



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 26, 2015

Volume 14, Number 12

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Recently Completed Planning Studies

Origin Destination Study Using Cell Phones

Mobile County Comprehensive Bicycle and Pedestrian Plan

Intelligent Transportation System Diversion Route Planning Study

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The selection for a Design Team for the I-10 Mobile River Bridge has been shortlisted to three, for next steps please see *In The News*. THE DRIVE ACT, the six year bill we have been waiting for that has major changes to TAP and STP funding, has passed EPW committee; please see *Legislative Updates*. The Mobile MPO Policy Committee met last week, as did the Mobile Urban Area Transportation Alternative Program Grant Selection Committee (*See MPO Updates*). **Next week is the deadline** for rural transit funding opportunities, (*See Funding Opportunities*). **No Newsletter next week , its 4th of July weekend!** We hope you have a safe and enjoyable weekend!

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



www.mobilempo.org check us out on FACEBOOK

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Mobile MPO Updates

MPO Policy Board meeting this past Wednesday

Items on the agenda for the Mobile MPO Policy Board included a review of the Draft 2016 Unified Planning Work Program (UPWP) which is essentially our budget for next year. This is a draft document that will be adopted in August. Also, they reviewed the Draft 2016-2019 Transportation Improvement Program (TIP) which will include a self-certification resolution. This resolution was tabled until we have further clarification from the Federal Highway Administration regarding the member governments having ADA Transition Plans. There was a discussion pertaining to scheduling our Urban TAP Funds, and a brief summary of the Non-motorized Mobility Study for Downtown Mobile.

Both the draft UPWP and the draft TIP are being submitted to ALDOT for comment prior to public review. Once we receive comments from ALDOT, both documents must go through the public involvement process, and the TCC/CAC and MPO Policy board will see these documents again this summer.

FY 2015 Transportation Alternative Program (TAP) Grants Awarded

The TAP Project Selection Committee met last week. Three applications were recommended to be funded.

- Mobile County - Sidewalks on Old Pascagoula Rd. from Horseshoe Lane to Theodore Dawes, sidewalks on Howell's Ferry Rd. from Allentown Elementary to Snow Rd.
- City of Semmes - Sidewalks along US 98 from Illinois St. to Firetower Rd., Along Illinois St. from US 98 to Public Works Facility, along Church St. from Illinois St. to Wulff Rd., and along Park Ave. from Illinois St. to Wulff Rd.
- City of Mobile - Sidewalks along DIP from Levene Rd. to Cedar Park Drive

Six applications were received. Unfortunately, due to funding limitations, there was only enough funding available to fund three projects. We thank everyone for their submissions and congratulate those that were recommended to be funded. The applications will be submitted for ALDOT for final approval.

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GIS online

We are upgrading and starting to utilize our online GIS capabilities. Please check out some of the current interactive maps we have been working on. Many more to come...

<http://mobilempo.org/maps.html>

DESTINATION 2040

The Mobile MPO [Long Range Transportation Plan](#), Destination 2040, has been adopted, subsequent comments from ALDOT, FHWA, and FTA. The DRAFT document that was out for public review and reviewed with MPO and TCC/CAC members may have some slight modifications in the FINAL Document. The FINAL will be out next week.

The plan is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle/pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to other modes of transportation such as bicycling and walking. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region. You can learn more about the plan [HERE](#).

I-10 Mobile River Bridge

ALDOT has released the I-10 Mobile River Bridge Corridor Hearing Report Summary and it is now available online at www.mobileriverbridge.com. This report summarizes all of the comments that were received during the Draft Environmental Impact Statement public comment period in the Fall of 2014. The document suggests most of the support was for the B prime route. Although we are moving closer and closer to having a bridge, there are still several hurdles to cross, including funding, [tolling is an option](#).

On June 25th, the Alabama Department of Transportation named the three design team finalists that will be reviewed in July by a Mobile-area selection panel for the proposed I-10 Mobile River Bridge design contract.

Michael Baker, LLC, Volkert, Inc., and Thompson Engineering, will make presentations to a seven member panel composed of local officials and community leaders. The panel will give a recommendation to the Director of Transportation, who is expected to name the selected design team following the presentations.

For more information on the I-10 Mobile River Bridge:

ALDOT'S Web Site: <http://www.mobileriverbridge.com/>

Build The I-10 Bridge Coalition Web Site: <http://www.buildthei10bridge.com/>



Stayed Tuned for all of the details http://mobilempo.org/Mobility_Study.html

Projects Within Region Let June 26th, 2015

Mobile County

None at this time

Baldwin County

None at this time

Escambia County

For constructing the Resurfacing and Traffic Stripe on Various Routes in Brewton as indicated in the plans. Length 4.038 mi. the Bracket Estimate on this project is from \$619,367 to \$757,004 .

Legislative Updates

EPW Passes DRIVE Act

This week, the Senate Environment and Public Works (EPW) Committee passed out of committee – on a 20-0 vote – a transportation authorization proposal called the Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act (S. 1647). The DRIVE Act is a six-year bill with \$278 billion in contract authority for fiscal years 2016 to 2021. This is an increase of more than \$16 billion over baseline (current) funding as estimated by Congressional Budget Office, and would require the Senate Finance Committee to find some \$80 billion to fund just this portion of the surface transportation program. Keep in mind that EPW only covers highways. The Banking Committee is responsible for the transit title, which will further drive up the amount that Finance will be required to find to fund a comprehensive package. NARC (National Association of Regional Councils) has been busy reading the bill to provide you with an analysis. Click [HERE](#) for an overview of the provisions of the bill that are most crucial for NARC's members.

Foxx Reintroduces the Ticker

Last week, Transportation Secretary Anthony Foxx called on Congress to adopt a long-term transportation funding bill that “aggressively boosts investment.” Without an extension, the Highway Trust Fund is projected to run dry by the end of the summer. Foxx reintroduced the “ticker” that provides a monthly snapshot of how close the nation's transportation is to insolvency. In other news, Foxx applauded the Senate Environment and Public Works Committee for its step toward reauthorization with passage of the DRIVE Act this week:

“I thank Chairman Inhofe and Ranking Member Boxer for a good start on crafting a bipartisan six-year transportation bill.

They, and members of the Senate Environment and Public Works committee, took action on an increasingly urgent crisis: our roads and highways across America are falling apart. If we want to lead the world in doing business and quality of life, we need an aggressive change of course in both transportation policy and in resources invested.

The committee advanced the ball today toward policy and funding goals that the Administration put forth in the GROW AMERICA Act, but there is still much work to be done to address several important policy issues and to bring funding to a level that will adequately address maintenance backlogs and needed expansion. We saw some of these critical issues raised as amendments to today's bill.

Unlike last year, when progress stopped at this point, I hope that the EPW committee's work this week is just the beginning – not the end – of actions by Congress to address America's critical transportation issues and bring funding in line with our country's needs.”

Funding Opportunities

CALL FOR PROJECTS FOR FUNDING TRANSIT SERVICES FOR FY 2016 (July 1st deadline)

Proposed budgets should have been emailed to ALDOT by June 12, 2015.

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

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

1. Private nonprofit organizations
2. State or local governmental bodies; and
3. Operators of public transportation services, including private operators of public transportation services.

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

Available federal funds for the Section 5316 JARC program are approximately \$550,762 for small

urban areas and \$1,023,502 for the rural areas. Available federal funds for the Section 5317 NF program are approximately \$611,584 for small urban areas and \$690,884 for the rural areas.

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

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

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and state management plan can be found at <http://www.dot.state.al.us/moweb/transit.htm>.

Completed grant applications must be submitted to the appropriate Regional Planning Council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed. Each Regional Planning Council must review grant applications to ensure compliance with federal coordination requirements prior to formal submission to ALDOT. Only those grant applications submitted for funding consideration by the Regional Planning Councils will be considered for funding. The deadline for submissions to the appropriate regional planning council in the respective geographic areas of the state in which Sections 5316 and/or 5317 transportation services are proposed is **5:00 P.M. on July 1, 2015**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

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

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

Proposed budgets must be emailed to ALDOT no later than June 12, 2015.

ALDOT does not discriminate against any individual because of race, color, or national origin.

FY 2015 and FY 2016 FTA SECTION 5310 NOTICE OF FUNDING AVAILABILITY

The South Alabama Regional Planning Commission (SARPC) is now accepting Applications for funding consideration through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. FTA provides funding for transit related services that assist the Mobile Urban Area's population of seniors & individuals with disabilities.

The following organizations are eligible to submit an application for the Section 5310 program:

1. Private nonprofit organizations
2. Governmental agencies that provide certifications to SARPC that transit services furnished by nonprofit organizations are not readily available in the area
3. State or local governmental authorities
4. An operator of public transportation that receives a Section 5310 grant indirectly through a recipient. Private operators of public transportation that provide shared-ride taxi service are eligible subrecipients. Taxi companies that provide exclusive-ride service are not eligible subrecipients, however, may participate as contractors under contract to an eligible subrecipient or designated recipient.

TENTATIVE SCHEDULE FOR FY 2015 and 2016 GRANT CYCLE

Date	Activity
<ul style="list-style-type: none">• June 19, 2015	<ul style="list-style-type: none">• Program announcement and dissemination of grant applications.
<ul style="list-style-type: none">• July 8, 2015	<ul style="list-style-type: none">• Human Services Coordinated Transportation Plan meeting 2:00 pm at GM&O Building. All applicants should attend.
<ul style="list-style-type: none">• July 23, 2015	<ul style="list-style-type: none">• Deadline for submission of applications
<ul style="list-style-type: none">• July/August 2015	

- TBA
- TBA
- TBA
- TBA

- Selection committee convenes to review applications; schedule site visits
- Grant Application to FTA via TEAM
- Awards Announced
- Vehicle Order Submission
- Vehicle Deliveries

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and program management plan can be found at <http://www.mobilempo.org/5310.html>.

Incentive Opportunities

As the third round of the Every Day Counts initiative moves into high gear, the Federal Highway Administration is offering incentives and technical assistance to help the highway community mainstream innovations.

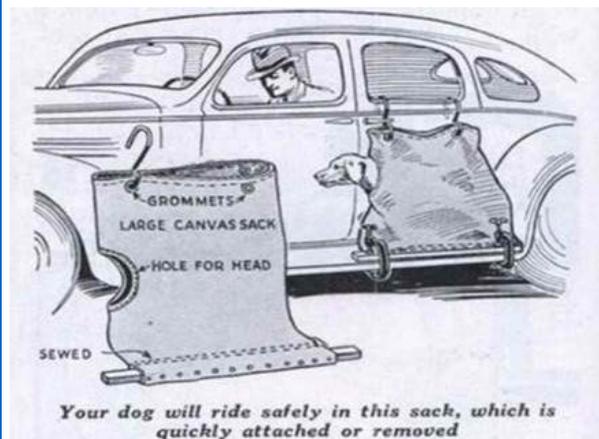
Fiscal year 2015 assistance is now available from the [State Transportation Innovation Council Incentive program](#). The program provides resources—technical assistance and funds—to help STICs make innovations standard practice. States can get up to \$100,000 a year for activities such as implementing system process changes, organizing peer exchanges and developing guidance and specifications. Contact the state FHWA Division Office or Mary Huie at (202) 366-3039 for information.

The Accelerated Innovation Deployment Demonstration program continues to accept applications through Grants.gov. Incentive funding of up to \$1 million may be awarded for projects using innovation on any aspect of highway transportation, including planning, financing, environment, design, construction, materials, pavements, structures and operations. See the [AID Demonstration Web page](#) or contact Ewa Flom at (202) 366-2169 for details.

[Section 1304](#) of the Moving Ahead for Progress in the 21st Century Act allows an increase in the federal funding share of up to 5 percent on eligible projects that use innovations.

Just For Fun

For the past 100 years, there have been revolutionary inventions, and ‘evolutionary’ inventions for the automobile. Some these inventions did not catch on, and for that we are thankful. I am sure the guy that invented the crown air freshener is smelling like a rose, but some of these just....stunk.



"Hit-Run" Drivers Identified by Disks Discharged by Car



This drawing shows how victim can identify hit and run driver by disks discharged from bumper. Disks get discharged from car when incident occurs...



Put it in reverse...



The iDisc

In the News

Three Design Team Finalists Selected for I-10 Mobile River Bridge

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Public safety highlights Mobile council's first Uber meeting



By [Michael Finch II | mfinch@al.com](mailto:mfinch@al.com)

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

on June 23, 2015 at 6:40 PM, updated June 23, 2015 at 7:20 PM

The public safety committee of the Mobile City Council dipped its toe into discussion Tuesday of a measure that would allow the ride-hailing service Uber to operate in the city limits. Local lawmakers sifted through a draft ordinance -- line-by-line -- comparing regulations that would apply to taxis and Uber.

Nationwide, governing companies like Uber is new terrain for municipalities, which frequently grapple with balancing public safety and industry needs. Often with various outcomes, regulating the practice is left up to each local law-making body to decide.

Founded in 2009, Uber's business model involves contracting individual drivers to give rides in communities using their own personal vehicles, but for commercial use. The contractors' interaction with Uber, including background checks and the service itself, is facilitated largely through a smartphone app.

The proposed law before the committee would insert a section for so-called transportation network companies in the city's code of ordinances, a distinction that was not fully hashed out by committee members. Continue [HERE](#)

Transportation Research

U.S. Driving Nears 1 Trillion Miles In First Four Months of 2015 Nation's Driving Increases for 14th Month in a Row

WASHINGTON – New estimates released today by the U.S. Department of Transportation's (USDOT) Federal Highway Administration (FHWA) show that Americans drove 987.8 billion miles for the first four months of the year, topping the previous record – 965.5 billion – set in April 2007.

The new data, published in FHWA's latest "Traffic Volume Trends" report, a monthly estimate of U.S. road travel, show that Americans drove 267.9 billion vehicle-miles traveled (VMT) in April – the most ever driven in April and the highest mileage for the first quarter of any year – underscoring the need for greater investment in transportation infrastructure.

The April estimates show that the nation's driving has increased steadily for 14 consecutive months.

The April 2015 report also includes seasonally-adjusted data, which enable VMT comparisons with March and any other month in any year, from the USDOT's Bureau of Transportation Statistics. Analysis of seasonally-adjusted VMT is an alternative to analysis of unadjusted VMT, which traditionally uses comparisons of a month to the same month in previous years to determine trends.

The seasonally-adjusted vehicle miles traveled for April 2015 were 262.4 billion miles, a 3.7 percent increase – or 9.5 billion more VMT – compared to the previous April and a 1.1 percent increase – or 2.9 billion more VMT – compared with March 2015. The estimates include passenger vehicle, bus and truck travel.

- See more at: <http://www.transportation.gov/briefing-room/us-driving-nears-1-trillion-miles-first-four-months-2015#sthash.JaslPCl7.dpuf>

Citizen Reporting of Current Road Conditions

By Ms. Michelle Birdsall

In recent years, DOTs have increasingly used the practice of crowdsourcing to gather real-time information on weather and road conditions as a supplement to other road condition reporting techniques (e.g., field personnel reports and ITS devices). In a new report, [Citizen Reporting of Current Road Conditions](#), the Road Weather Management Program has documented five DOTs' experiences with a particular type of crowdsourcing: one in which the DOTs build the interface and train citizen reporters. Because these citizen reporting programs involve the training of recruited reporters, the quality and frequency of the road condition data is often more usable relative to data from other crowdsourcing techniques, such as mining social media. Moreover, because the data ingest system is built by the DOT, the reports can often be seamlessly ingested and disseminated through existing internal data management systems or traveler information outlets. An upcoming report (expected in the fall) will document key similarities and differences between three different crowdsourcing approaches: citizen reporting, social media mining and third-party smartphone applications.