alabama Department of Transportation, or ALDOT, can re-apply for the grant next year for the 2019 fiscal year and officials say the project will continue on schedule.

Officials with the Mobile River Bridge and Bayway Project told FOX10 news Wednesday morning they were notified the project did not receive funding for a federal grant called INFRA, which stands for "Infrastructure For Rebuilding America."

Local leaders said they received official word from Congressman Bradley Byrne's office Tuesday morning.

Mobile County Commissioner Connie Hudson said, "It was very surprising. I think we all thought that, at this point in time, that there had been enough meetings, there had been enough discussions with USDOT (United States Department of Transportation) that we had everything lined up."

George Talbot with the City of Mobile said, "It's a disappointment for sure. We worked hard on the grant and we were very hopeful that we would get that funding through the Alabama Department of Transportation."

Senator Doug Jones talked about the decision during an interview from Washington.

He said, "That was disappointing. I talked to the mayor about that ahead of time, knowing that was at least a possibility."

And Congressman Bradley Byrne issued a statement:

State transportation officials plan to meet with federal transportation officials in Washington next week to find out why the grant wasn't awarded.

But, they say this won't delay the bridge schedule.

*"I look forward to building this bridge and am 100% committed to working with our local, state, and federal leaders to make the I-10 Bridge a reality. This project is moving along as planned, and I am eager to sit down with the federal Department of Transportation in the coming days to discuss federal funding options as we continue to make progress."*

State transportation officials plan to meet with federal transportation officials in Washington next week to find out why the grant wasn't awarded.

But, they say this won't delay the bridge schedule

# Jim Zeigler to ALDOT: spend money on I-10 bridge, not duplicate intercoastal bridge

BY STAFF WRITER ON JUNE 13, 2018 SLIDER, STATE

A \$250 million grant for the Mobile River Bridge and the I-10 Bayway Project was denied by the federal government on Wednesday.

Mobile and Baldwin county lawmakers applied for the grant last year under the Infra program, designed provide discretionary funds for projects in the U.S. that address critical issues facing the nation's highways and bridges.

Officials say the foundations for the bridge are already set in place, and the Alabama Department of Transportation will be meeting with "several 'shortlisted' teams to work on environmental documents, and furthering the design of the project," according to WALA.

Alabama State Auditor Jim Zeigler, says that given the denial of the federal grant; the state needs to redirect funds from the proposed duplicate Intercoastal Canal Bridge to the I-10 Bayway project.

Ziegler released a statement Wednesday afternoon, saying, "the failure of the state to obtain the needed quarter-billion dollar 'Infra' grant means that discretionary funding must be redirected to the more mature projected for which there is a clearer need."

"Spending on the proposed duplicate Intercoastal Canal Bridge must be halted and redirected to the I-10 Bayway project," he continued.

According to Ziegler, "the I-10 project is designed to eliminate congestion in Mobile's Wallace Tunnels and across the I-10 Bayway over Mobile Bay. The state of Alabama has been working on the project for years."

The controversial "duplicate Intercoastal Canal bridge" Ziegler is referring to is the proposed bridge ALDOT is attempting to build between Orange Beach and Gulf Shores, Ala. Just over two months ago, Zeigler reached out to ALDOT trying to find answers about a proposed bridge, but neither John Cooper, transportation Director at ALDOT nor ALDOT have yet to respond to his request. Yesterday, Ziegler reached out to the Transportation Planning Organization to table a vote on including the bridge in their long term plan until he received answers. In their statement of response the TPO noted that, "ALDOT is heavily in support of the bridge." The project received the necessary votes to be included in the plan.

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## City replaces WAVE management company

Posted by Dale Liesch | Jun 13, 2018 | Bay Briefs | 0 |

The Mobile City Council approved a \$396,215 three-year contract with First Transit to take over the management of the city's public bus system.

In a unanimous vote Tuesday, the Mobile City Council approved a contract with the Ohio-based bus operator First Transit, but the company's recent troubles in nearby Escambia County, Florida, have raised concerns among public transportation advocates.

The council approved the \$396,215 three-year contract, which allows First Transit to take over the management of WAVE, the city's public bus system. The contract was the least expensive of three options, and officials were excited about reports the service would be more efficient than its predecessor, McDonald Transit.

Antonie Maiben, president of the local transit union, has concerns about the agreement, though, and spoke before the council's vote Tuesday about recent problems with First Transit's operations in Washington, D.C., Escambia County, Florida, and Monroe, Louisiana.

Maiben is concerned the city didn't do the necessary research before picking the lowest bidder.

"I understand they're going to be able to save you guys \$350,000 a year in liability insurance, but think about that. There's a reason why that savings is there," Maiben said. "Is that going to fall on the backs of the citizens, passengers not being able to catch the bus or employees being laid off?"

Councilman Fred Richardson, who served on a committee that reviewed First Transit's proposal, said the agreement would affect McDonald employees and that it would rely on the buses and equipment the city already has.

Richardson said the company's role would only be to manage the existing WAVE system, and equipment concerns from First Transit operations in other states wouldn't be an issue in Mobile.

"First transit is not going to bring one bus here. It's our buses. It's our equipment," Richardson said. "We're just bringing them in to manage the system, and it's just two or three of them. Every person working under McDonald Transit will still remain an employee in that same position."

However, Maiben seem to suggest that using the city's equipment would solve all the problems facing the WAVE transit. After the city cut funding from the service's budget in 2016, McDonald Transit had to alter some routes in Mobile and cut some outside the city altogether.

Maiben has argued the city should have given McDonald a better opportunity to succeed.

First Transit was replaced in the nation's capital over safety concerns, according to a story in The Washington Post. Issues with payroll, treatment of employees and expense ultimately did the company in in Florida.

Florida's Escambia County Commission voted last year to take over control of its bus system, according to Mass Transit Director Mike Crittenden, to save money and make the system more efficient.

The county currently operates 20 routes, with daily average ridership of 5,700 on weekdays, and employs roughly 120 people in its public transit service.

Speaking with Lagniappe, Pensacola's Amalgamated Transit Union President Michael Lowery also cited issues with pension contributions and treatment of employees as other problems First Transit had in Florida.

After the company took over Escambia County Area Transit, or the ECAT service, in 2012, Lowery said it was discovered First Transit hadn't been properly contributing to employees' 401(k) plans, though that issue has since been corrected, he added.

"That's what lost the trust of the workers," he said. "Right off the bat."

Safety issues also kept coming up on First Transit's watch. Issues with driving time also weighed on drivers, Lowery said, adding that, under First Transit, ECAT drivers didn't have time between routes to use the restroom because "they had to rush."

"They were running routes with lower ridership, instead of using different routes," he added.

Under a management contract like the one Mobile has agreed to enter into, Lowery said there was no incentive for First Transit to make changes.

Lowery also mentioned an issue with employees' health care that was costing the county thousands of dollars per employee per month. While it kept rates low for employees, it was expensive for the county, Lowery said.

First Transit Regional Vice President Jarod Varner said there are no planned cuts to employment when First Transit takes over locally, which is in line with what Richard said during the June 12 council meeting as well.

Varner did say the company would look at trends to determine where inefficiencies might lie within the system. Once the change is implemented, the system's new manager will be Michael Chinn, who will relocate to Mobile from Dallas.

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## ALDOT to repair portion of bridge deck on Airport Boulevard

Thursday, June 14th 2018, 9:08 am CDTThursday, June 14th 2018, 9:08 am CDT

By **WALA Webstaff**

The Alabama Department of Transportation (ALDOT) will begin a maintenance project to replace a portion of the bridge deck on Airport Boulevard over Interstate 65 on June 22, 2018. Major delays are expected and drivers are encouraged to seek alternate routes.

The project scope includes repairing the concrete bridge deck in the westbound, outside lane on Airport Boulevard. Motorists can expect for single and double lane closures westbound along Airport Blvd near the area of Interstate 65 while this work commences. In addition, the SB On-Ramp to Interstate 65 will be closed during this period of work. The following detour will be implemented during construction:

Construction is scheduled to be performed on a continuous around-the-clock basis and an incentive/disincentive has been included in the contract to expedite the completion of the project. The project is expected to be completed within 10 days.

Message boards will be used to notify motorists of upcoming lane closures and construction updates. Updates will also be posted to the @ALDOTMobileArea Twitter page. Motorists are asked to plan ahead and utilize the recommended alternate route to avoid congestion and delays.

The \$300,000 contract was awarded to McElhenney Construction LLC.

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## Africatown Connection Blueway kayak trail plan announced

Updated Jun 14, 11:37 AM; Posted Jun 14, 11:36 AM

### AFRICATOWN CONNECTIONS BLUEWAY

Past: Beach and Meadow

Elissa de Leon, Sara Peppers

LA 3654/LA 8523 SPRING 2018



Aerial perspective looking south towards fishing pier, kayak launch, meadow, and lawn space.

This is a proposed plan for a kayak launch, fishing pier and public park areas to be built beneath the Cochrane-Africatown Bridge as part of the Africatown Connection Blueway.

By **Ben Raines**  
[braines@al.com](mailto:braines@al.com)

The next canoe and kayak trail offering access to the Mobile-Tensaw Delta will begin in Africatown with a launch facility and park to be built under the Cochrane-Africatown Bridge.

The public is invited to a celebration marking the announcement Saturday from 3 to 6 p.m. beneath the west end of the Africatown bridge. The celebration includes food, music, storytelling, a drum circle and dancing.

The Africatown Connections Blueway project has been two years in the making, a partnership between the National Park Service and community groups in Africatown. The Blueway project will connect the historic Africatown Community in the City of Mobile with Africatown U.S.A. State Park in Prichard. The trail includes parts of Chickasaw Creek, the Mobile River; and Three Mile Creek.

Part of the goal of the trail is to restore the community's connection to the water by providing access. Africatown and Prichard include creeks and bayous that connect to the Mobile-Tensaw Delta, but recent decades have seen the public's access to those waters all but lost, save for launches many miles away.

Joe Womack, president of the Africatown-C.H.E.S.S community group, said that when he was youth in Africatown, people in the community were constantly fishing, swimming, and enjoying the water. But as the area surrounding Africatown transformed into an industrial zone, including the paper mill and port facilities, access to the water was lost behind fences and factories. [HERE](#)

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## The City of Mobile is hosting public forums in the month of June to gather feedback that will help guide the Parks and Recreation System Improvement Plan.

**Citizens will have three chances to help shape the future of City parks for the next decade. Doors will open at 5:30 pm for each forum.**

**The formal presentation will begin at 6 pm with opportunities for feedback to follow. For more information, go to [www.mapformobile.org/Parks](http://www.mapformobile.org/Parks)**

**When: Tuesday, June 19, 6 p.m.**

**Where: USA Children and Women's Hospital, 1700 Center Street**

**When: Wednesday, June 20, 6 p.m.**

**Where: Mobile Public Library West Regional Branch, 555 Grelot Road**

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**Canal Road transfer**



During the work session, Council and staff began work on a resolution authorizing Mayor Tony Kennon to execute an agreement with the Alabama Department of Transportation (ALDOT) for the transfer of Canal Road from Highway 161 to Perdido Gate Subdivision. ALDOT has agreed to transfer Canal Road, east of SR161, to the City of Orange Beach in exchange for \$625,000. The amount is based on the cost to resurface the entire length of roadway.

Engineering and Environmental Services Director Kit Alexander said after the transfer the city will find a contractor to put in a turn lane on that segment of road. She said the widening would be funded with RESTORE Act money and would cost an estimated \$1.8 million.

"Tim Tucker raised concerns about the elevation change because it's been resurfaced so many times and the effects it's had on the sidewalks," Alexander said. "It includes milling the asphalt to get that elevation down so we don't continue to have the problem with the grade change."

## 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](#)

Webinar: Save the Date: **FHWA/FTA PBPP Implementation Office Hours**  
Date: June 25 and 28, 2018

#### What is it?

The Federal Highway Administration and Federal Transit Administration invite you to participate in our Performance-based Planning and Programming (PBPP) Implementation Office Hours. The goal of this training event is to help Metropolitan Planning Organizations (MPOs), transit agencies, and state Departments of Transportation (DOTs) successfully transition to performance-based transportation programs. The focus of this Office Hours will be on the performance management components of the FHWA/FTA transportation planning regulations. (Please note that this event will not cover program specific (PM1, PM2, PM3 or asset management) information.)

This Office Hours event will be delivered through a "flipped" webinar classroom approach. Flipped instructional approaches combines advance "**prework**" followed by "live" webinar or in-person sessions.

FHWA has utilized this training approach for other transportation performance management (TPM) topics and received extremely positive feedback.

#### How does it work?

Participants will:

- Register for a PBPP Implementation Office Hours Session listed below. You will receive a link to a recorded webinar.
- Review PBPP learning materials in advance to prepare for an interactive discussion during the live Office Hours session(s). (See list below.)
- Email the questions you would like to have addressed at the Office Hours to FHWA and FTA by **Friday, June 15, 2018**. With the email subject line of *PBPP Office Hours*, please send such questions to: [corbin.davis@dot.gov](mailto:corbin.davis@dot.gov); [christina.leach@dot.gov](mailto:christina.leach@dot.gov); [kenneth.cervenka@dot.gov](mailto:kenneth.cervenka@dot.gov).
- Join the PBPP Office Hours' webinar room using a link that will be emailed to registrants a few days before the actual session.

#### When will it occur? How do I register?

Two 90-minute office hours sessions will be held, and information presented at each will be consistent. Feel free to attend the session that is most convenient for you.

#### PBPP Implementation Office Hours Sessions:

[Session 1: Monday, June 25, 11:00 AM - 12:30 PM Eastern \(Register Here\)](#)

[Session 2: Thursday, June 28, 2:00 PM - 3:30 PM Eastern \(Register Here\)](#)

#### How can I prepare? What "prework" should I complete?

For the PBPP Office Hours sessions, participants are **strongly encouraged** to either watch or read the following resources listed below in advance of the live sessions. These have been categorized as either strongly recommended or optional.

### 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.

### State Transportation Funding Trends to be Explored at July 18 Workshop

by Carolyn Kramer

Dozens of states have taken action to address transportation funding shortfalls over the past several years. Join fellow transportation advocates in Washington, D.C., on July 18 to learn about recent transportation investment trends and methods from Dr. Alison Premo Black, chief economist with the American Road & Transportation Builders Association. Dr. Black will explore state legislation introduced since 2013, as well as state and local ballot measures from the last decade, in order to provide analysis on new and recurring themes. She will also look ahead to provide a preview of November 2018 ballot measures.

Register for the **5th Annual "National Workshop for State & Local Transportation Advocates"** to hear real-life challenges and success stories of state transportation funding campaigns. Learn what states have raised or are trying to raise new transportation revenue, why they are doing so, what revenue streams they are exploring, who the major players are, and campaign tactics and strategies. Transportation

investment champions from around the country will share best practices, playbook secrets and other keys to success in advancing state and local legislative and ballot initiatives that boost transportation infrastructure investment.

Other sessions include:

- An update on federal transportation funding and efforts to permanently fix the revenue stream for the Highway Trust Fund;
- In-depth exploration of short- and long-term transportation funding techniques being explored by states;
- How states 'set the stage' for a transportation funding increase;
- Advice from state lawmakers on succeeding in your transportation funding campaign;
- Tips on uniting urban and rural interests in one campaign;
- And more!

The Workshop is being held in conjunction with ARTBA's 30th annual "[Public-Private Partnerships in Transportation Conference](#)."

Space is limited! [Register today](#) to reserve your spot, or view more information about the Workshop on [TIAC's website](#).

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ANNOUNCEMENT: Two External Webinars – Update to FHWA's Community Impact Assessment Reference Guide, June 19 and New Best Practice Examples, June 26

The purpose of this message is to inform you of two upcoming webinars on our 2018 Update of the *Community Impact Assessment (CIA): A Quick Reference for Transportation* and new Example Best Practices, sponsored by FHWA's Office Planning, Environment, and Realty. The webinars will highlight how the iterative CIA process helps practitioners to identify communities and evaluate the effects of transportation actions on quality of life. This process can help increase understanding of context, identify safety needs, and accelerate project delivery by incorporating community considerations early in the decision-making process. CIA also helps to improve analysis and documentation for NEPA, Civil Rights, and environmental justice.

The first webinar will discuss the background and purpose of the reference guide update, including new resources developed since the 1996 publication; provide an overview of the CIA process; and discuss new socioeconomic data sets, robust analysis tools, and innovative public involvement approaches. The second webinar will highlight five new CIA best practices in different States. The reference guide and the examples will be available soon at: <https://www.fhwa.dot.gov/livability/cia/>.

Please share this information with FHWA planning and environment staff, State DOTs, MPOs, and other contacts so that they can register for these informative webinars.

#### PRESENTERS

##### **Community Impact Assessment: A Quick Reference for Transportation (2018 Update) – Tuesday, June 19**

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Michael Grant, ICF
- Anne Morris, Anne Morris & Associates
- Tracee Strum-Gilliam, PRR Inc.

##### **Community Impact Assessment: Example Best Practices – Tuesday, June 26**

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Erik Frisch, City of Rochester
- Stephanie Blanco, Los Angeles Metro
- Anthony Davis, New Jersey Department of Transportation
- Pat Ivey and Jamine Robbins, North Carolina Department of Transportation
- Leslie Montgomery and Chris Hermann, Ohio Department of Transportation

#### WEBINAR LOGISTICS:

June 19, 2018

- 12:30pm - 2:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1701>

June 26, 2018

- 2:30pm - 4:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1702>

For additional information, please contact Gary Jensen at 202-366-2048 or [gary.jensen@dot.gov](mailto:gary.jensen@dot.gov) or Fleming El-Amin at 202-366-0233 or [fleming.el-amin@dot.gov](mailto:fleming.el-amin@dot.gov).

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#### **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

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#### **NTI has scheduled the following course:**

**Course:** Transportation Planning Process

**Schedule:** Monday, July 23, 2018 – 8:30am – 4:00pm (Registration 8:00am)  
Tuesday, July 24, 2018 – 8:30am – 4:00pm

**Location:** Pensacola City Hall (City of Pensacola Technology Resources Building)  
222 W. Main Street  
Pensacola, FL 32502  
850-435-1603

**Host:** West Florida Regional Planning Council (wfrpc)

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#### **Developing Data Standards and Guidance for Transportation Planning and Traffic Operations—Phase 1**

The objective of this study is to prioritize transportation planning and traffic operations standard areas and develop standards and/or guidance to be used and adopted by the transportation community. The five standard data areas or "bundles" to be evaluated for further standard development include travel time, demand, incident and work zones, and network and transit.

**Staff Contact:** [Jeremy Raw](#), 202-366-0986

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#### **National Dialogue on Highway Automation**

FHWA launched a [National Dialogue on Highway Automation](#) this week. The program includes five upcoming workshops hosted around the country concerning different areas of highway automation. FHWA plans to include a broader range of stakeholders to inform FHWA's

role in automation and national research, policy, and programs to aid in the development of the technology. The Launch Workshop will be in Detroit, Michigan on June 7. The first issue workshop, which will focus on policy and planning, will be in Philadelphia, Pennsylvania June 26-27.

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## 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.

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## [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.

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## 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.