



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, March 3<sup>rd</sup>, 2017

Volume 21, Number 7

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- 2017 Unified Planning Work Program
- 2016-2019 Transportation Improvement Program
- Origin Destination Study Using Cell Phones

## Contact Us

<http://www.mobilempo.org>  
[transportation@sarpc.org](mailto:transportation@sarpc.org)

Kevin Harrison, PTP  
Director of Transportation  
[kharrison@sarpc.org](mailto:kharrison@sarpc.org)

Tom Piper  
Senior Transportation Planner  
[tpiper@sarpc.org](mailto:tpiper@sarpc.org)

Monica Williamson  
Transportation Planner  
[mwilliamson@sarpc.org](mailto:mwilliamson@sarpc.org)

Anthony Johnson  
Transportation Planner  
[ajohnson@sarpc.org](mailto:ajohnson@sarpc.org)

The Mobile MPO will meet on March 15<sup>th</sup> in the SARPC Board Room to adopt the new Congestion Management Process (CMP) and other items on the agenda (please see *Mobile MPO Updates*). Congress is definitely back in session as the *Legislative Updates* is chock full of nuggets; there is even an Alabama bill to make back seat “drivers” wear seat belts (*about time*). This week’s *Just For Fun* may make your brain hurt. Governor Bentley says “I think Alabama is going to do well under a Trump administration,” *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](http://www.mobilempo.org)  check us out on FACEBOOK

## Mobile MPO Updates

### MARCH 15<sup>th</sup>, 2017 10:00 AM, MPO POLICY MEETING

The Mobile MPO Policy Board will meet on Wednesday, March 15, 2017 at 10:00 am at the GM&O Building in the Board Room at 110 Beauregard Street. The purpose of the meeting is to approve the modification of the 25 year Long Range Transportation Plan (LRTP) and the 2016-2019 Transportation Improvement Program (TIP) to create a funding program for the Congestion Management Process (CMP). The CMP will be funded through the Mobile MPO and will be for intersection type improvements that aim towards alleviating congestion. The program will be an annual federal funding amount of \$500,000. In order to accommodate this program, an interchange at Airport Blvd and McGregor Ave will be removed from the LRTP.

Also, the MPO will vote to approve the following modifications to the FY 2016-2019 Transportation Improvement Program:

#### TIGER FUNDS

100066564 ( PE ) ONE MOBILE - COMPLETE STREET INITIATIVE TIGER GRANT FOR THE BROAD STREET CORRIDOR;  
\$1,570,000.00; 4/1/2017

100066565 ( CN ) ONE MOBILE - COMPLETE STREET INITIATIVE TIGER GRANT FOR THE BROAD STREET CORRIDOR;  
\$21,000,000; 4/15/2020

#### CONGESTION MANAGEMENT PROCESS FUNDS

1000xxxx (PE) CMP Corridor Government St, from Broad Street to Bankhead Tunnel; FY 2017; \$62,500  
1000xxxx (CN) CMP Corridor Government St, from Broad Street to Bankhead Tunnel; FY 2017; \$562,500

1000xxxx (PE) CMP Corridor Dauphin St, from Sage Ave. to Springhill Hospital; FY 2018; \$62,500  
1000xxxx (CN) CMP Corridor Dauphin St, from Sage Ave. to Springhill Hospital; FY 2018; \$562,500

1000xxxx (PE) CMP Corridor Airport Blvd. from University Blvd to Hillcrest Rd; FY 2019; \$62,500  
1000xxxx (CN) CMP Corridor Airport Blvd. from University Blvd to Hillcrest Rd; FY 2019; \$562,500

### Recent Scheduling Changes

Project : 100055398 ( CN )  
Federal aid number : IM MR15 (901)  
County : AREAWIDE  
Project Description : SOUTHWEST REGION, MOBILE AREA SIGN REPLACEMENT ON I-10, I-65 AND I-165  
Old Target start date : June 30, 2017  
New Target start date : November 03, 2017

### Bicycle and Pedestrian Advisory Committee Meeting

The Mobile MPO Bicycle and Pedestrian Advisory Committee (BPAC) met recently. Mr. Vince Calametti, the chief engineer with the ALDOT Southwest Regional Office gave an update on the proposed I-10 Mobile River Bridge. The meeting also included a discussion about several projects in the MPO area that have bike/ped components, including the City of Mobile’s Broad/Beauregard Street TIGER project, the Water St. project, the road diet on Springhill Ave., Schillinger Blvd., and Zeigler Blvd. Recent crashes involving cyclists and pedestrians were also discussed. The minutes of the meeting are being transcribed

and will be posted on the BPAC webpage soon.

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### 3-C Agreement To Be Updated

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

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### Performance Measures

On January 18, the Federal Highway Administration (FHWA) published in the Federal Register final rules for the last two national performance management measure regulations. One rule establishes regulations to assess the condition and performance of bridges on the National Highway System (NHS) and of pavements on the Interstate and non-Interstate NHS. The other establishes regulations to assess the performance of the NHS, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. All MPOs will have 6 months after each State finalizes their state Performance Measures. The performance measures used by the Mobile MPO, and the Eastern Shore MPO will be discussed at length in the next several months, and the topic is on the agenda at the Alabama Transportation Planners Association Conference (ATPA) March 23-24 in Florence, AL

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## Projects Within Region Let February 24, 2017

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### ESCAMBIA COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-3 (US-31) from the intersection of Florida Highway west of Canoe to MP 55.300 in Flomaton. Length 10.299 mi. The Bracket Estimate on this project is from \$1,941,862 to \$2,373,387 .
- For constructing the Planing, Resurfacing, Bridge Rail Retrofit, and Traffic Stripe on SR-3 (US-31) from the Baldwin County Line to the intersection of Florida Highway west of Canoe. Length 11.000 mi. The Bracket Estimate on this project is from \$2,254,214 to \$2,755,150 .

### MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-16 (US-90) from east of the intersection of Ramsey Road in Grand Bay to the west end of the Fowl River Bridge west of Theodore. Length 7.310 mi. The Bracket Estimate on this project is from \$1,674,778 to \$2,046,951.
- For constructing the Precast Concrete Pavement System on I-165 (Southbound Service Road Left Turn Lanes) just west of the intersection of Bay Bridge Road (SR-16/US-90). Length 0.121 mi. The Bracket Estimate on this project is from \$673,347 to \$822,980.
- For constructing the Bridge Girder Repair (Collision Damage) on CR-39 (McDonald Road) over I-10. Length 0.340 mi. The Bracket Estimate on this project is from \$306,703 to \$374,860 .

### BALDWIN COUNTY

- For constructing the Planing, Widening, Resurfacing, and Traffic Stripe on CR-13 from the intersection of CR-48 in Fairhope to the roundabout at CR-30 (Site 1) and from north of the roundabout at CR-64 to the junction of Ottawa Drive in Daphne (Site 2). Length 1.646 mi. The Bracket Estimate on this project is from \$510,400 to \$623,822

[What's Under Construction?](#)  
[Project Status](#)

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## Legislative Updates

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### Senate and House Bills Introduced to Repeal MPO Coordination Rule *(this would only effect our region if*

*Mobile and the Eastern Shore became one Urban Area: [HERE](#))*

Yesterday, Senator Tammy Duckworth (D-IL) and Representative Dan Lipinski (D-IL) each introduced identical legislation to repeal the MPO Coordination Final Rule as enacted in January. Both [bills](#) have strong bipartisan support; a key element that we hope will help them move fairly quickly. The Senate bill is co-sponsored by Senators Todd Young (R-IN), Shelley Moore Capito (R-WV), and Dick Durbin (D-IL); Representative Jason Lewis (R-MN) is the primary Republican co-sponsor in that chamber, with seventeen other members from both parties on as well. More details on this as they become available, including bill numbers and next steps NARC members can take to help move these forward.

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### Examining Environmental Barriers to Infrastructure Development Hearing

The House Oversight Committee held a [hearing](#) yesterday to identify examples of environmental regulations that inhibit infrastructure development and consider ways to expedite projects. During the hearing, panelists addressed staffing shortages at the National Oceanic and Atmospheric Administration, bureaucratic costs, and the value of the *National Environmental Protection Act* as a whole. Richie Beyer, a county engineer in Alabama; Wayne D'Angelo, counsel for the Steel Manufacturers

Association; and Nicholas Loris of the Heritage Foundation testified.

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## Connecting America: Improving Access to Infrastructure for Communities Across the Country Hearing

Earlier this week the Senate Committee on Commerce, Science, and Transportation held a [hearing](#) on improving rural infrastructure. South Dakota Governor Dennis Daugaard emphasized that public private partnerships will not work for rural areas, and requested the use of formula funding in any new infrastructure package. Shirley Bloomfield from NTCA – The Rural Broadband Association discussed their work improving broadband in rural areas and the importance of including broadband programs in infrastructure legislation. Each witness stated that rural investments are extremely important because they connect urban areas.

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## Infrastructure Plan Still Lacks Details

In an address to a joint meeting of Congress on Tuesday, President Trump reaffirmed his intention to call on Congress for a significant increase in federal infrastructure spending. Though details of the plan remained scarce, the speech marked the first acknowledgement from Trump that the \$1 trillion investment he favors will be a mix of public and private capital, with federal dollars used to leverage private investment. This comes amid growing doubts that Congress will tackle this issue in 2017, the victim of a packed legislative schedule and fiscal conservatives' resistance to a huge spending package. Today the administration is meeting with federal agencies to initiate the process of creating a formal infrastructure plan.

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## USDOT Proposes New Rule to Improve 'Mega-Region' Transportation Planning

The U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly proposed a new rule last week that would improve coordination of multi-modal transportation planning by metropolitan planning organizations (MPOs) serving the nation's urban areas. The proposed rule, which would affect about a third of the nation's 409 MPOs, would promote more effective regional prioritization of multi-modal investments through better coordination among local governments with planning responsibilities in the same urbanized areas, as designated by governors. Its goal is to improve the effectiveness of transportation planning for multi-modal projects addressing regional needs. It would revise the definition of "Metropolitan Planning Area" (MPA) to align with its statutory definition, requiring the MPA to include the entire urbanized area. Where there are multiple MPOs in a single MPA, the proposed rule would also require that those MPOs and their states' governors decide whether to consolidate, adjust their boundaries or to prepare unified planning products. The Notice of Proposed Rulemaking appeared in the [Federal Register](#) this week. The public is invited to submit its comments through [www.regulations.gov](http://www.regulations.gov) during the 60-day public comment period. Contact: FHWA's Doug Hecox (202) 366-0660 or FTA's Sarah Clements (202) 366-3062

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## Shuster: \$1 Trillion Infrastructure Plan Not All Government Money

Posted: Mar 1, 2017 12:25 PM CST  
by Lillie Dunn

A key Republican congressman says President Donald Trump's \$1 trillion infrastructure plan will likely include private projects like pipelines that don't involve federal aid but which have been hindered by a lack of government permits or regulations.

Rep. Bill Shuster, chairman of the House Transportation and Infrastructure Committee, said he had two conversations with Trump recently. He said the infrastructure plan is "not going to be \$1 trillion coming out of Washington, D.C."

The Pennsylvania lawmaker told state transportation officials the money will come in part from "billions and billions" of private dollars. He cited pipeline projects in Pennsylvania and Florida that have been unable to get federal permits as examples.

Trump touted his plan to Congress Tuesday, but hasn't said how he'd pay for it.

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## AASHTO Sees 'Broken' Highway Trust Fund, Presses Congress to Find New Revenue Stream

Warning that the Highway Trust Fund is "broken" and will run out of money after its current funding law expires in 2020, the executive director of the American Association of State Highway and Transportation Officials said state officials will urge members of Congress next week to find a long-lasting revenue stream.

AASHTO's Bud Wright made the comments in an [interview with Transportation TV](#) in which he underscored the value of the association's Feb. 28-March 3 "Washington Briefing," its annual legislative conference for executives from state departments of transportation.

"Finding a long-term, sustainable source of funding for transportation," Wright said, is at the top of policy messages for AASHTO and its state members to convey to Congress. "We know we have a Highway Trust Fund that's broken."

Wright said the trust fund is "not going to be able to sustain the current program" of highway and transit spending once the five-year Fixing America's Surface Transportation Act ends in 2020.

That's because the dedicated excise tax receipts going into the trust fund – built mainly around gasoline and diesel taxes plus smaller levies on other motor fuels and on heavy truck equipment – already fall so far short of the authorized spending levels that Congress has repeatedly tapped unrelated general funds to bridge the gap.

However, before passing the FAST Act late in 2015 Congress also took the program through a series of short-term stopgap measures, which left states uncertain about how long and at what levels the federal programs could make their disbursements to state DOTs and transit agencies. As a result, some states had to delay important projects until the federal situation cleared up, and many said they were hampered in trying to make long-term plans for their transportation needs.

As part of the annual Washington Briefing, state agency executives who oversee project investments back home meet with federal officials including heads of key committees that write transportation legislation. The state officials also visit Capitol Hill offices of their congressional delegations to make sure the lawmakers and their staffs know what the DOTs need from Congress.

This year's conference comes as President Trump continues to promise a major infrastructure investment package with a

heavy focus on improving transportation facilities, but before his team and Congress puts that plan together.

Wright told TTV that the conference takes place at "one of those rare times when infrastructure is a principal topic in Washington, D.C. From the presidential campaign to now – some of the early declarations from the Trump administration – infrastructure seems as though is going to be at the forefront of his policy agenda. So it's a great time for our members to be here."

AASHTO and other groups say that plan for additional federal project investments should also fix the trust fund, so that state transportation program planners do not soon find themselves worrying again about the federal partner's basic funding commitment.

Currently, a number of states face major investment gaps to meet the mobility needs of their residents and freight traffic. Some legislatures are considering their own revenue increases, but state officials say they also need more help from Congress. And the Federal Highway Administration just reported that [2016 saw the highest road traffic levels on record](#), as demand on the infrastructure keeps rising.

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## Alabama bill would require back seat passengers to buckle up



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

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

on February 24, 2017 at 3:47 PM

Backseat car passengers would have to buckle up under a bill that could become law in Alabama. The Alabama Senate has passed the bill by Sen. Quinton Ross, D-Montgomery that requires all car passengers to wear seat belts. Current Alabama law requires only front seat passengers to wear seat belts unless they are younger than 15. Ross said he believes tightening the law would save lives, partly by raising awareness of the need to wear seat belts, and is optimistic the bill will pass.

"All of my colleagues across the aisle understand the importance of legislation like this to ensure safety on the highway," Ross said.

The Senate passed the bill by a vote of 21-5 on Feb. 14. Rep. Mike Holmes, R-Wetumpka, is sponsoring the same bill in the House of Representatives. The bill is named in honor of Roderic Deshaun Scott, a basketball star at Robert E. Lee High School in Montgomery who died last year in a traffic accident on Interstate 65 on the way to a girls high school playoff game in Birmingham.

The crash was a single-vehicle rollover accident and three unrestrained passengers in the back seat were ejected. Ross said the bill was "a good way to honor the life of a scholar athlete."

Rear seat passengers are three times more likely to die in a crash if they are not belted, according to the Alabama Department of Transportation, which supports the bill.

Almost 60 percent of people who die in crashes are not wearing seat belts. Alabama is one of 22 states without a seat belt law that covers the back seat, according to DOT. Lawmakers return on Tuesday to begin the fourth week of the legislative session. On Wednesday, the Senate Judiciary Committee is scheduled to hold a public hearing on Gov. Robert Bentley's plan to build four new state prisons with an \$800 million bond issue. Most of the existing prisons would close.

At the same meeting, the Judiciary Committee is scheduled to hold a public hearing on a bill that would eliminate the requirement for a permit to carry a concealed pistol in Alabama. That bill, by Sen. Gerald Allen, R-Tuscaloosa, has drawn opposition from law enforcement. Also on Wednesday, the Legislature's reapportionment committee will meet to get a report on a federal court ruling requiring lawmakers to redraw legislative districts before the 2018 elections.

The court ruled that 12 districts were racially gerrymandered when the Legislature drew the district maps in 2012. Redrawing those nine House districts and three Senate districts will affect other districts, too, although it's not clear yet how many. Besides the seat belt bill, the Senate has passed a bill to repeal the authority of judges to sentence offenders to death in cases in which the jury has recommended life in prison. The bill passed on a 30-1 vote and moves to the House.

Alabama is the only state to allow judges to sentence offenders to death when the jury recommends life. The Senate also narrowly passed a bill to add new tax credit options for scholarship donors under the Alabama Accountability Act. The school choice law allows students to use scholarships funded by tax credits to go to private schools. And senators passed a bill to set up a commission to reallocate district court and circuit court judgeships using uniform criteria based on caseloads, population and other factors.

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

## Funding Opportunities

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### 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

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## FY 2017 NOAA Coastal Resilience Grants Program

*Proposals Due: March 15*

The National Oceanic and Atmospheric Administration (NOAA) [Coastal Resilience Grants Program](#) is intended to build resilience by reducing the risk to coastal communities, economies, and ecosystems from extreme weather events and climate-related hazards. Projects that build resilience include activities that protect life and property, safeguard people and infrastructure, strengthen the economy, and/or conserve and restore coastal and marine resources.

NOAA has identified \$15,000,000 to support projects in a new funding round, and anticipates that typical awards will range from \$250,000 to \$1,000,000. The NOAA Coastal Resilience Grants Program will support two categories of activities:

- **Strengthening Coastal Communities:** activities that improve capacity of multiple coastal jurisdictions (states, counties, municipalities, territories and tribes) to prepare and plan for, absorb impacts of, recover from, and/or adapt to extreme weather events and climate-related hazards; or
- **Habitat Restoration:** activities that restore habitat to strengthen the resilience of coastal ecosystems and decrease the vulnerability of coastal communities to extreme weather events and climate-related hazards.

Proposals focused on improving capacity of multiple coastal jurisdictions should identify and describe how the project will address: the vulnerability, issue(s) or problem limiting the resilience of coastal jurisdictions to be addressed; the proposed project's expected outcomes and the actions to be undertaken; and how the proposed actions will enhance resilience within the jurisdictions expected to benefit from the project.

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## 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](#)

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To stay up to date on all of the many grants that are available click [HERE](#) or type [www.grants.gov](#) in your browser.

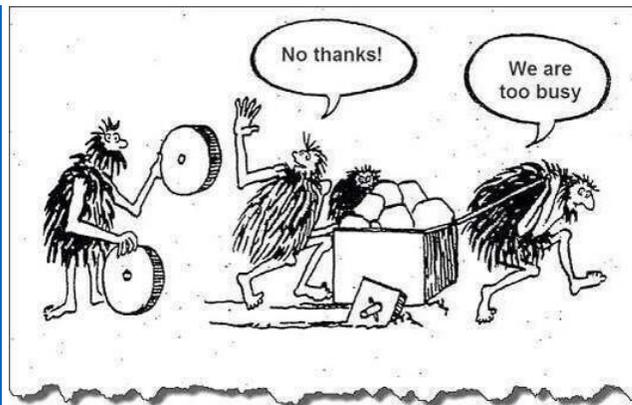
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## Just For Fun

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**Mardi Gras is over, and you may have had too much King cake. So to make sure your brain is still intact, here is a transportation quiz to get your brain going.** *(The first person to score 10 out of 10 is the winner for today, and for that, please tell everyone in your office that you are a winner.)*

<http://www.factmonster.com/quizzes/transportation/1.html>



## In the News

### Mobile leaders riled by move for state to regulate Uber, similar services



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

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

on March 01, 2017 at 2:16 PM, updated March 01, 2017 at 2:47 PM

The Mobile City Council and Mayor Sandy Stimpson united Wednesday in opposition to proposed state legislation that would sharply limit the ability of Alabama cities to regulate transportation services such as Uber.

District 4 Councilman John Williams first brought up the topic during the council's preliminary organizational session Wednesday morning, suggesting that state legislators seemed to be meddling in municipal affairs rather than dealing with serious statewide issues. "It's time for them to fix their own stuff and leave us alone," he said.

House Bill 283 is a measure sponsored by a group of representatives who predominantly hail from central and north Alabama districts, including Tuscaloosa, Jefferson County and the Huntsville area. It proposes that so-called Transportation Network Companies (TNCs) be put under the jurisdiction of the Public Service Commission.

"It is the intent of the Legislature to provide for uniformity of laws governing TNCs, TNC drivers, TNC vehicles throughout the state, and to provide that TNCs, TNC drivers, and TNC vehicles be governed exclusively by state law," reads one passage in the proposed legislation.

If passed, it would prohibit counties, municipalities and other local authorities from taxing or requiring business licenses for TNCs, their drivers or the vehicles used by the drivers. It would, however, allow municipalities to prohibit TNCs.

Other provisions of the bill spell out requirements that TNCs would have to meet in order to be licensed by the Public Service Commission. These include providing "fare transparency," having a nondiscrimination policy and conducting background checks on drivers.

As presented on Wednesday, the measure considered by the Mobile City Council initially was sponsored by council members Bess Rich, Joel Daves, Gina Gregory, Fred Richardson and Levon Manzie. By the time the council voted, it had unanimous sponsorship, including Williams, C.J. Small and Stimpson.

During the early discussion, council attorney Jim Rossler said "there are constitutional problems with this amendment that might sink it."

Stimpson said he couldn't speak for all Alabama mayors, but he thought that others, like him, were against the proposed legislation.

"These efforts by the legislature to withdraw even more power from municipalities are wrongheaded and need to be fought," said Daves. HB283 had its first reading last week and was referred to the House Committee on Commerce and Small Business. Efforts to reach sponsors of the bill on Wednesday were not immediately successful.

### Bentley: Alabama will do well under Trump

By Mary Sell Montgomery Bureau Mar 1, 2017

MONTGOMERY — Gov. Robert Bentley left Washington, D.C. earlier this week pleased with what he'd heard from President

Donald Trump and his administration, though there are many policy issues yet to be decided.

"I want to say this about President Trump, the more I am around him, the more I truly like him," Bentley told this newspaper. "He is a man who wants to get things done. He wants to solve problems and quickly."

Bentley was in D.C. for four days for the National Governors' Association meeting. Bentley said it's too early to tell what plans to repeal the Affordable Care Act and changes to Medicaid will mean to Alabama. He did say he and other governors who did not expand Medicaid enrollment under the ACA told Trump's team they should be rewarded.

The Associated Press reported this week rifts emerged between Republican governors in states that opted to expand Medicaid under the 2010 health care law and those that did not. Medicaid insures more than 70 million low-income Americans, and some in Congress, including House Speaker Paul Ryan, want to curtail federal spending on the program.

"Those of us who did not expand Medicaid, we should not be punished, we held the line on the Affordable Care Act," Bentley said. "In fact, we should be rewarded."

He said states that did expand the program shouldn't necessarily be punished with funding cuts, but "give us some funds too for not expanding."

Medicaid insures about 1 million Alabamians, many of them children. Bentley said he'll return to D.C. later this month for more health care talks with Health Secretary Tom Price and more details on Medicaid changes should be available in two to three weeks. Like some other governors, he's pushing for more state-controlled flexibility to make changes to Medicaid, including possible enrollment qualifications.

Asked if the state could lose some federal Medicaid funding, Bentley said he thinks change "will help states like Alabama."

Bentley said he met with Transportation Secretary Elaine Chao briefly. Trump campaigned on a \$1 trillion infrastructure improvement program and mentioned a public-private collaboration Tuesday night in his address to Congress. That's another plan still to be developed, Bentley said.

"That is down the list of issues, healthcare is No. 1 right now," Bentley said. "There are no details on that yet."

About Trump's proposal to expand defense spending by \$54 billion, Bentley said that could be a good thing for the state, especially its aerospace industry.

"It certainly could help the Alabama economy," he said.

Trump's budget proposal — due next month — would cut domestic programs and foreign aid by about 10 percent to make up for the defense spending increase, the AP reported. The cuts would be felt far more deeply by programs and agencies targeted by Trump and his fellow Republicans, like the Environmental Protection Agency as well as foreign aid. Veterans' programs would be exempted, as would border security, additional law enforcement functions and some other areas.

"I did not hear anything (about cuts) that concerned me at the present time," Bentley said. "I know there will have to be some cuts, probably some entitlements. He didn't say that, but there have to be cuts somewhere."

Social Security and Medicare will be protected, Bentley said.

The weekend gave Bentley a chance to show off to other governors one of his favorite state programs, voluntary pre-kindergarten education. He also talked to Education Secretary Betsy DeVos about the program for 4-year-olds.

"I think Alabama is going to do well under a Trump administration," the governor said.

Bentley said he spoke directly with Trump briefly.

"He said, 'Those people in Alabama love me,' and I said, 'Yes, sir, they sure do.' "

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## **The Association of County Commissions of Alabama continue to present the ATRIP-2 Proposal.**



### **ATRIP-2 Proposal**

#### **ACCA LEGISLATIVE PRIORITY 2017 Bond Issue for Roads and Bridges**

*To establish the Alabama Transportation Rehabilitation and Improvement Program 2 (ATRIP-2) providing a 1.2 billion bond issue for the rehabilitation and improvement of county and municipal roads and bridges.*

## Save the Date!

Crepe Myrtle Trail Ride 2017  
April 1 - Arlington Park  
[www.crepemyrtleride.com](http://www.crepemyrtleride.com)

## Transportation Research

### Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study

Call for participants ends May 31

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

### Regional Models of Cooperation Handbook

FHWA recently released their [Regional Models of Cooperation Handbook](#). The Regional Models of Cooperation program is facilitated through FHWA and FTA and is a part of the Every Day Counts 3 Initiative. The handbook includes numerous case studies and examples of regional and statewide collaboration and partnership where agencies are working together to save money, be more efficient, and have a greater impact than they could individually.

### Safety Council Estimates 2016 U.S. Motor Vehicle Deaths at Highest Level Since 2007

The National Safety Council said its preliminary 2016 data indicates [as many as 40,000 people died in U.S. motor vehicle crashes last year](#), or the most since 2007.

It estimated that the number of crash fatalities rose 6 percent over 2015, and 14 percent from 2014. That would mark "the most dramatic two-year escalation since 1964," the council said.

It also said that "an estimated 4.6 million roadway users were injured seriously enough to require medical attention in 2016," with a cost to society of \$432 billion.

The NSC released a survey with the estimates that it said "provides a glimpse at the risky things drivers are doing. Although 83 percent of drivers surveyed believe driving is a safety concern, a startling number say they are comfortable speeding (64 percent), texting either manually or through voice controls (47 percent), driving while impaired by marijuana (13 percent), or driving after they feel they've had too much alcohol (10 percent)."

The council noted that the fatality estimates are subject to slight increases and decreases "as data mature." It uses data from the National Center for Health Statistics, an arm of the Centers for Disease Control, so that deaths occurring within 100 days of the crash and on both public and private roadways – such as parking lots and driveways – are included in the estimates.

"Our complacency is killing us. Americans believe there is nothing we can do to stop crashes from happening, but that isn't true," said NSC President Deborah Hersman. "The U.S. lags the rest of the developed world in addressing highway fatalities. We know what needs to be done; we just haven't done it."

The council called for immediate implementation of measures it said "would set the nation on a road to zero deaths."

They are:

- Mandate ignition interlocks for convicted drunk drivers, plus better education about the nature of impairment and when it begins.
- Install and use automated enforcement techniques to catch speeders.
- Extend laws banning all cell phone use – including hands-free – to all drivers, not just teens; upgrade enforcement from secondary to primary in states with existing bans.
- Upgrade seat belt laws from secondary to primary enforcement and extend restraint laws to every passenger in every seating position in all kinds of vehicles.
- Adopt a three-tiered licensing system for all new drivers under 21, not just those under 18.
- Standardize and accelerate fleet automotive safety technologies with life-saving potential, including blind-spot monitoring, automatic emergency braking, lane departure warning and adaptive headlights.
- Pass or reinstate motorcycle helmet laws.
- Adopt comprehensive programs for pedestrian safety.

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## 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.