



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 11th, 2014

Volume 10, Number 2

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Intelligent Transportation System Diversion Route Planning Study

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FTA 5310 URBAN FUNDS for the Mobile Urban Area are now available through SARPC as well as Transportation Alternatives Program (TAP); JARC/New Freedom (outside of Mobile Urban area) is available through ALDOT in *Funding Opportunities*. If you are applying for any of these funds, please do not hesitate to call us. Don't forget to register for the [South Alabama Highway Funding Conference](#). SARPC is having its 16th annual [Job's Fair](#) on May 1st. Today's *Just For Fun*, is... cheesy.

The South Alabama Regional Planning Commission is hosting a one day conference on May 2, 2014 at the Daphne Civic Center concerning highway funding. (This is a chance for local governments, engineers and planners to hear what others are doing around the country in terms of innovative funding strategies to assist in funding local infrastructure. It will also allow for a regional forum of needs, priorities and funding issues.)



There is a lot going on this weekend, so get out there!

[Loxley Strawberry Festival](#), [LODA Art Walk](#), [South Sounds Festival](#), [Gumbo Cook -Off](#)

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



www.mobilempo.org

check us out on FACEBOOK

706-1CAR

Mobile MPO Updates



**South Alabama
Highway Funding
Conference
Friday, May 2, 2014**

Daphne Civic Center

South Alabama Highway Funding Conference

As part of the SARPC Strategic Sessions held in January, a recommended action goal was to host a regional transportation forum for our member governments. The full SARPC board met in Brewton, and among several topics discussed, the forum/conference was on the agenda. Since *transportation* is a broad subject with many facets, this forum has turned into the South Alabama Transportation Funding Conference. It is a timely topic with [ALDOT's current funding situation](#), and the federal outlook [\[SEE HERE\]](#). Is there anything local governments can do? Please plan on registering for the [South Alabama Highway Funding Conference](#) now. US Representative Bradley Byrne will be the luncheon speaker, and we will have several regional and national speakers; the agenda will be out soon.

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The Mobile MPO Unified Planning Work Program (annual budget) is due to ALDOT in mid June, and we have several other items that require action from the MPO. There will be a **MPO meeting on May 21** at 10:00 AM in the GMO Board Room. Prior to that meeting, there will be a Mobile MPO **TCC/CAC meeting on April 30th** at 10:00 AM in the SARPC Training Room on the second floor. April 30th is the same day as the City/County luncheon at noon, so hopefully this will be a short TCC/CAC meeting. We will get notices out shortly and if you have anything you would like on the agenda, please let us know.

Mobile MPO Bicycle and Pedestrian Advisory Committee (BPAC) Held This Week

There was a Mobile MPO Bicycle Pedestrian Advisory Committee (BPAC) meeting this past Wednesday. Items on the agenda included:

- A discussion about Transportation Alternatives Program (TAP) Grants
- A discussion of Bike/Bus Lane, etc. to compliment Mayor's Plan for Water Street
- Pedestrian Crossing at Beauregard/Water Streets Intersection
- Changing stop sign arrangements along Emogene Street for biking
- Discussion of Bus/Bike lane on St. Louis or St. Francis Street
- Discussion about bicycle parking in Downtown Mobile including:
 - Status of Downtown Alliance's Bike Rack program (they have offered to pay up to half the cost for rack and installation)
- City Requirements: What are they, and are they too strict in terms of number of inches from curb, building, pedestrians, etc.
- Proper steps for downtown businesses to get bicycle parking and ways in which they can appeal if they have been denied
- Update on Crepe Myrtle Trail Ride on May 10th
- Review of upcoming road projects for bicycle and pedestrian facilities
- Review of recent crash data involving cyclists and pedestrians

Projects Within Region Let April 25th, 2014

ESCAMBIA COUNTY

- For constructing the Resurfacing and Traffic Stripe on CR-55 (Jay Road) from the Florida State Line to the intersection of SR-41 in Riverview. Length 5.870 mi.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-41 from the Florida State Line to 400 feet south of the SR-15 (US-29) pavement joint in Brewton. Length 6.463 mi.

MOBILE COUNTY

- For constructing the Resurfacing and Traffic Stripe on SR-17 (US-45) from CR-63 (Churchula-Georgetown Road) to the Washington County Line. Length 16.609 mi.

[What's Under Construction?](#)

Legislative Updates

House Passes Ryan Budget: Yesterday, the U.S. House of Representatives passed its version of the fiscal year (FY) 2015 budget by a 219-205 margin. All Democrats and 12 Republicans voted against the measure. Budget Committee Chairman Paul Ryan's (R-WI) final budget seeks to balance the nation's books in a decade, largely through spending reductions. Transportation programs would sustain some of the largest proposed cuts, due in part to the inadequacy of the nation's fuel taxes to keep the Highway Trust Fund (HTF) solvent. This budget more closely aligns transportation spending with anticipated fuel tax revenues over the next decade, which requires significant cuts in future years and a near zeroing-out of new spending in FY15.

There are two looming challenges in regards to federal transportation funding:

1. The short-term prospect of HTF insolvency in or around July of this year, before the expiration of the current authorization bill. That will require immediate Congressional attention or result in a slow-down in payments to states (and by extension anybody else downstream) in the middle of the summer construction season.
2. The long-term challenge of finding enough cash for a multi-year reauthorization bill, which would require \$100 billion in new revenue for a six-year bill just to keep funding at current levels. In some sense, Ryan's budget would make solving both challenges more difficult. Stand-alone

legislation to solve the short-term problem with a transfer of general funds to the HTF requires same year spending offsets. Any general funds transferred to the HTF as part of a multi-year reauthorization can be paid for over a 10 year period, but does require an offset (unlike current rules, which allow transfers to the HTF without offsetting revenue).

The take away, however, is that this budget has zero chance of passing in the U.S. Senate and becoming law. The bigger concern lies with finding a short-term fix for the HTF, as any possible solution will prove to be difficult and unpopular.

Senate EPW Announces Broad Agreement on Transportation Reauthorization: Yesterday, the U.S. Senate Environment and Public Works Committee (EPW) held a news conference to announce an “agreement in principle” on key elements for the next bill, which they hope to mark up in early May. The broad principles include: a longer bill duration (as long as possible, with six years being ideal); funding levels (current year levels plus inflation adjustments); maintaining the formulas for core programs; rural access to transportation; and leveraging local funding resources. Under this proposal, the Senate would pass one bill to provide both short-term solvency to the HTF and long-term transportation funding for the next authorization bill. Early calculations show that the bill would provide \$325 billion in spending over six years, and require approximately \$100 billion in revenue above projected gas tax receipts

Budget Committee, this week released the fiscal year (FY) 2015 version of the House budget. Titled again, "Path to Prosperity," Ryan's budget seeks to balance the nation's budget by 2024 through significant spending cuts. Transportation funding plays a key role in the overall approach Ryan takes to achieving this goal, including a zeroing out of obligations for transportation in FY15. This “year off” is intended to give the highway trust fund (HTF) time to build some reserves; at present, the highway account is projected to become insolvent in July and the transit account soon thereafter. By eliminating new obligations for FY15, the Ryan budget reduces federal surface transportation outlays by approximately \$13 billion next year. The Ryan budget proposal leaves open the possibility of a general fund transfer into the HTF (either to close the deficit the fund faces this year or as part of a reauthorization package), but only if such a transfer is offset in the year the transfer occurs (current rules allow for general fund transfers into the HTF but does not require they be offset). Separately, the Ryan budget permits the creation of a “reserve fund” for transportation, which essentially allows for spending above the limits set by the budget - so long as it “maintains the solvency of the Highway Trust Fund” and occurs under the condition that it “would not increase the deficit over the period of fiscal years 2015 through 2024.” In simpler terms, both of these provisions make a transfer to the HTF permissible, but places conditions upon such transfers.

The Ryan budget also recommends eliminating funding for Amtrak operating subsidies and calls for a reduction in headquarters and administrative costs for agencies. Proposed reforms include a pilot program for states to fund their transportation priorities solely with state revenues that would allow them to opt out of paying the federal gas tax and phasing out subsidies for the Essential Air Service program.

Senator Murray Calls for Transportation Funding Solution: U.S. Senate Budget Committee Chairman Patty Murray (D-WA) took to the floor earlier this week to call on her colleagues to find a solution to the short-term solvency issues that the HTF will face sometime this summer. With fuel tax revenues falling short of expectations, the HTF will not have enough revenue to cover spending without a transfer of resources by Congress. If Congress fails to act, the U.S. Department of Transportation (DOT) would be forced to slow down payments to states for work that has already been completed. Some states have already chosen not to advertise for new project bids, and we can expect additional states to follow suit. Sen. Murray outlined the looming problem, comparing its impacts to the recent shutdown of the federal government when an agreement on spending could not be reached between the House and Senate. She also voiced support for the approach proposed by House Ways and Means Committee Chairman Dave Camp (R-MI), who proposed a sweeping tax overhaul bill that includes a transfer of \$125 billion to the HTF, to keep it solvent for nearly a decade.

Funding Opportunities

Applications for Mobile Urban Area 5310/5317 Funding Now Available

(deadline April 30th)

As most of you are aware, the South Alabama Regional Planning Commission is the Designated

Recipient for FTA 5310 funds for the Mobile Urban area. These funds are *Enhanced Mobility for Seniors and Individuals with Disabilities*. The new Federal Transportation Bill MAP-21 combined the FTA 5317 New Freedom Funds for large urban Areas with 5310 Enhanced Mobility for Seniors and Individuals with Disabilities. We have FY 2013 and 2014 combined in this call for projects totaling over \$575k available for projects .

Eligible Activities

- At least 55% of program funds must be used on capital projects that are 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.
- The remaining 45% may be used for: public transportation projects that exceed the requirements of the ADA, public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, or alternatives to public transportation that assist seniors and individuals with disabilities.

Applications are available at www.mobilempo.org/5310.html

**JARC New Freedom Funding (rural / small urban); (please read below, budget is due early)
CALL FOR PROJECTS FOR FUNDING TRANSIT SERVICES FOR FY 2015
(budget deadline April 18th)**

The Alabama Department of Transportation (ALDOT), Modal Programs Bureau is now accepting Applications for funding consideration through the Section 5316 Job Access and Reverse Commute (JARC) Program and the Section 5317 New Freedom (NF) Program. These Federal Transit Administration (FTA) programs provide funding for transit related services that assist the state's population of low income and disabled individuals.

The following organizations are eligible to apply for the Sections 5316 & 5317 programs:

Private nonprofit organizations

State or local governmental bodies; and

Operators of public transportation services, including private operators of public transportation services.

Federal funds administered through ALDOT are only extended to organizations providing transit services in the small urban and rural areas of the State.

Available federal funds for the Section 5316 JARC program are expected to total \$1,792,092 for small urban areas and \$1,251,841 for the rural areas. Available federal funds for the Section 5317 NF program are expected to total \$898,303 for small urban areas and \$640,484 for the rural areas.

A 50% local match is required for operating funds and a 20% local match is required for capital and planning funds.

The selection process will be based on the following criteria: statement of need and organizational capacity; project budget and cost effectiveness; coordination and program outreach; implementation plan; and customer service and accessibility. Projects funded through these programs must be derived from a locally regional coordinated transportation plan.

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and state management plan can be found at:

<http://www.dot.state.al.us/moweb/transit.htm>.

Completed grant applications must be submitted to the appropriate Regional Planning Council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed. Each Regional Planning Council must review grant applications to ensure compliance with federal coordination requirements prior to formal submission to ALDOT. Only those grant applications submitted for funding consideration by the Regional Planning Councils will be considered for funding. The deadline for submissions to the appropriate regional planning council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed is **5:00 P.M. on May 16, 2014**. Applications received after the established deadline will be returned.

Postmarked submissions will not be accepted.

After applications are reviewed, prioritized, and approved by ALDOT, applications will be submitted to the FTA Region IV office for funding consideration.

For questions or comments concerning the grant application or if the information is needed in another language contact: Sharon Coats, ALDOT, Modal Programs Bureau, 1100 John Overton Drive, Montgomery, AL 36110; (334) 353-6443 or coatss@dot.state.al.us.

All proposed budgets must be emailed to ALDOT no later than April 18, 2014.

President Obama, DOT Secretary Foxx Announce \$600 Million for Sixth Round of TIGER Funding
[Notice of Funding Availability](#) now available.

ST. PAUL – U.S. Transportation Secretary Anthony Foxx will join President Barack Obama today to announce that \$600 million will be made available to fund transportation projects across the country under a sixth round of the U.S. Department of Transportation’s highly successful Transportation Investment Generating Economic Recovery (TIGER) competitive grant program. The announcement will be made at the Union Depot in St. Paul, which received \$35 million in the first round of TIGER to renovate the facility and restore tracks. Combined with roughly \$480 million in federal funding for the Central Corridor light rail transit line, St. Paul’s Union Depot is proof of the impact that transportation investment can make, leading to job creation, downtown revitalization and economic growth.

“President Obama knows that transportation means opportunity for so many Americans,” said U.S. Transportation Secretary Anthony Foxx. “TIGER investments answer the President’s challenge to expand opportunity through a strong transportation system that connects Americans with a better way of life.” [\[HERE\]](#) <http://www.dot.gov/tiger>

FY 2014 Transportation Alternatives Program –TAP FUNDS

Deadline: *May 2, 2014*

Only cities and counties can apply for TAP funds, and your jurisdiction will determine your application for TAP Funds. If you are in the Mobile Urbanized Area, you are eligible for the Urban Area TAP Funds available through the Mobile MPO at South Alabama Regional Planning Commission. If you are outside of the Mobile Urbanized Area you will apply to ADLOT for TAP funds (see below). The applications, guidelines and funding limits between the STATE TAP and the URBAN TAP *are slightly different*. Please be aware, and if there are any question please do not hesitate to call us. The federal guidance on TAP funds is here: <https://www.fhwa.dot.gov/map21/guidance/guidetap.cfm>

MOBILE URBANIZED TAP FUNDS

The Mobile MPO announces the availability of the FY 2014 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for with Mobile Urbanized TAP funds is \$200,000 (federal). The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Applications for Mobile Urban Area TAP Funds can be found [\[HERE\]](#)

ALDOT TAP FUNDS

The Alabama Department of Transportation (ALDOT) announced application availability for the FY 2014 Transportation Alternatives Program (TAP) funding. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. ***ALDOT TAP Funding applications can only come from ALDOT*** [\[HERE\]](#).

GRANT: FHWA's Accelerated Innovation Deployment Demonstration

Open until the Program Ends or Funding is No Longer Available

FHWA announced on February 19 the availability of \$30 million (M) in funding and requests grant applications for FHWA's Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). On a rolling basis, AID Demonstration funds will award multiple projects that meet eligibility, requirements, and selection criteria. [\[HERE\]](#)

Economic Development Administration

<http://www.grants.gov/web/grants/search-grants.html>

EDA provides strategic investments that foster job creation and attract private investment to support development in economically distressed areas of the United States. Under this FFO, EDA solicits applications from both rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA's Public Works and Economic Adjustment Assistance programs. Grants made under these programs are designed to leverage existing regional assets to support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. Link to Additional Information: EDA's website Please contact Diane Burnett of SARPC staff for questions 706-4621. Also, don't forget SARPC has a revolving fund loan program. <http://www.sarpc.org/rlf.asp> The RLF is a locally controlled source of capital used to finance small business start-up and expansion whose projects will create permanent jobs. By combining RLF and bank financing the borrower can realize an effective rate well below market rates.

Just For Fun

In *queso* haven't heard, today April 11th is **National Cheese Fondue Day**. Which is *gouda* for those practicing Catholics, as cheese fondue can go on any type of vegetable, bread or even fish. But what about cheese being spread on.....roads. It *brie grate*, because it aint easy, being cheesy.



Public Domain NJ Gov

Milwaukee began a pilot program to repurpose cheese brine for use in keeping city roads from freezing, mixing the dairy waste with traditional rock salt as a way to trim costs and ease pollution.

"You want to use provolone or mozzarella," said Jeffrey A. Tews, the fleet operations manager for the public works department, which has thrice spread the cheesy substance in Bay View, a neighborhood on Milwaukee's south side. "Those have the best salt content. You have to do practically nothing to it."

The cheesy solution is probably a better one than using fracking brine.

In the News

Participatory Leadership Workshop: Your Town Alabama

May 14th through May 16th 2014

Planning and design training for citizen leaders of Alabama working to protect and capitalize on the development opportunities afforded by our unique history, environment, location, and people. Towns, villages and neighborhoods in Alabama, and across America, face an uncertain future—a

future which is increasingly threatened by large scale economic changes, population shifts, land policy changes, the impact of electronic commerce and mass merchandising. In the face of these changes, communities find themselves struggling to maintain their vitality and even their sense of identity. The “Your Town” workshop is an intensive 2½ day workshop that focuses on an important aspect of community spirit and community integrity: the process of design. The workshop aims specifically to introduce small town, neighborhood and rural decision makers and technical assistance providers to the role of design in community planning. Much of the workshop is accomplished in small groups assigned at registration. Applications to our workshops, resource materials and the dates for workshops and continuing education opportunities are available online: www.yourtownalabama.org

What is Your Town Alabama?

The communities of rural America are facing a range of critical problems. In some cases, these problems are heavy out-migration and a loss of jobs. In others, it is rapid growth from suburban sprawl, the location of a new facility, or an influx of retirement population. These problems affect the vitality of the community, its design and sense of place.

The “Your Town” workshop focuses on an important aspect of community spirit and community integrity: the process of design. The workshop aims specifically to introduce small town and rural technical assistance providers and decision makers to the role of design in community planning.

Construction of Foley Centennial Plaza, featuring five-story clock tower, to begin soon



By Marc D. Anderson | manderson@al.com

Email the author | Follow on Twitter

on April 08, 2014 at 7:36 PM, updated April 08, 2014 at 7:48 PM

Foley, AL -Plans for a grand centennial celebration in the city’s downtown park in 2015 took a giant leap forward this week as the council approved a \$420,000 contract to build a Centennial Plaza with a 52-foot clock tower. The project came to fruition through a partnership between the city and community-based Centennial Celebration Committee.

Committee member David Vosloh said nearly \$200,000 was raised for the project and money continues to be sought through the sale of commemorative bricks. On Monday night, the council approved a qualified low bid of \$421,345 from Gulf Shores-based Sandalwood Development to build the plaza at Heritage Park, which is near the intersection of Ala. 59 and U.S. 98.

“It’s an exciting time,” Mayor John Koniar said. “I’m glad to see us get the bid process behind us so we can start in earnest and have it completed by December prior to the centennial year.

“It’s been a real community effort.”The plaza’s five-story clock tower will feature a 32-brass-bell carillon that can be programmed electronically to play thousands of songs. The tower will have a landscaped plaza along with two stage areas and benches.

The tower is already in the city’s hands as the council in late 2011 approved the \$167,900 purchase of the structure from Verdin Co. of Cincinnati. Officials envision the plaza and tower being a setting for weddings. Vosloh said the committee is going to recommend that the council adopt a program

giving couples that get married under the tower the option of purchasing special bricks to be placed at the plaza. The official celebration marking the city's 100th anniversary of incorporation is scheduled for Jan. 8, 2015.

John Burton Foley of Chicago founded the community in 1905 and it was incorporated on Jan. 8, 1915.

For individuals interested in purchasing commemorative bricks, \$50 for four-by-eight inch bricks and \$125 for eight-by-eight or those who would like to purchase a song to be added to the bell tower's electronic playlist for \$10, visit www.brickorder.com/cityoffoley, www.cityoffoley.org or call City Hall at 251-943-1545.

Could toll bridge over Tennessee River into Morgan County be reality by 2019? *(is this relevant to South Alabama, you bet it is)*



By Kelly Kazek | kkazek@al.com
Email the author | Follow on Twitter

on April 08, 2014 at 4:40 PM, updated April 08, 2014 at 4:41 PM

DECATUR, Alabama - Motorists stuck in rush hour traffic crossing the Tennessee River to or from Morgan County realize the need for additional lanes but are they willing to pay a toll to get them?

Adding a bridge across the river would cost about \$500 million, said John Cooper, director of the Alabama Department of Transportation, and that's money the state doesn't have. So ALDOT hired CDM Smith Inc. to conduct a feasibility study and determined it is possible to fund the bridge with tolls.

"The concept of a toll bridge in Decatur came about over time," Cooper said. Of six such studies done in Alabama over the years, "this project is the first to pass even the initial stage."

He cautions that the study was the first step of many and a toll bridge is not a done deal.

"It has to be followed by significantly more in-depth study, more specific study," he said. "We have decided to move to the second step of that study."

That step is to determine exactly where traffic comes from and where it is headed after it crosses the bridge. Cameras will be erected at various points to monitor traffic in coming weeks, Cooper said.

The plan is to add four lanes to the existing four lanes that cross the river. No bridges would be demolished, Cooper said.

Decatur City Council President Gary Hammon, who heard of the plan from Cooper at a Friday meeting, said while the bridge feasibility study was conducted before the Sweetwater development deal was finalized, a new bridge would help facilitate increased traffic from the new businesses there, including a Bass Pro Shops.

Cooper said businesses in the area would be served along access roads in a manner similar to those on Memorial Parkway in Huntsville. "There would be six lanes, free-flowing to I-65, controlled access, three lanes in each direction," Cooper said. "Then on each side there would be two lanes at ground level as access roads, much like Memorial Parkway, for new development."

The toll (amount) would be subject to control by the State of Alabama.

Cooper said if the project comes to fruition, ALDOT might contract with a private firm to build the bridge. "Or we might choose to build it ourselves through the Alabama Toll Road and Bridge

Authority," he said. "In any case, the toll (amount) would be subject to control by the State of Alabama."

Hammon said if a private firm builds the bridge, construction would be much quicker than a government project. "The beauty of letting a private firm do this is it would be done in the next five years," he said. "If the government does it, it could be at least 10 years."

GREAT DAUPHN STREET CLEANUP

Saturday April 26th from 9:00am-12:00pm. The Mobile Bay National Estuary Program, Mobile Gas, Keep Mobile Beautiful, Great American Cleanup, MAWSS, Mobile Baykeeper, Clean Water Future and the Alabama Coastal Foundation are hosting a Dauphin Street cleanup. Volunteers will meet in front of Mobile Gas (2828 Dauphin Street) complete registration and depart for cleaning zone areas. Volunteers will receive cleanup items (bags, gloves) and their very own cleanup t shirt. Lunch will also be provided for volunteers who participate in this cause. For more information check out the Dauphin Street Cleanup Flyer here. To sign up contact Carol Conrad (251) 208-6029 carol.conrad@cityofmobile.org



Transportation Research

The Highway Safety Improvement Program (HSIP) notice of proposed rulemaking (NPRM) published in the Federal Register

This NPRM proposes changes to the HSIP regulations at 23 CFR Part 924 to address provisions in MAP-21 and incorporates clarifications to better explain existing regulatory language.

It removes provisions that were eliminated under MAP-21 and proposes to amend the regulations to address provisions required by MAP-21 to establish:

- A subset of roadway data elements States will be required to collect for all public roads to enhance their safety analysis capabilities.
- A State Strategic Highway Safety Plan update cycle
- An HSIP report content and schedule

The rule also proposes changes to be consistent with the transportation performance management requirements proposed under the companion Safety Performance Measures NPRM (FHWA-2013-0020) that was published earlier this month. The proposed changes described in this HSIP NPRM are intended to clarify the regulation for the development, implementation, and evaluation of highway safety improvement programs that are administered in each State.

We invite you to review the HSIP NPRM in its entirety to gain a better understanding of the proposed amendments. The link to the HSIP NPRM in the Federal Register, related outreach materials, and information on upcoming webinars will be available on the Office of Safety website tomorrow at <http://safety.fhwa.dot.gov/hsip>. The first public Webinar will be held on March 31, 2014 – you can register [here](#).

All public comments should be submitted to the Docket for FHWA-13-0019 at www.regulations.gov.

Your HSIP NPRM comments must be submitted by May 27, 2014 to be considered in the development of the HSIP Final Rule.

Please share this information with others who may be interested. Thank you – Linda Guin

Combined Intelligence - Working Together for Smarter Transportation

In September of 2014 the Gulf Region Intelligent Transportation Society (GRITS), the Intelligent Transportation Society of Florida (ITSFL) and the Intelligent Transportation Society of Georgia (ITSGA), will come together for a joint annual meeting. Join us in 2014 for the ITS 3C Summit.

ITS 3C Summit

The conference will be held **September 14-17, 2014** at the Arthur R. Outlaw Convention Center along the waterfront in Mobile, Alabama.

Arthur R. Outlaw Convention Center
One South Water Street
Mobile, AL 36602

Pavement Management 2013, Volume 3 released

TRB's Transportation Research Record: Journal of the Transportation Research Board, No. 2368 consists of 14 pages that explore long-lasting perpetual asphalt pavements; a global sensitivity analysis of mechanistic-empirical performance predictions for flexible pavements; a framework for determining load equivalencies; mitigation of rutting in asphalt overlays of concrete pavements; top-down cracking of asphalt pavements in North Carolina; and an assessment of fatigue cracking in flexible pavements.

This issue of the TRR also examines the combined effect of three-dimensional contact load and thermal gradients on the cracking performance of heavy-duty asphalt pavements; the development of a full-scale reflective cracking test; the performance of prediction models for cracked, sealed, and overlaid concrete pavements; improvements in full-depth repair practices for distresses in continuously reinforced concrete pavement; responses and performance of stabilized full-depth reclaimed pavements; available mechanistic-empirical procedures for reflective cracking in asphalt overlays of concrete pavements; a refined failure mode for thin and ultrathin whitetopping; and revised design procedures for thin and ultrathin bonded whitetopping.