



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday June 16, 2017

Volume 22, Number 10

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Recently Completed Planning Studies

Destination 2040 Long Range Transportation Plan Toole Design Non-Motorized Mobility Study for Downtown Mobile 2017 Unified Planning Work Program 2016-2019 Transportation Improvement Program Origin Destination Study Using Cell Phones

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Mobile MPO Staff is having a "**Mobile MPO Class**" for Policy Board members, Subcommittee members, and anyone that is interested; (see *Mobile MPO Updates*). There are several funding opportunities available including ALDOT's FTA 5310 call for projects (See *Funding Opportunities*). This week's *Just for Fun*: Högertrafikomläggningen. All kinds of self-driving car news in this week's *Legislative Updates*, and rumblings of transit and the DRAFT Alabama Statewide Transportation Plan (SWTP) Final Report is now available in this weeks *In The News*.

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

Mobile MPO Class

Mobile MPO staff is hosting a "MPO Class" on July 19th at 10:00AM at the SARPC Training Room. This is for everybody that is interested on what it is the MPO does, and the life of a Federal road/transit project. We will be discussing the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), The Congestion Management Process (CMP), Transportation Alternatives Program (TAP), FTA 5310, and several other acronyms. This is for everyone that is interested, obviously geared toward those new TCC/CAC members, but everyone is welcome. It will be informative, and we will have lunch. Notices will go out next week.

Mobile MPO met last week

The Mobile MPO met last week and discussed several topics. The DRAFT Unified Planning Work Programs (UPWP) was discussed which is essentially the MPO staff budget for FY 2018. A Feasibility study for US45 is included in the FY 2018 UPWP. There were also several items that were included into the 2016-2019 Transportation Improvement Program (TIP) that were supported by ALDOT

City of Mobile Councilmembers Levon Manzie and Fred Richardson had concerns on the types of projects that are being federally funded in the LRTP. They presented to the TCC/CAC on May 17th, and the TCC/CAC responded in writing to the them. Those communications were on the agenda Wednesday.

The Mobile MPO's BPAC met a couple of weeks ago (see *below*) and felt compelled to communicate to ALDOT that there needs to be more communication with the bicycling community. Where are we on the bridge? If design is underway, there should be a bicycle pedestrian facility already as part of the design, yet the BPAC is not aware of any decisions as to whether the facility will be on the bridge or not. The BPAC authored a letter to Mr. Cooper to convey their concerns: [HERE](#)

We also had Mr. Tim Barnett with ALDOT at the MPO meeting to discuss how safety projects can be combined with other types of projects. If there is a resurfacing project going on in your area, and you know of a safety issue, there is 90/10 funding that is available to you to help "split" the funding for a combined safety project. Tim's contact info is below:

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Montgomery, Alabama 36110
(334) 242 - 6123
barnett@dot.state.al.us

Mobile MPO Bicycle and Pedestrian Advisory Committee Meeting (BPAC)

The Mobile MPO Bicycle and Pedestrian Advisory Committee met on May 31, 2017 at the GM&O. Ms. Debbie Quinn, Chair of the Alabama Trails Commission was the guest speaker. Discussions centered around Bike/ped facilities on the proposed I-10 Mobile River Bridge, the Water Street road diet, the Broad Street Tiger Grant, and much needed improvements to Springhill Avenue at five points.

SAFETY PERFORMANCE MEASURES

By July 1, 2017, ALDOT should have developed the statewide performance measures for safety. The Mobile MPO, and 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 our 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.

Recent Scheduling Changes This Week for Mobile

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

Project : 100066898 (MP)
Federal aid number : 99-509-495-610-705
County : MOBILE
Project Description : CONSULTANT TUNNEL INSPECTION FOR VARIOUS CIVIL AND STRUCTURAL ELEMENTS OF THE WALLACE TUNNEL ON I-10 BIN 10851
Target start date : 7/1/2017
Engineers Estimate : \$90,000

Project : 100067008 (PE)
Federal aid number : 99-609-495-042-703
County : MOBILE
Project Description : DESIGN FOR REPLACEMENT LIGHT FIXTURES AND WIRING INSIDE BANKHEAD TUNNEL
Target start date : 1/1/2018
Engineers Estimate : \$100,000

Projects Within Region To Be Let June 30th, 2017

ESCAMBIA COUNTY

- None at this time

MOBILE COUNTY

- For constructing the Bridge Extension on SR-42 (US-98) Eastbound Lane over Big Creek east of Wilmer. Length 0.325 mi.
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the Main Street Overpass in Prichard to just north of the SR-158 Interchange in Saraland. Length 4.580 mi.

BALDWIN COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on I-10 from east of the CR-64 (Wilcox Road) Interchange to the Florida State Line. Length 12.374 mi.

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

[Senators Release Bipartisan Principles for Self-Driving Vehicles Legislation](#)

Senators John Thune (R-SD), Gary Peters (D-MI), and Bill Nelson (D-FL) released principles this week for bipartisan legislation on self-driving vehicle technology ahead of a hearing on the topic. The principles include prioritizing safety, reinforcing separate state and federal roles, educating the public, and strengthening cybersecurity. The Senate Committee on Commerce, Science, and Transportation held a [hearing](#) on Wednesday to explore how to ensure safety and remove hurdles for technology development. Top executives from Mothers against Drunk Driving, the American Center for Mobility, NVIDIA Corporation, and the Alliance of Automobile Manufacturers provided testimony.

[House E&C Considering Automated Vehicle Bills](#)

The House Energy and Commerce Committee Republicans are considering sixteen bills on automated vehicles. Eno's *Transportation Weekly* compiled a list of proposal summaries, which largely focus on expanding or clarifying the role of the National Highway and Traffic Safety Administration's (NHTSA) responsibilities in regulating the technology in the development phase.

[USDOT to Review Autonomous Vehicles Policy](#)

Transportation Secretary Elaine Chao confirmed at a conference in Detroit that USDOT will review the automated vehicle policy that was issued in September and release a new version in a few months. Secretary Chao suggested that the policy will be more flexible to keep pace with innovation and stated that public acceptance is the biggest impediment to this new technology.

[White House Blog on the Infrastructure Package](#)

While most of Washington was engrossed in the James Comey hearing last Thursday, the White House posted a blog on the president's *Plan to Rebuild America's Infrastructure*. The infographics highlight aspects of the plan, such as lowering the average permit time from ten to two years and investing in rural infrastructure. Though there is still much to learn, the blog provided some insight into the plan's details. Of the \$200 billion for "infrastructure funding," \$100 billion would be for "local prioritization of infrastructure needs," \$25 billion for "rural infrastructure," and \$15 billion for "transformative projects." The outline also indicates a focus on skill-based

apprenticeship education, to the tune of one million apprenticeships in two years.

[USDOT Announces Regulatory Reform Task Force and Officer](#)

Last month, USDOT announced that Deputy Secretary Jeffrey Rosen will serve as the Department's Regulatory Reform Officer and Chairman of the Regulatory Reform Task Force (RRTF). Secretary Chao has directed the Task Force to reconsider how to accomplish USDOT safety objectives and review the rules released at the end of the Obama administration. The RRTF was formed earlier this year in accordance with President Trump's Executive Order 13777, which directs each agency to establish an RRTF to make recommendations to alleviate unnecessary regulatory burdens.

Trump's transportation budget runs into resistance from both parties

BY [MELANIE ZANONA](#) - 06/15/17 02:18 PM EDT

President Trump's proposed budget for the Department of Transportation (DOT) is running into resistance from lawmakers on both sides of the aisle.

During a hearing on Thursday, House appropriators expressed deep concern over the administration's proposed cuts to a number of popular transportation programs, as well as Trump's support for a controversial plan to separate air traffic control from the federal government.

"I have not been shy in saying that I believe we should maintain air traffic control as a system that is accountable to the public," said Rep. Mario Diaz-Balart (R-Fla.), chairman of the Appropriations Subcommittee on Transportation, Housing and Urban Development.

"And I don't see any other way to achieve this than to continue our congressional oversight role."

Trump in his budget blueprint endorsed a proposal to hand over the nation's air navigation system to a nonprofit entity. The administration argues that removing the current system from the unpredictable appropriations process will help speed up long-stalled modernization efforts, pointing to the outdated air traffic control technology currently used in the U.S.

A similar spinoff model was proposed in a long-term reauthorization of the Federal Aviation Administration (FAA) last year, but stalled amid opposition from Democrats, GOP tax-writers and Republican appropriators.

Their chief concern is that the spinoff proposal removes air traffic control from congressional oversight and leaves them little way to hold operations accountable, which they say is especially alarming since the nongovernmental agency will have the power to impose fees on the public and users of the system.

But despite backing from the White House this year, appropriators do not appear to have warmed up to the contentious idea.

"I'm wide open to improving the ways FAA makes decisions and investments ... the problem, though, is that I'm concerned that the proposal would eliminate the public's voice in something as critical as air traffic control," Diaz-Balart said.

"I just don't see how a board of directors from different industries are going to do anything except ... support their special interests."

Transportation Secretary Elaine Chao, who was testifying in front of the panel, emphasized that the board would be comprised of a wide array of stakeholders, while passengers would still have the ability to take their concerns to members of Congress.

"The public would have the same recourse to appeal to congressmen and senators like they do now," Chao said. Continue [HERE](#)

House lawmakers push for Highway Trust Fund fix

BY [MELANIE ZANONA](#) - 06/12/17 07:20 PM EDT

More than 250 House lawmakers want to see a fix for the ailing Highway Trust Fund (HTF) included in any tax reform package this year.

The fund, which distributes money around the country for road and other transportation projects, is financed by federal fuel taxes that haven't been raised in more than 20 years.

In a bipartisan letter to the House Ways and Means Committee on Monday, lawmakers — including 119 Republicans — urged the panel to come up with a long-term funding solution for the Highway Trust Fund when they pursue a major overhaul of the tax code this year.

They noted that all trust fund revenue enhancements in the past 30 years have come as part of a larger deficit reduction or tax reform package.

"As the Committee on Ways and Means continues to work toward a much-needed update of the U.S. tax code, you have an opportunity to fix the Highway Trust Fund," the lawmakers wrote.

"If states are unable to rely on timely reimbursements from the [Highway Trust Fund] for performed work, projects will be halted, improvements to road safety and congestion relief will be jeopardized, and America's infrastructure will fall further behind the rest of the world."

Congress scrounged up funding for the Highway Trust Fund in the last surface transportation bill using a series of budgetary gimmicks. But the fund will face another shortfall in 2020, when the highway bill's current funding expires.

Lawmakers will need to provide another short-term injection of cash or come up with a long-term funding solution, which has long eluded Washington.

Members in the House see a new opening in Congress, given the Trump administration's emphasis on massive infrastructure spending.

Some of the funding ideas that have been floated include charging fees based on the number of miles a vehicle travels, raising the gas tax and increasing existing sales and tire taxes.

“The president has made rebuilding our transportation network a priority, and rightfully so,” said Rep. Sam Graves (R-Mo.), chairman of the Transportation and Infrastructure subcommittee on highways and transit, who helped lead efforts on the letter.

“But, instead of thinking a one-time, trillion dollar investment would solve our infrastructure problems, my focus is on making sure we’re being responsible in how we plan for and fund projects in the future.”

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

Funding Opportunities

Urban / Non-Urban Funds

Below is the call for projects for the [FTA 5310 NON-URBAN \(ALDOT\)](#). **FTA 5310 Funds are *Enhanced Mobility for Seniors & Individuals with Disabilities*. There is different between Urban and Non-Urban based on the location of your city; the applications are different for Urban and Non-Urban areas.**

FTA 5310 Funds for the Non-Urban Areas in South Alabama *deadline July 6, 2017 no later than NOON*

The Alabama Department of Transportation (ALDOT) is responsible for the management and administration of the Federal Transit Administration (FTA) Non-Urban Area Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transportation program in the rural areas of Alabama. 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.

If you are in Mobile County, there is a pilot operating assistance as part of this grant. Also, the one-year sit out rule will be in effect for FY-2018. Successful applicants in FY-2017 cannot apply for an ALDOT 5310 grant in FY-2018. Please see [HERE](#) for ALDOT FTA 5310 Application and Guidelines.

Maritime Administration Announces Funding Availability for Small U.S. Shipyards

WASHINGTON – The U.S. Department of Transportation’s Maritime Administration (MARAD) today announced the availability of \$9.8 million in Federal funding to support capital improvements and employee training at small U.S. shipyards. The grants, provided through the Small Shipyard Grant Program, help eligible shipyards modernize operations, improve efficiency and reap the benefits of increased productivity by investing in emerging technologies and a highly skilled workforce.

“Waterways and small shipyards are a critical component of our economic infrastructure and support thousands of jobs while helping us maintain our competitiveness as a nation,” said U.S. Transportation Secretary Elaine L. Chao. “As trade and exports grow, our shipyards and other waterway systems must be able to keep pace.”

Even though most U.S. shipyards are located in coastal areas, the economic ripple effects of America’s shipyards reach all 50 states. In 2013, U.S. shipbuilders directly employed 110 thousand Americans and produced \$37.3 billion in gross domestic product.

Eligible projects under the program include capital and related improvement projects that foster efficiency, competitive operations, and quality ship construction, repair, and reconfiguration. In addition, training projects that foster employee skills and enhance productivity will also be considered.

“When it comes to American infrastructure, our shipyards are leading the way and currently producing some of the most modern and advanced vessels in the world,” said Maritime Administration Executive Director Joel Szabat. “They also provide quality jobs and support economic growth in local communities.”

Applications for the grants are due by 5 p.m. EST on July 5, 2017. MARAD intends to award grants no later than September 5, 2017. Additional information can be found at <https://www.marad.dot.gov/ships-and-shipping/small-shipyard-grants/> or by contacting David M. Heller, Director, Office of Shipyards and Marine Engineering, Maritime Administration, 1200 New Jersey Ave., S.E., Washington, DC 20590; David.Heller@dot.gov

U.S. Department of Transportation Announces \$55 Million Funding Opportunity for Clean-Energy Transit Bus Projects

WASHINGTON – The U.S. Department of Transportation’s Federal Transit Administration (FTA) [today announced the opportunity](#) to apply for up to \$55 million in competitive grant funds through FTA’s Low or No Emission (Low-No) Bus Program. The Low-No program supports projects sponsored by local transit agencies to bring advanced, American-made bus technologies such as battery electric power and hydrogen fuel cells into service nationwide.

“FTA is proud to support investment in the next generation of transit buses, which will help riders across the country get to work, school, and other important destinations more comfortably and efficiently,” said FTA Executive Director Matthew Welbes. “The Low-No program exemplifies FTA’s commitment to spurring innovation in public transportation.”

FTA will award the grants to eligible transit agencies, state transportation departments, and Native American tribes on a competitive basis. Projects will be evaluated by criteria defined in federal law and in the [Notice of Funding Opportunity](#), including the applicant’s demonstration of need; the project’s anticipated reductions in energy consumption compared to standard buses; and local strategy and capacity for implementing the project.

The application deadline is June 26, 2017. Project selections will be announced within 75 days of the closing of the application period, and no later than September 30, 2017.

Federal public transportation law (49 USC § 5339(c)) authorizes FTA to solicit proposals through the competitive Low-No program. The authorized funding level is up to \$55 million per year through Fiscal Year 2020.

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

Total Mayhem...

"Högertrafikomläggningen" ("The right-hand traffic diversion"), was the day (September, 3 1967) on which traffic in Sweden switched from driving on the left-hand side of the road to the right. The "H" stands for "Högertrafik", the Swedish word for "right traffic".

City buses were among the very few vehicles that conformed to the normal opposite-steering wheel rule, being right-hand drive. Trams in central Stockholm, in Helsingborg and most lines in Malmö were withdrawn and replaced by buses, and over one thousand new buses were purchased with doors on the right-hand side. Some 8,000 older buses were retrofitted to provide doors on both sides, while Gothenburg and Malmö exported their right-hand drive (RHD) buses to Pakistan and Kenya. The modification of buses, paid by the state, was the largest cost of the change. [HERE](#).

As a side note, the word "idiot" translated to Swedish is "idiot", and was shouted over a thousand times that day; *Just For Fun*.



They even had gloves to remind authorities which was left and which was right.



In the News

Prichard councilman continues campaign for expanded transit

Posted by [Dale Liesch](#) | Jun 14, 2017 |

If a local city councilman has his way, Prichard and other small communities in Mobile County will be able to make their own decisions when it comes to mass transit.

Funding will be the biggest obstacle facing the proposal Prichard City Councilman Lorenzo Martin has been working on since the Mobile City Council voted to cut funding to WAVE Transit routes in Prichard, Chickasaw and other areas of the county in 2016.

“To all municipalities outside of Mobile, we have a responsibility to the handicapped, elderly, women and children and all those that are in need of and use public transportation,” Martin wrote in a letter. “I am proposing a countywide public transportation authority that will work and speak on behalf of the citizens of Mobile County.”

Trying to find the needed revenue to either replace the previous WAVE routes or add a new service would be “daunting” for any single municipality to take on, Martin wrote. “Together, we can work on [an] authority that will better serve our community and the rural areas for years to come.”

The Mobile City Council cut almost \$700,000 from WAVE’s budget in fall 2015, before officially cutting the routes in 2016. In a phone interview June 12, Martin said he expects the authority would have to spend from \$700,000 to \$1 million to re-establish the WAVE routes in Prichard and other portions of the county.

“Currently, if we ignore it, people are walking miles to work or to get a ride,” Martin said.

The only WAVE stops in Prichard are at the hub, which is paid for with federal funding.

“The buses come as far as the hub,” Martin said. “It’s impossible for three of the city’s districts to benefit from the hub.”

If the proposed authority, on the other hand, wanted to start its own service, the capital and infrastructure costs would be much more than that, South Alabama Regional Planning Commission (SARPC) Transportation Director Kevin Harrison said.

Although Harrison said he supports a regional transit system, he researched on his own how much could be raised through a gasoline tax in Prichard, Saraland and Chickasaw, but said it wouldn’t produce enough revenue to even re-establish the WAVE routes. The funding for such a plan would most likely have to come from another source, according to Harrison.

In addition to having to buy buses, Harrison said, other startup costs, such as maintenance, would be too great to overcome for a newly formed county authority.

The county is eligible for roughly \$1 million per year in federal money for rural transit, Harrison said, but Prichard by itself wouldn’t qualify because it is part of a larger urban grant — spanning from Creola to Bayou La Batre — given to Mobile County for WAVE. Since the county doesn’t lay claim to the grant, it is redistributed statewide, Harrison said.

One big problem was the city of Mobile was funding the lion’s share of WAVE Transit, Harrison said. Unlike the Baldwin Rural Area Transportation System (BRATS), where one-third is funded by local subsidy, 50 percent to 60 percent of WAVE’s funding came from Mobile, Harrison said; no other municipalities paid for the service.

“That’s part of the problem,” Harrison said. Continue [HERE](#)

BCA Praises Governor Ivey’s Emphasis on Legislative Cooperation to Ensure Alabama’s Infrastructure Readiness

Dana Beyerl



Governor Kay Ivey attended Thursday’s White House infrastructure meeting hosted by President Trump and promised to work with the Alabama Legislature to ensure Alabama is ready to take advantage of the president’s \$1 trillion infrastructure plan.

“I look forward to working with the Alabama House and Senate to ensure we are ready to hit the ground running once the federal infrastructure plan is implemented,” Governor Ivey said in a statement.

Governor Ivey has been a supporter of improved infrastructure investment in Alabama, which the Legislature declined to approve in the 2017 regular legislative session.

Business Council of Alabama president and CEO William J. Canary said Governor Ivey’s continued support for infrastructure improvement acknowledges its importance as part of Alabama’s economic development efforts.

“The grass-roots Alliance for Alabama’s Infrastructure has been promoting responsible infrastructure investment that was last increased in 1992,” Canary said in a statement. “Neighboring states have been increasing their infrastructure investment and those actions could hurt Alabama’s ability to recruit economic development.

“Governor Ivey’s support for infrastructure improvement and her response to President Trump’s infrastructure plans will return the debate to the front burner where it belongs,” Canary said.

Governor Ivey took part in meetings related to the infrastructure plan that included President Trump, Vice President Mike Pence, Transportation Secretary Elaine Chao, and Secretary of Agriculture Sonny Perdue.

“After today’s meetings, I am confident President Trump will put forward an infrastructure plan that can achieve bi-partisan support and will meet many needs here in Alabama,” Governor Ivey said. “As we move closer to the realization of the President’s promise to rebuild our country, it is even more evident that Alabama must be ready to do our part in helping fund these projects around our state.

She thanked President Trump for asking her to help identify priorities for his upcoming infrastructure spending plan.

"I used the opportunity to stress the need to rebuild our roads and bridges and to invest in modern infrastructure such as high-speed internet and telecommunications," Governor Ivey said after the meetings. "I am pleased to hear that the administration also understands infrastructure is more than transportation and that it plans for investments in building schools, hospitals and meeting other government service related needs, especially in rural areas."

Governor Ivey was one of eight governors – and the only female governor – to participate in the White House Infrastructure Summit hosted by President Trump at the White House. The event was held as part of White House Infrastructure Week.

The Trump-Pence Administration called the meeting with administration officials and 30 state and tribal leaders from across the United States to develop policies that strategically utilize federal dollars in targeted ways that incentivize state, local and private sector infrastructure investments, Governor Ivey's office said.

Attendees participated in working sessions which explored the topics of rural infrastructure, permitting reform and expediting infrastructure, transformative projects, water infrastructure, transportation infrastructure, and energy infrastructure.

The series of meetings concluded with Governor Ivey participating in a roundtable discussion focusing on infrastructure that included President Trump. "Crumbling infrastructure will be replaced with new roads, bridges, tunnels, airports, and railways gleaming across our very, very beautiful land," Trump said.

Majority of Ann Street to get 'band-aid' resurfacing

Posted by [Dale Liesch](#) | Jun 15, 2017 | [Latest News](#) | [1](#)

Foregoing a costly total reconstruction project, Mayor Sandy Stimpson and councilmen Levon Manzie and C.J. Small announced a "band-aid" fix for parts of Ann Street.

While the total reconstruction of Ann Street, which included replacing utilities under the surface, is nearly complete on a portion of the roadway from Arlington Street to Tennessee Street, the city will only resurface the remaining portion, from Tennessee Street to Springhill Avenue.

The resurfacing would allow drivers a smoother ride, while avoiding the multi-million cost of a total street reconstruction, Stimpson said at a press conference Wednesday afternoon.

"We wanted to do something on a short-term basis for Ann Street," Stimpson said.

The resurfacing project will cost about \$170,000 and take about two weeks to complete, Stimpson said. The money for the project was made available through savings realized from other city contracts, he said.

Small said Ann Street was among his top priorities when he joined the council and he thanked Stimpson and the city for working on it. He said he couldn't wait for a ribbon cutting on the reconstructed portion of the street in the next couple of weeks.

"The majority of the District 3 portion of Ann Street has been reconstructed," he said. Manzie said he was "ecstatic over the progress that's taken place on Ann Street."

"While it's a band-aid for sure, it's great progress for those who knew it costs \$8 million to \$9 million for a total rebuild," Manzie said. "I still promise the rebuild will happen."

Stimpson said he was still committed to completing the reconstruction as well, but there has been no talk to this point on how long it would take to make that kind of expenditure available.

Partnering with the Mobile County Commission through its Pay-As-You-Go program might be an option, he said.

Alabama Statewide Transportation Plan (SWTP) Final Report is now available

The DRAFT Alabama Statewide Transportation Plan (SWTP) Final Report is now available for public review and comment on ALDOT's website. To download the report from the study webpage, go to <http://www.dot.state.al.us/tpmpweb/mp/swtp.html>. In the Information and Deliverables section, click on Reports, then DRAFT Final Report. A variety of other study materials are also available on this page.

Please submit any comments to the study team at altransplans@dot.state.al.us. Comments received by **Friday, June 23, 2017** will be reviewed when finalizing the SWTP in late June 2017.

We appreciate your interest in ALDOT's transportation planning efforts. ***We also encourage you to share this information as widely as possible.***

The Wave Transit System Annual "Transit Awareness Day"

Mobile Transit Management d/b/a The Wave Transit System is excited to announce its Annual "Transit Awareness Day" scheduled for Sunday, July 30, 2017 from 2:00 p.m. to 6:00 p.m. at the Thomas Sullivan Recreation Center, Mobile, Alabama

Transit Awareness day is an annual celebration designed to promote the importance of public and private transportation in the City of Mobile

Last year, this event was a great success with over 1,000 participants. Activities included face painting, novelty balloons, free food, a

showcase of transit buses (both public and private), live entertainment and a celebrity basketball games featuring the Mobile Patriots Wheelchair Basketball Team, Alpha Phi Alpha Fraternity, Inc. and Omega Psi Phi Fraternity, Inc.

On behalf of "The Wave" we are inviting your organization to set-up a display table showcasing programs that you offer. Note: Tables and Chairs will be provided. Also, this year we will have a "Back to School" – School Supplies Drive and we welcome all donations. Please contact my office at 251-344-6600, ext. 225 or via email, galfred@thewavetransit.com for additional information.

Transportation Research

Sacramento has an innovative idea

free Wi-Fi access to 27 city parks, and connecting 280 intersections to fiber to create more efficient control at the traffic operations center
Victor A. Patton Reporter *Sacramento Business Journal*

Sacramento Mayor [Darrell Steinberg](#) joined Rep. [Doris Matsui](#) and city officials Thursday morning to announce a \$100 million partnership with [Verizon](#) to help bridge the city's digital divide and build infrastructure to support its technology sector.

Key components of the plan, to be voted on by the City Council Tuesday, will include using city conduit for fiber optic infrastructure development, providing free Wi-Fi access to 27 city parks, and connecting 280 intersections to fiber to create more efficient control at the traffic operations center level, according to [Maria MacGunigal](#), the city's chief information officer.

The effort also will include initiatives to provide internships and opportunities for elementary, middle and high school students to promote science, technology, engineering and math careers.

During a morning press conference in Cabrillo Park in District 8, Steinberg said the effort is part of his goal to drive innovation and make Sacramento a "destination city."

The park has been identified as one of the locations that will have free Wi-Fi access. "As we grow this economy, it's not just about one part of the city. It's about all the neighborhoods. It's about connecting the people in our neighborhoods, especially young people, to the opportunities that we are creating here in the city," Steinberg said

Please join the Federal Highway Administration's (FHWA) [Office of Freight Management and Operations](#) in the first webinar of a three-part series focused on the [Freight Analysis Framework \(FAF\)](#).

"Inside the FAF4: Forecasting Origin-Destination (O-D) Freight Flows and Why It Matters"

Wednesday, June 28th, 2017

1:00-2:30 PM Eastern

To attend the webinar, please register here:

<https://www.eventbrite.com/e/fhwa-webinar-inside-the-faf4-forecasting-origin-destination-o-d-freight-flows-and-why-it-matters-registration-35066436656>

During the webinar, Birat Pandey of FHWA will provide a brief overview of the FAF4 and its value for analyzing freight flows. Chester Ford of the Bureau of Transportation Statistics will describe fundamentals of O-D database attributes. Steve Owens of IHS Markit will present on how the FAF's O-D data are forecasted, highlight what assumptions are built into the forecast methodology, and explain how this information will benefit a FAF user.

This webinar is aimed at practitioners with basic or no knowledge of the FAF but who would like to move to the next experience level. This webinar will also provide a useful foundation for future webinars in this three-part series.

Contact Information:

Please contact FAF@dot.gov with any questions.

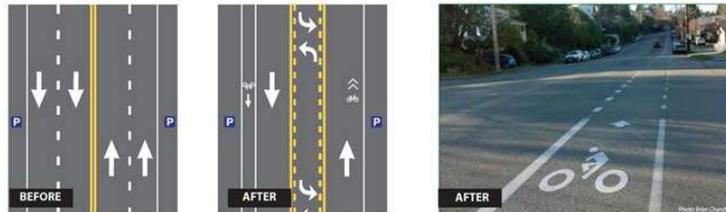
ALDOT and Local Road Diet Workshop

This is a great workshop for planners and for you to invite your TAC, city, county and consultant engineers to attend. It is only a half a day and will provide an overview of the road diet concept and gives examples across the country on how other agencies have used them.

This is also an opportunity to test this broadcasting and videoconferencing for ALDOT, MPOs, and RPOs. It is our hope that this system can be used in the future to hold other conferences virtually across the state. We therefore request at least one staff member from MPO/RPO/TAC or and/consultants attend this meeting at their closest ALDOT region or area office. Most offices can accommodate a number of guests and many of you are familiar with the office and staff.... If not please contact Jim Doolin at 334-242-6097 for any questions. Also if each MPO and/or RPO will send Jim a number of expected/tentative attendees, a complete roster afterward and any evaluation would be great.

ROAD RECONFIGURATION – (road diets) WORKSHOP

FHWA Alabama Division and ALDOT have adopted Road Diets as an innovative deployment. ALDOT hosted a workshop for its Safety, Traffic and Design engineers in May 2017. The workshop will be presented to all interested local engineers and planners through the ALDOT Videoconferencing on June 21, 2017.



BACKGROUND:

A Roadway Reconfiguration better known as a "road diet" is a proven SAFETY countermeasure for severe vehicle crashes. Not all reconfigurations should be considered diets even though the typical road diet is converting a 4-lane undivided to a three lane section with a two-way left turn lane (TWTL).....some configurations may require an additional lane. High left turning vehicle counts have great safety benefits but even roads with low volume turns benefit from the extra "median" space between opposing traffic. Other benefits

include: yes providing for bicyclists, pedestrian, transit and even on-street parking.

LEARNING OUTCOMES:

What are the safety benefits of “road diets”?

What typical AADT thresholds are agencies using to determine candidate locations?

How is travel time affected for the daily commuter?

How does a planner, a traffic engineer, and the public work together and who does it benefit?

Just who is Mark Doctor and what is his EDC?

WHEN & WHERE:

JUNE 21st, 2017

8:30 – 11:30 a.m.

your local ALDOT Region or Area Office videoconference room. (In Montgomery, Central Office Conference Rooms 5&6)

AUDIENCE:

Local Engineers and Planners, ALDOT Region and Divisions unable to attend May workshop.

The Best Complete Streets Policies of 2016 was released last Thursday



From our colleague Emiko Atherton, director of the National Complete Streets Coalition at Smart Growth America:

After scouring the country, we're excited to say that a total of 222 communities passed policies last year — [HERE](#)

Making a Model a Good Predictive Tool

A basic part of travel demand model validation is running the model for a “base year” and comparing the outputs to observed data. In this [FHWA project](#), two model versions for each of two metropolitan areas were run twice each: 1) the more recent version for its base year and a backcast scenario (for the base year of the earlier model version), and 2) the earlier version for its base year and a forecast scenario (for the base year of the later model version). This research was intended to produce useful data on which model components are most stable over time and their sensitivities to the factors affecting travel demand that vary over time. The report includes lessons learned and recommendations for planning agencies.

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.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.