



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday April 28, 2017

Volume 22, Number 3

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The **Mobile Urban Area Transportation Alternatives Program (TAP)** and the **Mobile Urban Area FTA 5310 Funds** call for Projects have been announced (please see *Funding Opportunities*). Mobile MPO and TCC/CAC meetings dates are set; please see (*Mobile MPO Updates*). Alabama gas tax? (see *Legislative Updates*). The human cost of losing Amtrak, and FIX MY ROADS ALABAMA (see *In the News*). This week's *Just For Fun*

Have a great weekend! And 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

TCC/CAC meeting May 17th, 10:00 AM, Mobile MPO meeting June 7th, 10:00 AM

There will be a TCC/CAC meeting on May 17th. The results of that meeting will go before the MPO on June 7th. There are two items amending and modifying the Transportation Improvement Program (TIP). One is to Extend the Eastbound Bridge on SR 42 (US98) over Big Creek, and the other is to unfortunately delete a TAP project that the PE was never completed. Also, it is budget season, so we will be presenting the DRAFT Unified Planning Work Program (UPWP). As a line item in the FY 2018 UPWP will be a Feasibility Study for US 45. Further, I have received communication from two members of the City of Mobile City Council with requests for funding. This will be also may be a topic of discussion

Recent Scheduling Changes This Week for Mobile

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

- Project : 100066762 (MP)
Federal aid number : 99-509-495-042-702
County : MOBILE
Project Description : CONSULTANT TUNNEL INSPECTION FOR VARIOUS CIVIL AND STRUCTURAL ELEMENTS OF THE BANKHEAD TUNNEL ON SR-42 (US-98)
Target start date : 6/1/2017
Engineers Estimate : \$55,000.00
- Project : 100065846 (FM)
Federal aid number : NH 0193 (505)
County : MOBILE
Project Description : RESURFACING SR-193 FROM HIGGINS ROAD TO OAK RIDGE AVE
Old Engineers Estimate : \$756,422.00
New Engineers Estimate : \$1,333,790.46

SAFETY PERFORMANCE MEASURES

By July 1, 2017, ALDOT Should have developed the statewide performance measures for safety. The Mobile MPO, and the all MPO's including the Eastern Shore MPO, will have until February 27th, 2018 to either adopt ALDOT's methodology for performance measures, or adopt their own. There are five safety performance measures:

- number of fatalities
- rate of fatalities
- number of serious injuries
- rate of serious injuries
- number of non-motorized fatalities and serious injuries combined

The Mobile MPO will have to develop targets for these five performance measures (using ALDOT's methodology or our own) and create an annual *System Performance Report*, and then decide on whether we have met our targets or not. Statewide, if ALDOT does not meet the targets of the performance measures, they will lose the flexibility of their safety funding. At the

MPO level, if we do not meet are targets, well, we must try harder.

Performance measures and targets must be specified for Safety (see above), Transit (ALDOT Multi-modal), Freight (ALDOT and MPO) and Highway (ALDOT contracted with Jeff Carroll of South Carolina). The LRTP and the TIP must be modified as it must be explained how each project in both documents are working towards achieving all performance measure targets. . The performance measures used by the Mobile MPO, and the Eastern Shore MPO will be discussed at length in the next several months, and the topic is on the agenda at the Alabama Transportation Planners Association Conference (ATPA) March 23-24 in Florence, AL. Please contact Kevin Harrison if you have any questions pertaining to Performance Measures.

3-C Agreement To Be Updated

To all members of the Mobile MPO, we have to update our 3-C agreement. This is the agreement between SARPC, ALDOT, the WAVE Transit, the eight Urban Area cities and Mobile County that actually creates the Mobile MPO. In order to execute this agreement, we will need a resolution from Mobile County and each city in the next month or so. If you are a new mayor, your staff is familiar with this as we did this last Spring. Because there is a new federal transportation act "the FAST ACT", the language has changed and we must update the agreement. We sent notifications to each MPO member. Please call Kevin if there are any questions.

Alabama Department of Transportation Statewide Bicycle and Pedestrian Plan Public Meeting

Notice is hereby given that the Alabama Department of Transportation (ALDOT) will hold a public involvement meeting to review the proposed Alabama Statewide Bicycle and Pedestrian Plan. The purpose of the public involvement meeting is to solicit comments from the public about the proposed plan. Southwest Region meeting details are below:

- **Mobile Area Meeting**

Date: Thursday, May 4, 2017

Time: 4 – 7 p.m.

Location: Alabama Department of Transportation
Southwest Region
Mobile Office

Street Address: 1701 West I-65 Service Road North
Mobile, AL 36618

Persons needing special accommodations under the Americans with Disabilities Act (ADA), please contact the ALDOT Southwest Region Office at (251) 470-8200 at least three business days before the meeting.

Public attendance is urged and input is solicited.

Projects Within Region To Be Let April 28th, 2017

ESCAMBIA COUNTY

- None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the Mississippi State Line to the junction of Snow Road west of Semmes. Length 10.479 mi. The Bracket Estimate on this project is from \$1,717,581 to \$2,099,266 .

BALDWIN COUNTY

- For constructing the Intersection Improvements (Turn Lane Installation) on CR-13 at the intersection of Sehay Boulevard and Longue Vue Boulevard in Daphne. Length 0.227 mi. The Bracket Estimate on this project is from \$558,416 to \$682,509 .
- For constructing the Intersection Improvements (Roundabout Installation) on CR-30 at the intersection of CR-13 in Fairhope. Length 0.394 mi. The Bracket Estimate on this project is from \$835,082 to \$1,020,656 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Trump's Transportation chief sits down with GOP members to talk infrastructure

BY MELANIE ZANONA - 04/28/17 11:36 AM EDT

Transportation Secretary Elaine Chao sat down with House lawmakers on Capitol Hill Friday morning to discuss President's Trump \$1 trillion infrastructure package, which is expected to be unveiled this summer.

During a breakfast meeting that featured croissants and coffee, Republican members of the Transportation and Infrastructure Committee heard the latest update from the administration about Trump's effort to upgrade U.S. roads, bridges and airports.

The meeting comes after Trump released a tax plan this week that did not set aside money for infrastructure, as some had hoped.

"It was pretty informal. We talked about the infrastructure package," Rep. Sam Graves (R-Mo.) told The Hill. "The problem is we don't have any specifics."

Lawmakers were told that Trump plans to include \$200 billion in his budget that will be "leveraged" into his infrastructure proposal. Trump's budget chief echoed a similar sentiment last week. Congress will not consider the infrastructure bill, however, until after lawmakers tackle tax reform and health care - likely this summer.

Graves said the administration may still use revenues in Trump's tax proposal to help pay for the transportation effort.

Transportation Chairman Bill Shuster (R-Pa.) said Thursday that the two issues "need to be linked or close together."

"That's the way we're going to figure out the payment for it," he said. "There's got to be a relationship. Better to figure the revenue before we figure out the policy."

Chao also briefed members on Friday about new top-level positions at the department that are being created to help oversee some of Trump's priorities.

Chao intends to appoint DOT chief of staff Michael Britt to be senior adviser for Federal Aviation Administration (FAA) modernization and James Ray to be a senior adviser on infrastructure.

The meeting was described as positive and collaborative, according to someone familiar with the meeting, and touched on everything from infrastructure financing to the emergency responses efforts after the 1-85 bridge collapse in Atlanta.

Hopes fade for using tax reform on infrastructure

BY MELANIE ZANONA - 04/27/17 06:00 AM EDT

Hope is fading on Capitol Hill that tax reform will be used to pay for President Trump's \$1 trillion infrastructure package.

The administration released a sweeping tax plan on Wednesday that does not include money to revitalize U.S. roads, bridges, airports or other public works.

The one-page proposal includes repatriation, or taxing corporate earnings stashed overseas at a lower rate when it returns to the U.S., but does not indicate what the revenue should be spent on.

Proponents of using repatriation as a funding tool for infrastructure are worried about the message that the White House is sending with the tax plan.

"This isn't a good sign... It's a punch in the gut," Rep. John Delaney (D-Md.) said in a telephone interview. "I think [Trump] has basically told people today he doesn't want to do infrastructure."

Delaney, who sponsors legislation to use repatriation to pay for transportation upgrades, has long argued that a massive infrastructure bill won't get over the finish line in Congress unless it's paired with tax reform.

Rep. Mark Meadows (R-N.C.), chairman of the ultraconservative House Freedom Caucus, has sponsored legislation in the past that would use repatriation to replenish the ailing Highway Trust Fund, among other things.

But he said Wednesday that he would not insist that Trump's tax overhaul include infrastructure funding, though he still believes that transportation investments are critical.

"Probably giving more flexibility on the tax reform side of things is really where I am right now," Meadows told reporters.

"Obviously, I think repatriation and the infrastructure side of things is critical, but that being said, if we lower taxes and we have a different revenue stream somewhere else, it's not going to be one of those lines in the sand that I say, well, you're

using repatriation for tax reform and you're not using it for infrastructure." [HERE](#)

AL could raise gas tax for first time in 25 years

Monday, April 24th 2017, 6:37 pm CDT
Monday, April 24th 2017, 9:21 pm CDT
By Michael Doudna, Reporter

MONTGOMERY, AL (WSFA) -

It's been 25 years since Alabama's gas tax has been raised. "It took us 25 years for us to get to this point, so that tells you there that nobody really wants to address this," said House Speaker Mac McCutcheon.

However, the issue is becoming more of a problem as Alabama's infrastructure ages. President Donald Trump promised to push for infrastructure increases if he became president, something Alabama may be unable to take advantage of.

"We are not going to have the money in Alabama to support a federal highway plan if one comes out, so we are either going to sit on the sideline and watch that money go away and not be able to fix our infrastructure based on a federal plan..." McCutcheon warned.

"Every dollar the feds gives us requires some sort of matching," said AUM economics professor Keivan Deravi.

That really is the issue, as Alabama simply does not have the money to match any potential federal plan.

"Well if it excludes Alabama from receiving the federal funds it would be like just giving back the money the feds are extending to us," Dervai said.

McCutcheon says if a federal plan is passed, lawmakers could come back in a special session to pass a gas tax to make sure they take advantage of the revenue. [HERE](#) with video

Bill to allow counties to ask voters for gas tax increase advances



By [Mike Cason | mcason@al.com](#)

Email the author | [Follow on Twitter](#)
on April 25, 2017 at 10:41 PM, updated April 25, 2017 at 11:57 PM

A bill to allow Alabama county commissions to ask voters in their counties to raise the gasoline tax for specific road projects won approval in a Senate committee today. The proposal comes after another bill to raise the gasoline tax statewide [was pulled from the floor](#) in the House of Representatives because of a lack of support two weeks ago.

House Speaker Mac McCutcheon declared the statewide gas tax bill dead, not only for this year, but also for next year, when lawmakers face election. Sen. Arthur Orr, R-Decatur, is sponsoring the county gas tax bill. County commissions could, by a majority vote, propose gasoline tax increases of up to 5 cents per gallon, subject to approval by voters in their county. County commissions would have to show voters a list of projects that the tax increase would fund. The projects could include roads inside cities, not just county roads. The tax increases would expire after five years. Orr said counties can already seek local legislation for the authority to propose gas tax increases.

"My thought was let's bring a statewide bill to give all the county commissions the ability to call for a local referendum," Orr said.

The executive director of the Association of County Commissions of Alabama, Sonny Brasfield, said the association is still working for passage of the statewide gas tax bill, which was sponsored by Rep. Bill Poole, R-Tuscaloosa.

"We haven't thrown in the towel," Brasfield said.

Poole's bill also had the backing of the Business Council of Alabama, the Alabama Farmers Federation and other groups.

Bill would set up state regulation of Uber, similar companies



By [Mike Cason | mcason@al.com](#)

Email the author | [Follow on Twitter](#)
on April 27, 2017 at 5:23 PM, updated April 27, 2017 at 7:34 PM

Uber drivers and officials with the ridesharing company joined lawmakers today for a State House news conference in support of a bill they said would allow companies like Uber and Lyft to operate more broadly and effectively in Alabama.

Uber operates under regulations and permits adopted by 11 Alabama cities -- Auburn, Birmingham, Homewood, Hoover, Huntsville, Mobile, Montgomery, Mountain Brook, Trussville, Tuscaloosa and Vestavia Hills, the company said. Customers and drivers connect through an app.

Rep. David Faulkner, R-Mountain Brook, is sponsoring a bill that would set up a statewide framework for Uber and other "transportation network companies" to operate under regulation by the Public Service Commission.

Faulkner said 42 other states already have such a law. He and Sen. Bobby Singleton, D-Greensboro, spoke at today's news

conference and said the bill needs to be passed this year.

"We need to have a consistent digital network that covers the whole state to provide that uniformity so that any of our citizens can use this," Faulkner said.

"I want to see all Alabamians have that same opportunity that the larger city has," Singleton said.

Uber of Alabama General Manager Luke Marklin said the "patchwork" of regulations is not a sustainable approach. The legislation has drawn opposition from some cities.

The bill would prohibit cities and counties from imposing a tax or business license requirement on a transportation network company, driver or vehicle.

Continue [HERE](#)

[50 YEARS OF US TRANSPORTATION CHECK IT OUT!](#)

Funding Opportunities

TAP Funds

Below is the call for projects for the Mobile Urbanized Area TAP Funding. This is different than the State TAP funding, which the application is generally due in December. If you are within the Mobile MPO (see [HERE](#)) you are eligible to apply. If not, you will have to wait for the State TAP application, which will be posted under this section of the Transportation Friday Newsletter.

Transportation Alternatives Program Funding (URBAN) *deadline June 2, 2017*

The Mobile MPO has announced the availability of the Fiscal Years 2017 and 2018 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$200,000 (federal). Applicants are welcomed and encouraged to apply for funding for both fiscal years.

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 are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) no later than 12:00 p.m., Friday June 2, 2017. [Electronic versions of the applications are available online](#) at mobilempo.org. Click the Mobile MPO tab and then the Transportation Alternatives tab. Project budgets should be itemized and completed by a Professional Engineer that is certified by the State of Alabama.

If you have any questions please call the SARPC Transportation Planning Department at (251) 433 6541

FTA 5310 Funds for the Mobile Urban Area *deadline June 2, 2017 no later than NOON*

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.

SARPC will accept grant applications until June 2, 2017 at noon for Fiscal Year 2018 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 questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email mwilliamson@sarpc.org.

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

Which city is better, Mobile or Pensacola?

Just For Fun, WKRG is having a contest as to which city is "better". Isn't that cute, Pensacola thinks they can compete.... So, *Just For Fun*, let's look at which city is better, in terms of Congestion:



According to Texas Transportation Institute, Pensacola has more congestion than Mobile:

2014 Annual Hours of Delay (1,000 hours)

Mobile: 10,396

Pensacola: 11,071

2014 Annual hours of delay per commuter

Mobile: 30 hours per commuter

Pensacola: 38 hours per commuter

Source: <https://static.tti.tamu.edu/tti.tamu.edu/documents/ums/congestion-data/national/national-table-all.pdf>

"The typical commuter in both of these cities spend 10 - 19 minutes driving to work. Pensacola's average commute time is 20 minutes longer than the typical commute in Mobile."

Source: <http://places.findthehome.com/compare/2201-23365/Mobile-AL-vs-Pensacola-FL>

All is fair in love and war, and that includes internet information. Please do not search for which city scores better in terms of incidents, safety, car crashes, or fatalities. The numbers produced are very skewed, not in favor of Mobile. The reason that Mobile reported worse in this category, is that the incident reporting systems used in Florida are significantly inferior to the incident reporting system we have in Alabama. Once again, a win for Mobile....

In the News

Bankhead Tunnel open for cyclists, pedestrians on Saturday

By [Lawrence Specker | lspecker@al.com](mailto:Lawrence.Specker@al.com)

Email the author | [Follow on Twitter](#)

on April 26, 2017 at 12:10 PM, updated April 26, 2017 at 12:18 PM

Attention walkers, runners and cyclists: Mobile's Bankhead Tunnel will be yours again on Saturday morning.

In 2016 the Alabama Department of Transportation experimented with recreational closings of the tunnel, diverting auto traffic so that pedestrians could safely enter. The experience proved popular, with hundreds of people regularly turning out. ALDOT announced Wednesday that it will resume the practice in the weeks ahead.

[Roller-skate the Bankhead Tunnel? Sure, why not?](#)

Scenes from a recreational closing of the Bankhead Tunnel on the morning of Saturday, July 30, 2016.

The first recreational closing of 2017 will take place from 6 a.m. to 8 a.m. Saturday, April 29. ALDOT said it "plans to open the tunnel for recreational use every other Saturday morning throughout the next several weeks." By that schedule, the next openings will be May 13 and May 27; however, Wednesday's statement said that "Time and day are subject to change as ALDOT evaluates public involvement and traffic impacts."

ALDOT officials have said in the past that they only will close the tunnel during times of low traffic, and will not do so when the closing would conflict with major downtown events. During the closings, signs direct motorists to use alternate routes.

Cyclists and pedestrians are encouraged to use safe speeds and extra caution when passing through the tunnel. For updates, follow [@ALDOTMobileArea](#) on Twitter

The Human Cost of Losing Amtrak

Hundreds of towns and cities would lose rail service under President Trump's proposed budget—and some of them have few other options.

[ELIZABETH KING](#)

Apr 27, 2017

The Amtrak station in Mobile, Alabama closed in 2005, after Hurricane Katrina flooded it. The storm wiped out passenger rail service across the Gulf Coast region, closing stations between Florida and Louisiana. Mobile's waterlogged station was razed in 2007.

The loss of the Gulf Coast service left Mobile residents who don't drive with fewer transportation options. While there's an airport within a half-hour's drive, it's quite expensive to fly out of the city: A flight from Mobile to Orlando can cost up to \$500. Meanwhile, bus lines have decreased service, too, due to budget problems.

But in recent years, there have been signs of life for restored rail service. In 2016, Mobile received a [\\$125,00 grant](#) from the Southern Rail Commission (SRC)—a group that promotes railway travel and distributes federal grants—to build a new station. Knox Ross, the secretary/treasurer of the SRC, says that funds previously earmarked for safety upgrades were repurposed for improvements, and Mobile received a 50/50 match grant from the SRC to rebuild their lost station. Even [some of the state's GOP leaders have backed the proposal](#). A new Amtrak station would be an integral part of the town's economic redevelopment, according to Ross, and would help the city attract young people, as well as help older residents travel around.

The forward motion was cause for celebration by local residents: [Alabama.com reported](#) that when an inspection train rolled through the city in 2016, two men, Jim Gilbert and Tim Lloyd, greeted it with American flags. Thousands of people came out to support the train, says Jim Mathews, president of the National Association of Railroad Passengers (NARP). "Folks there are very eager to restore the service," Mathews says.

Now, that progress is in doubt. In his federal budget blueprint released in March, President Trump has proposed major [funding cuts for Amtrak](#), forcing service disruptions that would be felt everywhere from rural towns to mid-sized and big cities. In total, nixing federal funding for Amtrak's long-distance routes would cut rail service in 220 cities across 23 states, eliminating a mode of transit used by 144.6 million travelers a year, [according to the NARP](#). Amtrak received \$1.385 billion in [federal funds in 2016](#).

If Trump has his way with the federal budget, it will spell certain doom for Mobile's plans for a new Amtrak station. Some of the funds are safe despite any proposed federal cuts, because they were previously earmarked. However, "if the long distance network was shut down, the new station wouldn't be used anyways. Our long-term goal is travel between New Orleans and Orlando," Ross explains.

Mobile isn't the only town with a lot to lose if the federal government chops Amtrak funding. Nearly 916 miles north of Mobile in Chicago, the Empire Builder line—one of Amtrak's most popular routes—connects Chicago to the Pacific Northwest, making the Windy City a vital Midwest access point for cross-country travel. Throughout 2016, 3,247,117 passengers [departed or arrived to Chicago](#) via Amtrak. A loss of federal backing could also translate to "significant" job losses in Chicago, which employs most of Amtrak's 1,415 Illinois employees, according to Amtrak spokesperson Marc Magliari. Meanwhile, the federal budget also proposes to cut funding for buses, bike paths, and local commuter trains, which will mean fewer transit options for the same number of people. "Basically Trump has said that if you don't drive, you don't deserve federal money," says Rick Harnish, executive director of the Midwest High Speed Rail Association. Continue [HERE](#)

Driving You Crazy: Fix My Roads Alabama!

POSTED 4:39 PM, APRIL 26, 2017, BY MEGAN BRANTLEY, UPDATED AT 04:45PM, APRIL 26, 2017

HUNTSVILLE, Ala. - A state-wide organization is asking for the public's help in identifying bad roads across Alabama. They say the poor infrastructure in the state is due to a funding model that dates back to 1992.

"I think you can ask any legislature from the house or the senate, they won't deny we have an extreme need for our transportation infrastructure," says Drew Harrell, Executive Director of the Alliance for Alabama's Infrastructure.

Harrell says it's a growing problem across the state, and it's all due to a simple math problem. "We're working off a funding level that 25 years old and it simply hasn't kept up with the costs to maintain and construct our road system throughout the state."

The alliance has created a new Facebook page asking for the public's help in identifying the worst of the worst across the state. It's called 'Fix My Roads Alabama!' and the page is full of photos and videos showing crumbling roadways, pot holes—and cries for help. The goal is to have visual proof to give to legislatures that will show the real need for change. Gas taxes over the last several years haven't made it through to the governor's desk- but this year, Harrell hopes that changes.

He says driving on deficient roads costs Alabamian motorists 4.2 billion annually, as opposed to "the bill that's in the legislature right now would cost the average Alabama citizen \$3.50 a month."

A small fee, that would bring forth big change, to repair the roads. "would you rather pay \$3.50 a month in gas tax or have to pay for a new alignment to your car or a blown out tire as you hit a pot hole?"

He says an improvement to Alabama's roads would provide more safety, bring more businesses to our state, and improve your quality of life.

Upcoming Closure of Canal & Claiborne Intersection

Because of threatening weather forecast for Sunday, AL-DOT has moved the start of the Canal Street re-paving project to Monday, May 1st. Work will begin Monday afternoon and is scheduled to be completed by Thursday morning. The work will involve temporary lane closures and detours so crews can remove and replace the existing pavement at the Canal and Claiborne Street intersection.

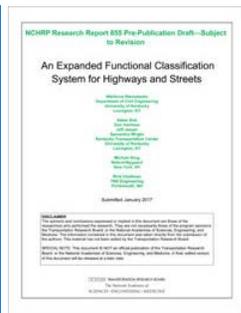
Signage will be in place to inform motorists of the following detour:

- Traffic heading eastbound on Canal Street to Water Street will be detoured to Texas Street and Royal Street
- Traffic heading southbound on Claiborne Street will be detoured to Broad Street and Virginia Street

This work is part of the Texas Street Interchange Modifications project. The \$1.2 million project, is scheduled to be completed by the end of May. The street closure this weekend is timed to begin after the departure of the Carnival cruise and end before its arrival back in Mobile on Monday.

Transportation Research

An Expanded Functional Classification System for Highways and Streets



 [VIEW THIS PDF](#)

An Expanded Functional Classification System for Highways and Streets

TRB's National Cooperative Highway Research Program (NCHRP) has released a pre-publication, non-edited version of Research Report 855: An Expanded Functional Classification System for Highways and Streets. This report builds upon preliminary engineering of a design project, including developing the purpose and need. In particular, it provides additional contexts beyond urban and rural, facilitates accommodation of modes other than personal vehicles and adds overlays for transit and freight. Two case studies illustrating application of the expanded system to actual projects are included.

Project: [Project Information](#)

DOI: [10.17226/24775](#)

This Summary Last Modified On: 4/28/2017

Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study

Call for participants ends May 31

Transportation agencies across the country are seeking ways to improve pedestrian and bicyclist safety and mobility. However, existing research programs that advance innovation, such as the National Cooperative Highway Research Program, cannot meet the growing needs for pedestrian and bicyclist research. This Transportation Pooled Fund (TPF) study will supplement existing research venues and fill an important missing gap by emphasizing short turnaround practical research on issues immediately relevant to practitioners. It will address national goals and priorities identified through input from local, state, and national partners in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation. The pooled fund will provide a mechanism for federal, state, regional, and local transportation agencies; academic institutions; foundations; private firms; and other stakeholders to collaboratively fund and implement pedestrian and bicycle research.

New FHWA Courses Available

A new FHWA course, [MAP-21 Transportation Performance Management Overview \(Including FAST Act Updates\)](#) is now available through the National Highway Institute. The one-day instructor-led course, FHWA-NHI-138004, provides an overview of TPM provisions of MAP-21 and the FAST Act; describes the responsibilities that agencies—federal state, MPOs, RTPOs, and transit—have in delivering these requirements; highlights the importance of data in meeting performance management provisions; and shares noteworthy practices. The course is highly recommended for those interested in taking more detailed system-specific TPM implementation training. Practitioners may also be interested in [Transportation Performance Management Awareness – Federal Aid Version](#). This web-based course, FHWA-NHI-138001, provides an introduction to performance management, explains the critical role that the planning process plays in implementing a performance management program, and addresses what performance management means to FHWA.

BTS' National Transportation Statistics Updated

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) last Friday updated [National Transportation Statistics](#) (NTS) – a web-only reference guide to national-level transportation data. NTS, updated quarterly, includes a wide range of national transportation information. NTS consists of more than 260 tables of national data of which 36 were updated today. This quarter's updates are [Transportation System](#) (System Mileage Within the United States, U.S. Oil and Gas Pipeline Mileage, Condition of U.S. Bridges, U.S. Vehicle-Miles and U.S. Passenger-Miles); [Safety](#) (Transportation Fatalities by Mode, Injured Persons by Transportation Mode, Motor Vehicle Safety Data, Passenger Car Occupant Safety Data, Fatalities by Highest Blood Alcohol Concentration (BAC) in Highway Crashes); [Economy](#) (U.S. Gross Domestic Product (GDP) Attributed to For-Hire Transportation Services, Price Trends of Gasoline v. Other Consumer Goods and Services and Average Passenger Revenue per Passenger-Mile); and [Energy and the Environment](#) (Gasoline Hybrid and Electric Vehicle Sales, Energy Intensity of Passenger Cars, Other 2-Axle 4-Tire Vehicles, and Motorcycles, Average Fuel Efficiency of U.S. Passenger Cars and Light Trucks and Estimated National Emissions of six pollutants). The next quarterly update is scheduled for July 2017. [NTS](#) contents are available on the [BTS](#) website.

Upcoming Webinars to Focus on Multimodal Networks

The Pedestrian and Bicycle Information Center is leading two webinars during the month of May that will focus on measuring, visualizing and developing multimodal transportation networks.

Incorporating Bicycle Networks into Resurfacing Projects

Wednesday, May 10, 2017

1:00-2:30 pm Eastern Time

[PBIC's May 10 webinar](#) will explore opportunities for bicycle network developing through regular resurfacing programs. With limited funds available to implement bicycle plans, communities are challenged to take advantage of ongoing maintenance and resurfacing efforts to support bicycle network development. This webinar will provide participants with a strategy for integrating bicycle facilities into their routine resurfacing programs, specifically through the use of Road Diets. Peter Lagerwey and Jeremy Chrzan from Toole Design Group will lead this session, which is based on the Federal Highway Administration (FHWA) guide [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#).

Measuring and Visualizing Multimodal Networks

Wednesday, May 17, 2017

1:00-2:30 pm Eastern Time

[The May 17 session](#) will document strategies agencies can use to measure and visualize their nonmotorized transportation networks. Eliot Rose of ICF and Dan Goodman of FHWA will share early findings and examples from a guidebook that FHWA is producing to help transportation agencies select connectivity measures based on the data and technical tools available, the scale of analysis, and point in the planning process at which measures are applied. Eli Glazier of Toole Design Group will share the results of an effort to document the variety of ways communities choose to visually represent their bicycle networks, drawing from FHWA's [Bike Network Mapping Idea Book](#).

New ADA Sidewalk and Curb Ramp Compliance App

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<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.