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We hope everyone has had a great week. Kevin presented to the Transportation Research Board (TRB) this week in Washington D.C. and Tom Piper is in New Orleans for a multi-MPO discussion: please see *Mobile MPO Updates*. There is an announcement for Solicitation for INVEST Implementation Projects from FHWA; please see *Funding Opportunities*. Finally, there was an article on the McGregor Avenue project this week, and FHWA Seeks Comment on format changes to *Manual on Uniform Traffic Control Devices*; Please see *In The News*. Have a great weekend!

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

Mobile MPO Updates

This week, Kevin Harrison attended the 92nd Transportation Research Board conference in Washington D.C. and presented Tuesday on the **Mobile Origin-Destination Study Using Cell Phones**. The presentation [\[HERE\]](#) was well received as an innovative look at calibrating travel demand forecast models. Now that the Mobile MPO has a validated travel demand forecast model, it is time to start forecasting the socio economic data. Another interesting and innovative project is the S.L.E.U.T.H. model. This was presented to the Mobile MPO's TCC/CAC and will be using historic satellite imagery and remote sensing to determine the probability of what can be expected to be "urban" in the next 25 years.



RAND Corporation

There was a meeting a few months ago at the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes about RAND Corporation and the work that they have done post-Katrina, and they are interested in discussing with area MPOs about collaborating on a larger scale project, potentially spanning the entire Gulf region. The meeting today will likely focus on Post-Katrina, Post-BP, and now Post-Isaac (though that is more localized in Louisiana) large-scale issues. Rather than have individual meetings with different area MPOs, they are having a meeting for all of the MPOs to discuss which issues are most pressing and which ones could benefit from outside expertise. Mr. Tom Piper and Mr. Chris Miller are representing the South Alabama Regional Planning Commission, the South Alabama Rural Planning Organization (RPO) and the Mobile Metropolitan Planning Organization (MPO) today at the meeting.

Projects Within Region Let January 25, 2013

ESCAMBIA COUNTY

for constructing the Permanent Slope Repair on CR-27 (Robinson Road) approximately 0.9 miles northwest of Sardis Church Road northeast of Robinsonville. Length 0.056 mi.

BALDWIN COUNTY

constructing the Grade, Drain, Base, Pave, Signs and Bridges on I-10 Interchange at CR-68 with connector to Baldwin Beach Express. Length 1.084 mi.

MOBILE COUNTY

for constructing the Planing, Resurfacing and Traffic Stripe on I-65 from north of SR-158 (MP 13.648) in Saraland to north of SR-13 (US-43) (MP 19.988). Length 6.340 mi.

Legislative Updates

Work within the House:

House T&I Schedules Organizational Meeting: On January 23, 2013, the U.S. House of Representatives Committee on

Transportation and Infrastructure (T&I) will hold its first, formal meeting of the 113th Congress. This meeting will establish the rules, oversight, formalize subcommittee chairmen and member committee assignments for the committee.

House T&I Announces Subcommittee Chairmen: Chairman Shuster (R-PA) [announced](#) this week his recommendations for subcommittee chairmen. His recommendations will be finalized at the T&I Committees organizational meeting.

House Appropriations Committee Announces Members: This week, Chairman Rogers (R-KY) [announced](#) the members of the House Appropriations Committee for the 113th Congress. The [Transportation, Housing, Urban Development and Related Agencies](#) Subcommittee will be led by Rep. Tom Latham (R-IA). The Democrat members of the subcommittee have yet to be announced.

House T&I Chairman Announces Committee Staff: This week, House T&I Committee Chairman Shuster (R-PA) announced the panels [staff directors](#) and [new professional staff](#).

What to Do About the Gas Tax? Two states, two different approaches for fixing how we pay for roads.

Every tax has its problems, but the state gasoline tax seems more deeply flawed than most. That's largely because the gas tax in most states isn't indexed to the rising cost of fuel; rather, it sits fixed at a per gallon fee. Meanwhile, cars are becoming more efficient and using less gas. In short, the gas tax has been going broke. [\[HERE\]](#)

Secretary LaHood Addresses TRB

This week, Washington, D.C. hosted the Annual Meeting of the Transportation Research Board. Among the many speakers included U.S. Department of Transportation Secretary Ray LaHood who delivered a message of "safety first" to the nation's transportation professionals. Click [\[HERE\]](#) to read Secretary LaHood's blog post on his speech and the safety work done by U.S. DOT under his leadership.

Funding Opportunities

FHWA Solicitation for INVEST Implementation Projects

The [INVEST self-evaluation tool](#), a sustainability working group, and the creation of a Sustainable Pavements Program are among the efforts underway at FHWA to help State and local agencies document and improve the sustainability of the Nation's roadways. For years, FHWA has supported research, development, and implementation efforts at the forefront of the sustainability movement. The sustainable highways initiative supports the various activities conducted across FHWA to facilitate balanced decision-making among environmental, economic, and social values—the triple bottom line of sustainability.

In the summer of 2010, FHWA convened a sustainability working group to build capacity and encourage communication and coordination on sustainability concepts and practices within the agency. The group consists of engineers, scientists, planners, and economists with expertise in planning, design, construction, pavement, storm water management, natural resources, and livability. It meets regularly to coordinate activities, foster increased application of sustainability principles, and provide guidance to FHWA on developing best practices and establishing standardized sustainability measures.

Multiple awards of approximately \$25,000 to \$150,000 are anticipated, though projects may be larger or smaller depending on the context, scope, and approach. By Federal statute, a 100% non-Federal match (50-50 cost share) is required. In-kind contributions such as staffing can be counted towards the match requirement.

Each INVEST implementation project should result in a final report that details the work performed, parties involved, roles and responsibilities, issues encountered, lessons learned, sustainability improvements identified, sustainability improvements implemented, analyses of costs and benefits of implementing particular sustainability best practices, recommendations for future action, and recommendations on improving INVEST and adding to the state of the practice. The final report should be in a form that is sharable with other agencies, and may be posted to the FHWA website. <http://www.sustainablehighways.dot.gov/>

Update on the new Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) was created in the new federal transportation law, MAP-21 (P. L. 112-141), which combines three previously separate programs—Transportation Enhancements, the Recreational Trails program, and the Safe Routes to School program. Most, but not all eligible activities from these earlier programs have been preserved in the new program. Overall, funding has been reduced by about \$300 million compared to FY2012 apportionments, down to \$814 Million nationwide. TAP funding will comprise about 2 percent of total federal highway spending over the next year.

The State of Alabama will receive about \$16,670,000 in federal funding. This funding is all subject to a 20% match. \$1,700,000 will be set aside for the Recreational Trails program through ADECA. The large urban areas (with a population over 200,000) will have \$2,670,000 set aside. Of this, the Mobile MPO will receive \$531,431 federal funds. The remaining \$12,300,000 will be administered through ALDOT and will be divided between Small Urban Areas (\$1,600,000), Rural Areas (\$3,200,000) and statewide (\$7,500,000).

Local Governments and other local or government entities with responsibility for oversight of transportation (other than State agencies and metropolitan planning organizations) are eligible for TAP funding. School districts, Colleges and Universities, nonprofits, public land agencies, transit agencies, and Tribal governments are not eligible.

The application process for these funds has not yet been developed. Notification will be forthcoming once we know more.

Click [here](#) to view FHWA's Transportation Alternatives Program interim guidance.

Industrial Access Grants

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.

Contact

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Board of Directors' Meeting
Tuesday, March 12, 2013
10:00 am
Capitol Building 600 Dexter Avenue, Suite E-317 Montgomery, AL 36104 Application Deadline: Friday, January 25, 2013, 5:00 pm

Forms
A White Paper
Policies and Procedures
Applications for Funding - The "online version" is a fill-in-the-blanks form. Complete the form online, print, sign, and submit.

Microsoft Word 2003 & 2007
Online Version
Print Version

Adobe Acrobat PDF
Print Version

Transportation Enhancement Funding Announcement

Application Due: May 3, 2013

The Transportation Enhancement Program was not continued under the new transportation bill MAP-21. ALDOT has a small balance of TE funds for a few additional TE projects. It is ALDOT's desire to use this remaining TE Funds to correct Americans with Disabilities Act (ADA) Deficiencies. Therefore, to utilize all of the State's TE funds, ALDOT is soliciting applications for a few additional projects for FY 2013. The deadline is May 3, 2013 and an application can be picked up at SARPC, or please call Mr. Kevin Harrison at SARPC(251)706-4635, or Mr. Cecil Colson at ALDOT (334)353-6403. The eligible projects under this particular application are for:

1. Streetscapes to achieve compliance with ADA guidelines. A streetscape can include items such as sidewalk replacement, improvement for ADA compliance, pedestrian lighting and landscaping.
 2. Projects to make sidewalks ADA Compliant, such as curb cuts.
-

Bicycle Friendly America Program

The Bicycle Friendly America program provides incentives, hands-on assistance, and award recognition for communities, universities and businesses that actively support bicycling, and ranks states annually based on their level of bike-friendliness. Across the U.S., the interest in bicycling is skyrocketing-- and it's easy to see why. A bike is a ticket to health,

mobility, freedom and fun. Bicycling isn't just a way to get from one place to another; it's an avenue to a better life. And when communities, businesses and universities get on board, great things happen. How do you capture and capitalize on the tremendous benefits of biking?

[Download the new Bicycle Friendly America Brochure](#) and click the links on the top right of the page to learn more about each of the BFA programs.

Just For Fun

Road rage = intermittent explosive disorder

People think road rage is bad behavior and that you just need an attitude adjustment, but what they don't know is that there's a biology and cognitive science to this. Doctors now have another name for it - intermittent explosive disorder. Road rage, temper outbursts that involve throwing or breaking objects and even spousal abuse can sometimes be attributed to the disorder. According to a recent study, about 5% - 7% of the nationally representative sample had had the disorder, which would equal up to 16 million Americans. That is higher than better-known mental illnesses such as schizophrenia and bipolar disorder.



In the News

McGregor Avenue Project:

The Mobile City Council voted Tuesday to extend their agreement with the state on the preliminary engineering aspects of the project from Jan. 17, 2011 to Jan. 17, 2015. To be funded with Mobile MPO funds, the project is aimed at widening the intersection at McGregor and Airport by creating a right-turn lane as well as "minimal" widening of McGregor from Airport to Dauphin Street that could include a center-turn lane. McGregor will also have sidewalks added to it between Airport and Dauphin. City Engineer Nick Amberger said the extent of the project has yet to be determined, but that the ultimate goal is to make the intersection improvements. [\[HERE\]](#)



FHWA Seeks Comment on Format Changes to Manual on Uniform Traffic Control Devices

The Federal Highway Administration submitted a request for comments to the Federal Register Friday on a possible change that would split the [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) into two volumes. The request comes in as part of an FHWA initiative to simplify and streamline the MUTCD.

The request for comments explores the idea of putting materials "deemed critical to traffic control device design, application, or traffic safety subject to rulemaking" in one document, while creating a separate document that would contain supplemental application information that would not be subject to rulemaking.

FHWA will accept comments on the issue for 60 days in order to allow stakeholders to discuss formats for a restructured MUTCD and also provide descriptions and examples of the kinds of materials that could be moved from the MUTCD to a separate supplemental piece. According to the Federal Register notice, FHWA seeks input on matters specifically related to the MUTCD, but it welcomes all comments and input on any part of the notification.

The MUTCD is published through a partnership between the American Association of State Highway and Transportation Officials, FHWA, the American Traffic Safety Services Association, and the Institute of Transportation Engineers.

A Legacy of Service

This video [\[HERE\]](#) honors the professional accomplishments of retiring Executive Director John Horsley. Horsley released Building a Stronger AASHTO: 1999-to-2013 last October, when he announced his retirement. The video tribute brings the publication to life giving Horsley an opportunity to acknowledge the many people within the organization who helped

shape AASHTO into the “institution” that it is today. “It is going to be a bittersweet departure because I love the staff. I love the people I work for and I have tremendous enthusiasm -- a passion for what we do each day,” says Horsley in the video. “I am very proud of the contribution we’ve been able to make to this institution which is very important to the country.”

This keeps happening! [\[HERE\]](#)



Transportation Research

The **American Society of Civil Engineers (ASCE)** released [Failure to Act](#), a report that concludes that \$2.7 trillion in federal investment will be needed by 2020 to maintain and upgrade the nation’s highways, transit systems, airports, ports, inland waterways and clean water systems. ASCE projected that based on current funding levels, the federal spending is likely to come up about \$1.1 trillion short.

Speed Management: A Manual for Local Rural Road Owners

http://safety.fhwa.dot.gov/local_rural/training/fhwasa010413spmgmt/

Manual: *Federal Highway Administration (FHWA)*

The FHWA manual provides information on how to address speeding-related crashes on local rural roads on which approximately one-third of all fatal crashes on U.S. roadways occur. The manual explains the need for implementation of a comprehensive Speed Management Program that addresses all factors that influence speeding through engineering, enforcement, education, and emergency services.

PBIC Announces Free Webinar on Toward Zero Deaths Strategies

CHAPEL HILL, NC — The Pedestrian and Bicycle Information Center (PBIC) announces the next free Webinar in its Livable Communities Webinar Series:

Toward Zero Deaths: Strategies for Pedestrian and Bicycle Professionals

Thursday, January 31, 2013

2:00 p.m. — 3:30 p.m. EDT

To register, please visit <https://www2.gotomeeting.com/register/860927866>
