



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 29, 2016

Volume 18, Number 18

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Congratulations to the City of Mobile on the announcement of the TIGER award (please see *In The News*) for the Broad Street Project: *ONE MOBILE: Reconnecting People, Work and Play through Complete Streets*. The WAVE Transit has released the **"MY STOP" Mobile App** and Transit Day is this Sunday (also, *In The News*). Not any Legislative Action this week, but check out *Legislative Updates* anyway. This week's *Just For Fun* is how to make Broad Street a complete street.

Have a great weekend!

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



www.mobilempo.org check us out on FACEBOOK

Mobile MPO Updates

We are currently working on the scheduling of a Technical Coordinating / Citizens Advisory Committee (TCC/CAC) and a Mobile MPO Policy Board meeting for August and September. There are going to be a couple of items on the agenda, including the Self Certifications, Unified Planning Work Program and some items concerning the Transportation Improvement Program. We will keep you posted.

ADA TRANSITION PLANS

The ALDOT deadline of July 20th to have an adopted ADA Transition Plan for Public ROW within an Urban Area has been extended until September of this year. We will have an MPO meeting in September to adopt the Mobile MPO Self-Certification, as we can say with sincere honesty, that yes we have nine ADA Transition Plans for Public ROW. We are currently working on a Mobile MPO ADA Web page that will eventually have links to the nine plans, and ADA Coordinators.

The inventory is complete, public meetings have been had, and final plans have been adopted (still waiting on one). I want to thank everyone for getting these plans adopted as fast as you have been. If you have any questions, please call Kevin Harrison.

FTA 5310 FUNDING

The Mobile MPO is the Designated Recipient of the FTA 5310 Urban Area funding. Available this fiscal year was \$110,042 (federal) for operating and \$387,964 (federal) for capital. We had \$342,500 applied for operating, although we only had available \$110,042. We only had \$32,000 applied for capital, which leaves a balance of almost \$356,000 available this year! Congratulations to the applicants that were awarded operating funds; Independent Living Center, City of Satsuma, and the Mobile ARC. Applications for the round of capital funding that were due July 15th, are still under review; we will keep you posted.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

The Mobile MPO is also the Designated Recipient of Urban Area TAP funds. We had available this fiscal year \$551,000 in federal funds. Congratulations to Mobile County for their ADA Compliance TAP Project, and the City of Mobile for Sidewalks along Bit and Spur form Old Shell Rd to University Blvd and Old Shell Rd Sidewalk Improvements from Union Ave to Hyland Avenue. We are now scheduling the pre-agreement meetings or these projects.

Projects Within Region Let July 29th, 2016

Mobile County

For constructing the Additional Lanes and Interchange Modifications (Grade, Drain, Base, Pave, Bridge Replacement, and Signals) on I-65 at CR-41 (Celeste Road) in Saraland. Length 0.207 mi. The Bracket Estimate on this project is from \$4,925,026 to \$6,019,476

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-16 (US-90) from the Mississippi State Line to east of the intersection of Ramsey Road (MP 5.730) east of Grand Bay. Length 5.729 mi. The Bracket Estimate on this project is from \$1,464,508 to \$1,789,954

For constructing the Installation of Centerline Rumble Strip along SR-42 (US-98) from a point near the Mississippi State Line (MP 0.290) to MP 7.089. Length 4.040 mi. The Bracket Estimate on this project is from \$66,183 to \$80,890

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-13 (US-43) from just south of the junction of SR-16 (US-90) in

Prichard to just north of the intersection of SR-158 in Saraland. Length 4.691 mi. The Bracket Estimate on this project is from \$1,524,351 to \$1,863,095 .

Baldwin County

There are no projects at this time.

Escambia County

There are no projects at this time.

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Both chambers are on recess for a seven-week recess period during party conventions and the usual August break. They will return after Labor Day, on September 5.

[Senators and Representatives Pen Letter to USDOT on PM3 NPRM](#)

This week, more than 50 U.S. Senators and Representatives sent a letter to U.S. Transportation Secretary Anthony Foxx urging USDOT to make changes to its [proposed system performance proposed rule](#). Specifically, the letter asks the agency to more accurately assess congestion relief provided by transit, bike lanes, and other modes by evaluating the movement of people, rather than vehicles. The letter also supports a greenhouse gas measure, removing the truck travel time reliability performance measures, and including an accessibility measure

How the Democratic and GOP platforms differ on infrastructure

By [Melanie Zanona](#) - 07/26/16 03:16 PM EDT

Transportation advocates have been encouraged by both presidential candidates' apparent enthusiasm for fixing the nation's crumbling roads, bridges and transit systems.

But the 2016 Democratic and Republican platforms offer two very different visions for the future of infrastructure in the United States.

While this year's Democratic plank promises huge spending increases for the country's transportation system, the GOP document calls for eliminating federal funding for mass transit, bike-share programs, sidewalks and rail-to-rail projects.

"When it comes to investing in transportation infrastructure, the contrast between these two platforms becomes even starker," said Edward Wytkind, president of the Transportation Trades Department, AFL-CIO. Presumptive Democratic nominee Hillary Clinton "has called for a massive infusion of new investments in our transportation system and infrastructure. [GOP nominee Donald Trump] likes to talk about our aging airports and roads, but his own platform kills federal funding for mass transit."

The Democratic platform approved this week is loaded with dozens of references to transportation, calling for dramatic increases in federal spending on roads, bridges, public transit, airports, and passenger and freight rail lines.

The platform also vows to ensure that resources are targeted toward the areas of greatest need, including tribal lands.

"The climate emergency and the need to expand the middle class demand that we make the most ambitious investment in American infrastructure since President Eisenhower created the interstate highway system," the document says.

The plan — which is in lockstep with the proposal laid out by Clinton on her campaign website — would create a national infrastructure bank that provides loans and other financial assistance in order to support investments in infrastructure projects. It also supports the interest tax exemption on municipal bonds, which Democrats say can stimulate billions of additional dollars in infrastructure investments.

"We will dramatically increase federal infrastructure funding for our cities — making significant new investments in roads and bridges, public transit, drinking and wastewater systems, broadband, schools, and more," the document says. "We will make new investments in public transportation and build bicycle and pedestrian infrastructure across our urban and suburban areas."

By contrast, the 2016 Republican platform approved last week calls for stripping programs from the Highway Trust Fund — money designated for road construction and other surface transportation projects across the country — that aren't related to cars and highways.

The document singles out mass transit, calling it "an inherently local affair that serves only a small portion of the population, concentrated in six big cities."

"We propose to remove from the Highway Trust Fund programs that should not be in the business of the federal government," the document states. "More than a quarter of the Fund's spending is diverted from its original purpose."

The GOP identifies a slew of other areas that are benefiting from highway funding, including bike-share programs, sidewalk improvements, recreational trails, landscaping, historical renovations, ferry boats, the federal lands access program, scenic byways and education initiatives.

"These worthwhile enterprises should be funded through other sources," the document says.

The GOP platform also calls for privatizing passenger rail service in the Northeast Corridor and ending federal support for high-speed and intercity rail projects across the country.

The platform seems to be somewhat of a contrast to Trump, who has repeatedly vowed to repair the nation's deteriorating transportation system, even if it requires taxpayer dollars.

Trump has lamented that it's sad the trains in China run up to 300 miles per hour while "we have trains that go chug, chug, chug."

When it comes to policies related to gasoline use, the parties once again paint two different pictures.

The Democratic platform pledges to reduce oil consumption through cleaner fuels and electric vehicles, as well as cut methane emissions from all oil and gas production and transportation by at least 40 to 45 percent below 2005 levels by 2025.

The Republican document, meanwhile, remains staunchly opposed to hiking the federal gasoline tax, which finances the Highway Trust Fund. The gas tax hasn't been increased in over two decades, although a number of states — including red ones — have raised their own fuel taxes.

"With most of the states increasing their own funding for transportation, we oppose a further increase in the federal gas tax," the plank says.

However, there appears to be at least one area where both parties agree: encouraging more public-private partnerships. Still, they differ in how to bring private capital off the sidelines. Democrats are relying on a national infrastructure bank to leverage more private investments, but their platform offers vague details about how it would actually pay for such initiatives. Clinton's proposal, which would allocate \$25 billion for the bank, merely says it would be paid for through business tax reforms.

The GOP platform said it would help encourage more private sector investment in infrastructure by eliminating regulatory hurdles. The document calls for reforming provisions of the National Environmental Policy Act and repealing the Davis-Bacon law, which Republicans argue limits employment and drives up construction and maintenance costs for the benefit of unions.

"Recognizing that, over time, additional revenue will be needed to expand the carrying capacity of roads and bridges, we will remove legal roadblocks to public-private partnership agreements that can save the taxpayers' money and bring outside investment to meet a community's needs," the plank says.

Funding Opportunities

Creative Placemaking Grants and 2017 Guidelines Announced

[Creative Placemaking Grants](#)

Application Deadline: September 12, 2016

Creative placemaking is increasingly a tool of choice for those working to forge solutions to community development challenges. As one of the leaders in the creative placemaking field, the National Endowment for the Arts (NEA) announces its latest round of funding through its signature creative placemaking program, Our Town. NEA will award \$4.3 million in grants to fund 64 projects in 36 states in cities ranging from Los Angeles, California to Lewiston, Maine. [Guidelines and application materials](#) for 2017 Our Town funding are posted on NEA's website. [All 2016 Our Town projects](#) are available in the related content section.

The Big Jump Project

[The Big Jump Project](#) applications Due: October 28, 2016

Building on the momentum of the Green Lane Project, The Big Jump will put bikes at the center of connecting people to the places where they live, learn, work and play. Through a mix of on-the-ground infrastructure, smart outreach and community engagement, The Big Jump will partner with community leaders in the U.S. to identify opportunities for improvements specifically tailored to each community's needs. The Big Jump Project is a three-year effort to help 10 places achieve a big jump in biking — a doubling or tripling of people riding — by building a network of safe and comfortable places to ride and engaging the community. The goal is also to validate a core concept: that if a city does all the right things, more people will ride and the community will be a better place to live, work and play. The Big Jump team is looking for 10 places that will achieve great things for biking between now and 2020.

Mayors' Challenge for Safer People, Safer Streets Extended

September 2016

Last year, Secretary Foxx challenged city leaders to raise the bar for bicyclist and pedestrian safety by joining a year-long Mayors' Challenge for Safer People and Safer Streets effort. Mayors and other elected city officials created local action teams to advance safety and accessibility goals by taking on challenge activities. Over the course of the year, USDOT invited Challenge Cities to participate in forums, webinars, and learn about available resources to help them accomplish their goals. The challenge is now open until September 2016. Interested cities can still join the more than 200 Challenge cities committed to improving walking and biking by emailing pedbikesafety@dot.gov

Public Works and Economic Adjustment Assistance Programs

Deadline: Rolling

Grants made under these programs will leverage regional assets to support the implementation of regional economic development strategies designed to create jobs, leverage private capital, encourage economic development, and strengthen America's ability to compete in the global marketplace. Through the Federal Funding Opportunity (FFO), the Economic Development Administration (EDA) solicits applications from rural and urban communities to develop initiatives that advance new ideas and creative approaches to address rapidly evolving economic conditions. EDA is employing a new two-phase review process for proposals/applications submitted under this FFO. Proposals will be reviewed by EDA within 30 days of receipt; and following the proposal review, full applications will be reviewed within 60 days of receipt.

EDA releases FY 2016 Public Works and Economic Adjustment Assistance Funding Opportunity, announces new grant process to stream application process

EDA recently released the Federal Funding Opportunity (FFO) notice announcing the availability of funding through the Public Works and Economic Adjustment Assistance Programs. The Public Works program is designed to provide funding for design, construction, or renovation of critical public infrastructure needed to create or retain jobs in a locality. The Economic Adjustment Assistance Program provides resources for both design, construction and renovation as well as technical assistance to support long-term job creation/retention in cases of sudden and severe economic events.

This funding solicitation also announced that EDA is moving towards a two-step application process where applicants can submit a

proposal at any time to determine alignment with EDA priorities before submitting a full application. This means there are **no longer any quarterly deadlines for the Public Works and Economic Adjustment Assistance Programs**. Applicants are strongly encouraged to contact EDA's state representative to develop their project and EDA application. To learn more about EDA's grant programs and opportunities, please feel free to contact Diane Burnett at dburnett@sarpc.org.

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](#)

Just For Fun

The City of Mobile has been notified that they have been selected to be awarded TIGER Funds for their application they submitted for Broad Street (See *In The News*). This is huge news for our beloved downtown Mobile, as City officials want to create a thoroughfare "designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. This is called a "complete street". Here is the [Application](#) submitted by the City staff and their "**award winning**" grant writers. So what the heck is a complete street? A complete street is one that you must:



It must be designed properly:



Must be properly signed:



But we are in South Alabama, and we know what it's like to drive when it rains. So more importantly this project will fix the drainage issues underneath Broad Street; we no longer have to do this:



(If you get invited to party with these guys, please don't) video [HERE](#)

In all seriousness, we are thrilled of the transformation that is going to take place on Broad / Beauregard Street. Congratulations to the City of Mobile!!



In the News



For Immediate Release
July 26, 2016

City of Mobile awarded \$14.5 Million Federal Grant to Connect Citizens to Jobs

MOBILE, Ala. — The Department of Transportation awarded the City of Mobile a \$14.5 million grant to rebuild aging infrastructure, connect citizens to jobs and revitalize historic neighborhoods.

The U.S. Department of Transportation 2016 Transportation Investment Generating Economic Recovery (TIGER) grant will provide federal funding to reconstruct the Broad-Beauregard corridor and connect it to the Three Mile Creek Greenway. The city will be required to provide a \$3.3 million local match.

The "One Mobile" project will provide efficient connectivity between residents, the transportation system and major economic employment centers at Brookley Aeroplex and downtown Mobile. It will also reconnect neighborhoods currently divided by Broad Street's unbroken 5 - lane

expanse of concrete by creating bike and pedestrian lanes and landscaped medians.

"This award is the result of a tremendous effort by our city staff in collaboration with our state and federal partners," said Mayor Stimpson. "This initiative provides safe, pedestrian and bicycle-friendly access, beautifies the streetscape and stimulates economic activity throughout Mobile. This project will connect citizens from the transportation hub on Water Street to homes in neighborhoods to jobs at Brookley Aeroplex to recreation on the Three Mile Creek Greenway."

The Stimpson Administration identified the TIGER Grant program as a key opportunity upon taking office in late 2013.

Mobile wins \$14.4 million for Broad Street improvements



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

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

on July 26, 2016 at 3:38 PM, updated July 26, 2016 at 7:10 PM

Persistence pays: On its third try, Mobile has landed a federal transportation grant that will pay for more than \$14 million in improvements to Broad and Bearegard streets downtown.

Mobile has tried twice previously to win a [TIGER grant](#) from the Department of Transportation. The first two years, the application focused specifically on Broad Street, under the rubric "[Bring Back Broad](#)." This year, according to George Talbot, director of communications for Mayor Sandy Stimpson, the city broadened its plan to include Bearegard Street and filed it under the title "One Mobile," Stimpson's campaign slogan.

The Mobile City Council [discussed the grant in April](#), when it passed a measure co-sponsored by Councilman Levon Manzie and Stimpson, authorizing Stimpson to apply for the grant. According to the measure approved by the council, the city would provide \$3.32 million in matching funds. Word came Tuesday afternoon that Mobile would receive a grant for \$14,465,044.

Stimpson, via Facebook, described this as "huge news." He said the money would "rebuild aging infrastructure, connect citizens to jobs and revitalize historic neighborhoods."

"This award is the result of a tremendous effort by our city staff in collaboration with our state and federal partners," Stimpson wrote. "This project will connect citizens from the transportation hub on Water Street to homes in neighborhoods to jobs at Brookley Aeroplex to recreation on the Three Mile Creek Greenway."

The impact of the money likely will be highly visible: Broad and Bearegard form two sections of the Hank Aaron Loop encircling downtown. Broad also serves as a major corridor into the Brookley Aeroplex, home to Airbus and a growing roster of aerospace companies.

U.S. Rep. Bradley Byrne was among those celebrating the Tuesday announcement that Mobile had won the grant. "I am so pleased to report that the City of Mobile will be receiving a substantial grant to help support transportation needs in our area," Byrne said in a statement released to media. "This grant was made possible thanks to the new highway bill passed by Congress last year and our continued relationship building with the federal Department of Transportation."

According to the release from Byrne's office, the congressman "sent a letter of support for the 'One Mobile' project to Secretary of Transportation Anthony Foxx earlier this year. Secretary Foxx also visited Mobile last year at the invitation of Congressman Byrne."

According to information posted by the Department of Transportation, TIGER discretionary grants fund "capital investments in surface transportation infrastructure" and "focus on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for communities." The name is an acronym meaning "Transportation Investment Generating Economic Recovery."

Byrne Applauds Major Transportation Grant Awarded to Mobile

By [Brandon Moseley](#)

Alabama Political Reporter

Tuesday, July 26, US Representative Bradley Byrne today celebrated news that the City of Mobile will receive a \$14,465,044 TIGER discretionary grant from the Federal Department of Transportation for the "One Mobile" project, which will reconstruct Broad and Bearegard Streets.

Congressman Byrne said, "I am so pleased to report that the City of Mobile will be receiving a substantial grant to help support transportation needs in our area. This grant was made possible thanks to the new highway bill passed by Congress last year and our continued relationship building with the Federal Department of Transportation."

Rep. Byrne said, "My hats off to Mayor Sandy Stimpson and other local leaders for continuing to push hard in support of this project that will make a real difference for the City of Mobile and all of Southwest Alabama."

Mayor Stimpson said in a statement, "The US Department of Transportation has awarded the City of Mobile a \$14.5 million grant to rebuild aging infrastructure, connect citizens to jobs and revitalize historic neighborhoods. This award is the result of a tremendous effort by our city staff in collaboration with our State and federal partners. This project will connect citizens from the transportation hub on Water Street to homes in neighborhoods to jobs at Brookley Aeroplex to recreation on the Three Mile Creek Greenway."

Mayor Stimpson also announced Monday that he is, "Sponsoring a resolution on tomorrow's City Council agenda in support of the restoration of a passenger rail service extending from New Orleans, Louisiana to Orlando, Florida. A Gulf Coast passenger rail service will facilitate job creation, enhance tourism and reduce environmental and roadway impacts. This service will not only connect cities across the Gulf Coast, but will also link Mobile to the Midwest, West Coast and across the nation. It will benefit all of our citizens, but

especially those with limited transportation options and physical challenges.”

Amtrak currently has an underused line connecting Birmingham with New Orleans, but no route to get from New Orleans to Mobile. Mobile’s Amtrak station was lost in Hurricane Katrina. According to original reporting by the Alabama Media Group’s John Sharp Amtrak’s Gulf Coast Working Group is to meet in Mobile on Thursday. Several sites are under consideration for a new train station.

A private company is looking at the feasibility of a rail line connecting Birmingham with Montgomery.

Congressman Byrne had sent a letter of support for the “One Mobile” project to Secretary of Transportation Anthony Foxx earlier this year. Secretary Foxx also visited Mobile last year at the invitation of Congressman Byrne. Widening the I-10 bridge is another Gulf Coast transportation priority for the state of Alabama

The Wave Transit System Introduces the “My Stop” Mobile App -The Official Mobile App for Public Transportation in the City of Mobile!

MOBILE, AL – The “My Stop” Mobile App has arrived! The Wave Transit System’s new mobile app is designed to connect riders with their preferred travel destinations by using public transit easily and more efficiently. By launching this free app, riders and citizens can access real-time schedule data, up to the minute bus arrivals, and service alerts.

The Wave Transit System is dedicated to making public transit accessible, user friendly, and a viable transportation option in the City of Mobile. “Wave Transit Riders that utilize daily bus service and citizens that are exploring public transit for the first time, will find this app very useful and convenient,” said Booker Tyrone Parker, Wave Transit System General Manager. The new “My Stop” Mobile App gives The Wave Transit System an opportunity to better serve existing riders, customers, and attract new passengers by streamlining time and travel.

“My Stop” Mobile App features include:

- Route Information
- Real Time Bus Arrivals
- Nearest Stops\Addresses
- Alerts - Service Changes and Detours

The Wave Transit System serves as the public transportation provider for the City of Mobile, operating (13) thirteen fixed routes. Download the “My Stop” Mobile App, today! It is available on either the App Store or Google Play. Visit www.thewavetransit.com for additional information.

The Wave Transit System
2016 TRANSIT AWARENESS DAY
Sunday, July 31, 2016, 3pm-6pm
James Seals Recreation Center

Free Refreshments* **Transit Vehicle Showcase**
Face Painting* Music by Cumulus Broadcasting Company

And.....Celebrity Basketball Games Featuring

- ▶ Alpha Phi Alpha Fraternity, Inc.
- ▶ Omega Psi Phi Fraternity, Inc.
- ▶ The Wave Transit System
- ▶ The Mobile Patriots Wheelchair Basketball Team

INFO-344.6600

Amtrak talks come to Alabama where one crucial city is without a station

By [John Sharp | jsharp@al.com](mailto:John.Sharp1@al.com)
Email the author | [Follow on Twitter](#)
on July 25, 2016 at 5:47 PM, updated July 25, 2016 at 6:58 PM

The ongoing talks about restoring Amtrak service along the Gulf Coast will make their way this week to the largest city along the rail line without a train station: Mobile.

But before a federally formed working group meets Thursday to discuss a return of the trains to the region, the Mobile City Council is

scheduled to vote Tuesday on a resolution to cheer Amtrak on.

"A Gulf Coast passenger rail service will facilitate job creation, enhance tourism and reduce environmental and roadway impacts," Mobile Mayor Sandy Stimpson said in a statement. "This service will not only connect cities across the Gulf Coast, but will also link Mobile to the Midwest, West Coast and across the nation. It will benefit all of our citizens, but especially those with limited transportation options or physical challenges."

The resolution before the council is similar to one already approved by other cities along a rail line that runs from New Orleans east toward Jacksonville.

At 11:30 a.m. Thursday, the Gulf Coast working group will meet in Mobile as it continues crafting a crucial report that is due to Congress by early September. It's the only meeting that the group plans in the city.

Among the discussion topics is an update from Amtrak on its existing stations along a rail line that hasn't operated for passengers since Hurricane Katrina's savage blow in 2005. Mobile's train station that once served Amtrak's Sunset Limited line was a Katrina casualty.

Most of the other cities along the coastal rail line have infrastructure already in place in anticipation of the trains returning. Rail officials and consultants say the decision on where to locate a train station or platform – and its design – will be up to Mobile leaders.



[Momentum builds for Amtrak's Gulf Coast return](#)

A Dec. 4 Southern Rail Commission meeting in Mobile is expected to focus on the revival of a Gulf Coast rail service headed up by Amtrak. A report is expected to be released.

"There are a lot of different things you can make it look like – an open area like a bus stop with ticketing or it can be a full-blown station or a mixed-use/French market style facility with shops and retails. Those are all options," said Dan Dealy, a consultant who has long been focused on examining the restoration of passenger rail along the Gulf Coast.

Amtrak spokesman Marc Magliari said the decision solely rests with Mobile on how to proceed. He said that Amtrak will serve as an intermediary in any talks between the city and CSX on the location for a train station. The line through Mobile is presently being used by CSX for freight trains. Continue [HERE](#)

Bankhead Tunnel again open to cyclists, pedestrians Saturday morning

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

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

on July 28, 2016 at 11:22 AM, updated July 28, 2016 at 1:07 PM

A week after hundreds of people took advantage of a rare chance to walk and pedal through the Bankhead Tunnel, the opportunity comes round again on Saturday morning.

The Alabama Department of Transportation has been temporarily opening the tunnel to bicyclists and pedestrians. It did so on Saturday, July 23, and subsequently tweeted that 707 people had taken part.

Via its [@ALDOTMobile](#) account on Twitter, the department has now announced that the tunnel will again be open to walkers, runners and cyclists from 6 a.m. to 9 a.m. Saturday, July 30. No registration is required during the window, and there is no application fee.

[View image on Twitter](#)



At least one local bicycle shop has announced that a group ride will take advantage of the opportunity. [Eastern Shore Cycles](#) in Daphne [has announced via Facebook](#) that riders will leave the shop at 7 a.m., take the Causeway to Mobile and go through the tunnel. The group then will then turn north, using the Cochrane-Africatown USA Bridge to cross the Mobile River, and return to Daphne along the Causeway. It's not an outing for novice riders, with a distance of 25 to 30 miles and an expected average pace of 15 to 18 mph. Helmets are required to participate.

A separate group has announced [plans for a slower ride](#) through the tunnel starting about 7:15 a.m. Saturday at the Cream & Sugar cafe, 351 George St. in the Oakleigh neighborhood. This is described as an "All ages slow (8-12 mph) group ride" with a route of just under 10 miles.

ALDOT has said that the times and days of such openings are "subject to change as ALDOT evaluates public involvement and traffic impacts."

"ALDOT'S goal is to provide a safe and efficient intermodal transportation system for all users," said Vince Calametti, ALDOT region engineer, in a July 14 statement. "Opening Bankhead to bicyclists and pedestrians will provide a new route that is both safe and unique."

Law enforcement, message boards and additional traffic control devices will be utilized for safety and information purposes, according to ALDOT.

Transportation Research

Upcoming webinar on "Community Connections: Redesigning Highways to Improve Neighborhood Access and Livability."

This webinar is part of the Context Sensitive Design and Solutions webinar series and is sponsored by the Federal Highway Administration's Office of Planning, Environment, & Realty and Project for Public Spaces. This webinar will discuss strategies to improve livability and neighborhood connectivity through collaborative efforts to reconnect communities, create economic development opportunities, and promote multimodal accessibility in areas with major highways. Following a Federal overview, four speakers will provide examples of their collaborative experiences with improving neighborhood connectivity. Presentations will describe: the "Infra-Space" Program and how it helps to identify redevelopment opportunities in areas under elevated roads, bridges or viaducts; the process of converting a segment of I-295 to a boulevard and creating opportunities for economic development and connecting Southeast DC to the Anacostia riverfront; efforts to reconnect communities through context sensitive design and other public works initiatives; and community connectivity and cohesion efforts associated with the Reviving I-95 Corridor Plan in Pennsylvania.

WEBINAR PRESENTERS

Moderator: David Harris, Acting Livability Team Leader, FHWA Office of Human Environment

- Shari Schaftlein, Director, FHWA Office of Human Environment
- Robin Blatt-Eisengart, MassDOT Office of Real Estate and Asset Development
- George Fleagle, Senior Transportation Engineer, FHWA Pennsylvania Division Office
- Michael Smart, Program Delivery Team Lead, FHWA DC Division Office
- Jennifer Hughes, Design Specialist, National Endowment for the Arts

WEBINAR LOGISTICS:

Date: Wednesday, August 17, 2016

Time: 2:00pm – 3:30pm ET

Registration: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1050>

Once registered, participants will receive an email with instructions on how to access the webcast.

NOTE: NEW REGISTRATION SYSTEM FOR EXTERNAL PARTICIPANTS - In order to register for the webinar, participants who are external to US DOT will first need to request an account by clicking on this link <https://collaboration.fhwa.dot.gov/FBA/Register.aspx>. It may take one business day to establish an account. For step-by step instructions on how to request an account please click here: <https://connectdot.connectsolutions.com/espnon-dotstaff/>. Once the account information is received, access the site by clicking on the registration link and logging in. **Make sure to save the registration link and password for the day and time of the webinar.**

Please forward this notice to your State and local planning partners. The webinar is intended for internal and external audiences, however registration is limited. For more information contact Fleming El-Amin at 202-366-0233 or fleming.el-amin@dot.gov.

FHWA has just published the [Bike Network Mapping Idea Book](#).

This resource highlights ways that different communities have mapped their existing and proposed bicycle networks. It shows examples of maps at different scales, while also demonstrating a range of mapping strategies, techniques, and approaches. It is intended to serve as a resource as communities work to identify, plan, and improve their bicycle networks.

AASHTO Releases Federal Surface Transportation Authorization Portal

AASHTO has developed a portal for information on federal surface transportation authorization. This is a regularly updated resource on MAP-21 reauthorization and implementation of the **Fixing America's Surface Transportation (FAST) Act**. Click [HERE](#) for more information.

Advancing Collaborative Planning: Summary of a Focus Group on Transportation and Economic Development

by Carrie Kissel

In March 2016, the NADO Research Foundation held a focus group on the link between transportation and economic development, and how state departments of transportation and regional planning and development organizations can work together to better plan for those issues in an integrated way. The focus group participants included regional, state, and federal agency staff and others with experience in both transportation and economic development programs. During the conversation, the focus group participants developed a definition of economic development that emphasizes doing economic development and transportation planning differently, and can be used to help frame related planning efforts:

Economic development in transportation involves deliberate interventions to produce tangible benefits that are specific to the context, are sustained over time, and make a place more resilient.

This new report, [Advancing Collaborative Planning: Summary of a National Focus Group on Transportation and Economic Development\(PDF\)](#), explores how the participants' definition of economic development can be applied in transportation planning. The report documents the themes of the focus group discussion, including economic development impacts, resilience, and state department of transportation (DOT) and regional planning and development organization roles in working together. Read about the highlights of the discussion and about noteworthy practices shared by participants that can institutionalize consideration of transportation and economic development together.

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.

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