



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday May 1st, 2017

Volume 22, Number 6

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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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IF YOU NEED FEDERAL FUNDING FOR A SENIOR VAN, THERE IS MONEY. ALDOT has announced the FTA 5310 call for projects this week, the Mobile Urban Area FTA 5310 Funds call for Projects were announced, as were the Mobile Urban Area Transportation Alternatives Program (TAP) (**please see *Funding Opportunities***). There is a Mobile MPO Meeting scheduled on June 7th, and there was a Mobile MPO TCC/CAC meeting this week (please see *Mobile MPO Updates*). The bill to allow counties to increase gas taxes stalls in *Legislative Updates*, and this week's *Just For Fun*, is just childish....

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 Meeting June 7th, 10:00 AM; TCC/CAC met this week

The Technical Coordinating/Citizens Advisory Committee of the Mobile MPO met this 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 to be included into the 2016-2019 Transportation Improvement Program (TIP) that were supported by ALDOT

- 100066877 FTA Section 5317 Mobile Arc New Freedom Operating FY 2017; 6/1/17; \$332,424
- 100066805 Extend Eastbound Bridge on SR 42(US98) over Big Creek; CN; 6/30/17; \$5,000,000
- 100066916 (RW) Construct Bridge on Glenwood Road over SR-42 (US-98); 7/1/17; \$65,000
- 100040584 (CN) US-98 Eastbound Lanes from Mississippi Line to 0.5 Mile East of Glenwood Road. Base and Pave: MOVE from 12/7/2018 to 1/31/2020;\$18,200,000
- 100062526 Whistler Street Sidewalk In Prichard. This project was located 216 E. Prichard Avenue in The City Of Prichard. DELETE; \$197,450

Also, City of Mobile Councilmember Levon Manzie and Councilmember Fred Richardson were present to discuss concerns on the types of projects that are being federally funded in the LRTP. The TCC/CAC acknowledged their concerns, and thank them for presenting to them.

The recommendations from Wednesday's TCC/CAC meeting will go before the Mobile MPO on June 7th. We will also have 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. Please plan on attending the Mobile MPO meeting on June 7th at 10:00 AM in the SARPC Board Room.

Mobile MPO Bicycle and Pedestrian Advisory Committee Meeting 5/31/2017

There will be a Bicycle and Pedestrian Advisory Committee meeting at the GM&O Building in the board room on Wednesday, May 31st, 2017 at 12:00 p.m. This will be a bring your own, brown bag lunch meeting. It is open to the public. Ms. Debbie Quinn, Chair of the Alabama Trails Commission will be a guest speaker. If you have anything you would like to be included on the agenda please let us know.

Recent Scheduling Changes This Week for the Mobile Area

The Project listed below has been placed in PLAN status:

Project : 100061588 (CN)
 Federal aid number : BR 0013 (601)
 County : MOBILE
 Project Description : CULVERT REPLACEMENT, BIN 5715, SR-13 (US-43) OVER STEELE CREEK
 Old Target start date : November 03, 2017
 New Target start date : April 27, 2018

Project : 100066916 (RW)
 Federal aid number : NH 0042 (517)
 County : MOBILE
 Project Description : CONSTRUCT BRIDGE ON GLENWOOD ROAD OVER SR-42 (US-98)
 Target start date : 7/1/2017
 Engineers Estimate : \$65,000.00

Project : 100040584 (CN)
Federal aid number : NH 0042 (509)
County : MOBILE
Project Description : US-98 EASTBOUND LANES FROM MISSISSIPPI LINE TO 0.5 MILE EAST OF GLENWOOD ROAD. BASE AND PAVE
Old Target start date : December 07, 2018
New Target start date : January 31, 2020

Project : 100060154 (CN)
Federal aid number : NHF 0158 (505)
County : MOBILE
Project Description : SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE, DRAIN, BASE, PAVE, AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)
Old Target start date : May 25, 2018
New Target start date : June 29, 2018

Project : 100060153 (CN)
Federal aid number : NHF 0158 (508)
County : MOBILE
Project Description : SR-158 EXTENSION FROM 0.5 MILE EAST OF GLENWOOD ROAD TO WEST OF LOTT ROAD (SR-217). GRADE DRAIN, BASE, PAVE, AND BRIDGE (EB COLLINS CREEK, EB MCCRARY ROAD, AND EB COLLINS CREEK TRIBUTARY)
Old Target start date : January 26, 2018
New Target start date : March 30, 2018

Project : 100057688 (CN)
Federal aid number : HSIP I065
County : MOBILE
Project Description : INSTALL INTERSTATE MEDIAN CABLE BARRIER FROM MP 13.0 TO MP 16.9 IN MOBILE COUNTY
Old Target start date : August 25, 2017
New Target start date : January 26, 2018

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.

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 to each MPO member. Please call Kevin if there are any questions.

Projects Within Region To Be Let April 28th, 2017

ESCAMBIA COUNTY

- None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-193 from near the junction of Higgins Road (MP 25.180) to the junction of Oak Ridge Avenue in Mobile. Length 1.294 mi. The Bracket Estimate on this project is from \$993,806 to \$1,214,652

BALDWIN COUNTY

- For constructing the Parking Lot Lighting Installation at the Mobile Bay Ferry Dock in Fort Morgan. Length 0.074 mi. The Bracket Estimate on this project is from \$118,843 to \$145,252 .
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the SR-225 Interchange to the Dyas Creek Bridge. Length 8.533 mi.

[What's Under Construction?](#)

Legislative Updates

Bill to allow counties to increase gas taxes stalls

By Mary Sell Montgomery Bureau May 17, 2017 Updated May 17, 2017

MONTGOMERY — Legislation to allow counties to raise their local gas taxes by up to 5 cents appears dead for this session after it failed to get a vote in a House committee Tuesday.

House Transportation, Utilities and Infrastructure Chairman Rep. Lynn Greer, R-Rogersville, said the Alabama Department of Revenue has concerns about the method by which the new taxes would be collected under House Bill 564. The bill was carried over.

It's the same as Sen. Arthur Orr's Senate Bill 386, which was approved in a Senate committee last month, but hasn't made it to the Senate floor.

It would have allowed counties to put before voters a local referendum to increase their gas tax by up to 5 cents. The local gas-tax increases would fund predetermined road projects that also would be listed on the ballot. The tax would expire after five years.

This legislation emerged after a proposed statewide gas tax died.

"I think it's a sound policy to let the people vote on a gas tax measure like this, have the projects identified and have it sunset," Orr said Tuesday.

There are three possible legislative days left in this session, but looking to the 2018 session — an election year — Greer doesn't see a desire among lawmakers to vote for a gas tax increase.

He said the only thing that may change is if states need matching dollars in order to receive federal funding for major infrastructure improvements.

"If that happens, I can see us coming back for a special session," Greer said.

Orr, R-Decatur, agreed a statewide tax will be needed if the Trump administration moves forward with an infrastructure plan.

The committee did approve Orr's Senate Bill 385, which makes changes to the Alabama Transportation Infrastructure Bank to make it easier for communities to access loans for road projects. The bank was created by lawmakers in 2015.

Changes include allowing governmental entities to use the bank's bond rating when securing loans, which allows them to spend less on interest.

If an entity like a county or municipality later stops paying on a loan, the bank can garnish their state gas tax allotment to repay the debt, Orr said.

Infrastructure Bills Abound

Representative Mark Sanford (R-SC) introduced the [Highway Restoration Act of 2017](#) earlier this month to phase out the Mass Transit Account from the Highway Trust Fund (HTF). The bill would phase out the account over a five-year period, enabling mass transit systems to find new funding sources. Sanford believes that the HTF should fund roads and bridges and by phasing out the Mass Transit Account, the funding shortfall will be reduced by half. The bill has been referred to the House Ways and Means Committee.

Wednesday, Senators Mark R. Warner (D-VA) and Roy Blunt (R-MO) introduced a bipartisan infrastructure bank bill titled the *Building and Renewing Infrastructure for Development and Growth in Employment (BRIDGE) Act*. With this legislation, the bank authority would provide loans and loan guarantees to help states and localities fund significant infrastructure projects, using \$10 billion federal dollars to spur \$300 billion in project investment. The bank would eventually be self-sustaining.

Democrats in the House Energy and Commerce Committee also released a bill this week that includes five years of funding for infrastructure projects. The *Leading Infrastructure For Tomorrow's America (LIFT) Act* includes \$2.7 billion for Brownfields redevelopment, \$3 billion for healthcare infrastructure, \$22.56 for drinking water infrastructure, \$40 billion for broadband, and over \$17 billion for energy infrastructure. This bill comes as both parties and chambers prepare for an infrastructure bill sometime this year.

U.S. Senate Confirms Jeffrey A. Rosen as Deputy Secretary of U.S. Department of Transportation

WASHINGTON — Today the U.S. Senate confirmed Jeffrey A. Rosen as the 18th Deputy Secretary of the U.S. Department of Transportation. Mr. Rosen has extensive experience in the transportation sector, serving previously as General Counsel at both the Department of Transportation and the Office of Management and Budget.

"I am delighted to welcome Deputy Secretary Jeff Rosen to the Department. His extensive background in transportation, budget, regulatory reform and management will be invaluable as we implement the President's agenda," said Secretary Elaine L. Chao.

Mr. Rosen had been a Senior Partner at Kirkland & Ellis LLP, with whom he had been associated for nearly 30 years both before and after two distinguished appointments. Mr. Rosen was previously appointed as General Counsel and Senior Policy Advisor for the White House Office of Management and Budget (2006 to 2009) and as General Counsel at the U.S. Department of Transportation (2003 to 2006). During the current confirmation process, he received extensive praise for his experience from members of the Senate as well as key

industry stakeholders:

"Jeff has the experience, the skills, and the aptitude we want in a Deputy Secretary of Transportation. I am pleased the Senate confirmed him with a bipartisan vote and I know he and Secretary Chao will work very well together. I am looking forward to working with the both of them to advance the transportation interests in Ohio and our nation."--**U.S. Senator and former OMB Director Rob Portman (R-OH)**

"We congratulate Jeff Rosen on his confirmation as Deputy Secretary of the Department of Transportation and look forward to working with him on a host of issues impacting trucking, including improving the safety of our roads and investing to rebuild our infrastructure. Having held key positions at DOT as well as OMB prior to this nomination, Jeff brings tremendous experience and insight to this role and will serve the President, Secretary Chao and our nation well."--**Chris Spear, President and CEO, American Trucking Associations (ATA)**

"On behalf of AASHTO and our state DOT members, I want to congratulate Deputy Secretary Jeff Rosen on his confirmation. We look forward to working with Jeff and his colleagues on the pressing need for investment in our national surface transportation system. Jeff brings tremendous expertise from his time at U.S. DOT and in other Federal service. And he understands the federal-state partnership in delivering transportation services, which will prove invaluable as we work to improve the nation's infrastructure."--**Bud Wright, Executive Director of the American Association of State Highway and Transportation Officials**

"I am grateful to President Trump and Secretary Chao for the opportunity to serve our country in this position and greatly look forward to applying my experience to DOT's primary regulatory mission of safety as well as the urgent need to revitalize our nation's infrastructure," said Deputy Secretary Rosen. "Having served in senior government positions in the past, I've learned that forging good working relationships and utilizing effective communication will be keys to our success."

Mr. Rosen has published several articles on regulatory, budget, and transportation topics. In addition, Mr. Rosen is also a former Chair of the American Bar Association's Section of Administrative Law and Regulatory Practice, and has been a member of the Administrative Conference of the United States. Mr. Rosen has also served previously served as an adjunct professor at Georgetown University Law Center.

Mr. Rosen received a B.A. with Highest Distinction from Northwestern University (1979) and a J.D. Magna Cum Laude from Harvard Law School (1982). He is a member of the D.C. Bar, as well as the bars of the U.S. Supreme Court and nine other courts. He and his wife, Dr. Kathleen Rosen, are residents of the Commonwealth of Virginia.

Secretary Elaine Chao Testimony

Elaine Chao testified before the Senate Environment and Public Works Committee this week for the first time as Secretary of Transportation. During the hearing, Chao said that principles for an infrastructure plan would be released this month, but did not provide further detail. She did indicate that the plan will not include a list of projects and that federal funding would be needed for rural areas that cannot attract private dollars. Chao also touched on the Gateway Project and Caltrain electrification project but did not state whether TIGER grants would be saved in the president's budget, which is expected next week.

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Funding Opportunities

Urban / Non-Urban Funds

Below is the call for projects for the **Mobile Urbanized Area TAP Funding, FTA 5310 URBAN(SARPC) and 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. If you are within the Mobile MPO (see [HERE](#)) you are eligible to apply for Mobile Urban TAP (see below) or Mobile Urban FTA 5310 (see below). Otherwise you can apply for STATE TAP (not announced) and FTA 5310 (see below).

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.

FTA 5310 Funds for the Mobile Urban Area *deadline June 2, 2017 no later than NOON*

The South Alabama Regional Planning Commission is responsible for the management and administration of the Federal Transit Administration (FTA) Urban Area Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transportation program in the Mobile Urbanized Area. 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.

This program provides grant funds for capital, mobility management, and operating expenses for:

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Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

SARPC will accept grant applications until June 2, 2017 at noon for Fiscal Year 2018 Mobile Urban Area 5310 funds. Please read the guidelines and application before attempting to complete it. The guidelines and application can be found online at <http://mobilempo.org/5310.html>.

Technical assistance is available on an as needed basis. If you questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email mwilliamson@sarpc.org.

Transportation Alternatives Program (TAP) Funding (Mobile URBAN) deadline June 2, 2017 no later than NOON

The Mobile MPO has announced the availability of the Fiscal Years 2017 and 2018 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$200,000 (federal). Applicants are welcomed and encouraged to apply for funding for both fiscal years.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Applications are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) no later than 12:00 p.m., Friday June 2, 2017. [Electronic versions of the applications are available online](#) at mobilempo.org. Click the Mobile MPO tab and then the Transportation Alternatives tab. Project budgets should be itemized and completed by a Professional Engineer that is certified by the State of Alabama.

If you have any questions please call the SARPC Transportation Planning Department at (251) 433 6541

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

SO EASY A CHILD CAN DO IT

It is Spring, and time for Spring cleaning; that includes changing the oil in your car. Some people prefer to have someone else change your oil, and there are a lot of services that can do that for you. But to save money, and to have the satisfaction that the oil change is done correctly, a lot of people change their own oil. It requires proper disposal of the used oil and is not very technical, apparently....

Watch this Expert do an oil change.... [HERE](#)



In the News

Gulf Shores, Mobile collaboration on summer jobs program the 'perfect situation,' says mayor

By [John Sharp | jsharp@al.com](mailto:John.Sharp@al.com)

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

on May 16, 2017 at 3:12 PM, updated May 16, 2017 at 3:13 PM

Gulf Shores needs workers. Mobile has a program with plenty of youth workers available.

Bring the two together, and you get a "perfect situation," Mobile Mayor Sandy Stimpson said Tuesday.

The cities of Gulf Shores and Mobile announced a collaboration to offer Mobile youths ages 17 to 24, part-time summer jobs at four businesses in Gulf Shores.

The partnership will involve 100 participants in Stimpson's Youth Empowered for Success (YES) Initiative, which is a campaign started last year to provide workplace opportunities for people in their teens and early 20s.

Stimpson and others said there are approximately 4,000 youths who are part of the YES Initiative, and are seeking summer work. For instance, approximately 60 YES Initiative youths will be working with the city of Mobile this summer.

The program was introduced in October 2016 as the city was exploring solutions to stem a rise in violent crimes involving youths.

"It's not often you have a perfect situation present itself, have collaboration and come out with a plan that can be beneficial to so many people," said Stimpson during a news conference at Mobile's Government Plaza.

In Gulf Shores, a soaring tourism economy has created a demand for hospitality industry jobs. Alabama's beach cities have seen record-breaking tourism growth since the 2010 BP oil spill.

Gulf Shores Mayor Robert Craft said the addition of 100 part-time workers will begin a program he anticipates growing in the coming years.

He said the addition of the OWA amusement park in Foley, opening in mid-July, will only create a further shortage of available part-time

seasonal workers in Baldwin County.

"We are growing faster than the number of employees are growing," said Craft.

The collaboration also involves the University of South Alabama and the Baldwin Regional Area Transit System.

The 100 students involved in the initial program will begin work in early June. They will receive workplace readiness training for two weeks provided by the USA Hospitality and Tourism Management Department. Upon completion of the training, the participants will get a hospitality and tourism certificate.

The part-time work will last for four weeks through the end of July. Continue [HERE](#)

Trump admin delays greenhouse gas measurement rule for highways

BY TIMOTHY CAMA

The Trump administration is delaying enforcement of an Obama administration regulation that would have required state and local officials to measure greenhouse gas emissions related to the use of specific highways.

The greenhouse gas reporting requirement was part of a regulation establishing new performance measurement standards for federally funded highways that the Federal Highway Administration (FHWA) put into place days before former President [Barack Obama](#) left office.

Some of the performance measure regulation will take force, but the FHWA said in a Federal Register notice due for publication Friday that it would delay other parts for a year while officials decide whether they want to rescind or revise them.

"The president's appointees and designees need to further delay the effective date of the sections of the ... final rule pertaining to the GHG measure to have adequate time to review them," the FHWA wrote in the [notice](#).

The FHWA plans to allow a new round of public comments on the greenhouse gas provision for potential revision.

The performance measure rule implements provisions of the 2012 and 2015 highway infrastructure bills.

The Obama administration argued that measuring greenhouse gas emissions from vehicles on federally funded highways would help the government to find out if federal dollars are going to environmentally sound causes.

But opponents of the regulation, like Sen. [James Inhofe](#) (R-Okla.), said the 2012 and 2015 laws do not specifically authorize greenhouse gas requirements as part of the performance measures.

Trump Budget Said to Include \$200 Billion for Infrastructure

By Mark Niquette

President Donald Trump will propose spending \$200 billion in federal funds over 10 years to spur investment in the nation's infrastructure, a senior Office of Management and Budget official said.

The administration's aim for the funds, which will be part of the budget proposal Trump plans to release on May 23, is to provide incentives for at least \$800 billion of infrastructure investment by the private sector and state and local governments, said the official, who spoke on condition of anonymity because the plans were not yet public.

Administration officials are examining the use of federal grants and loans as well as other vehicles to spur the investment, much as the existing Transportation Infrastructure Finance and Innovation Act loan program leverages federal funding for state and local spending, the official said.

One option likely to be part of the plan is asset recycling, in which the federal government offers an incentive to encourage a state or municipality to lease a public asset to the private sector in return for an upfront payment that can be used for other projects that lack funding, according to the official.

Most U.S. infrastructure is owned and controlled by states, localities and private entities. Trump's plan, the official said, will be designed to encourage them to secure their own funding and financing rather than relying on the federal government.

Trump promised throughout the campaign and since taking office to invest \$1 trillion over 10 years to upgrade roads, bridges, airports and other assets. The \$200 billion in the budget being released next week would be mostly spent between years two through six in the 10-year budget window, the official said, adding that it would be offset to avoid adding to the deficit. The official didn't specify how.

The administration also has convened a task force of 16 federal agencies to identify rules, regulations and statutes that could be changed to streamline the environmental review and permitting process to accelerate projects.

U.S. Transportation Secretary Elaine Chao has said the administration is providing principles for its infrastructure plan this month, with a complete legislative package expected by the third quarter. Officials are using a broad definition of infrastructure that includes veterans' hospitals, energy and broadband, Chao said during testimony on Wednesday at the Senate Environment and Public Works Committee. Administration officials also have said the plan will encourage public-private partnerships as a way to tap the estimated trillions of dollars in available private capital worldwide.

Democrats and even some Republicans have said such deals don't work in rural areas that can't support tolls or a revenue stream needed to secure private investment, and Chao said during her Senate testimony that the administration is committed to meeting both rural and urban infrastructure needs.

Chao has said Trump's plan could involve consideration for "special projects" that are not candidates for private investment and need to be funded directly, though the plan probably won't include a list of specific projects, she said.

Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and the Disadvantaged Business Enterprise (DBE) Program.

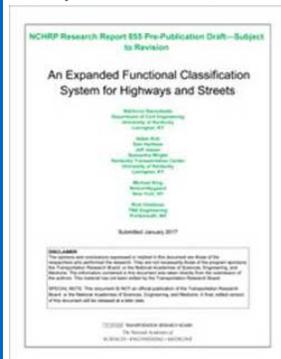
As a recipient of US Department of Transportation (USDOT) financial assistance, the Alabama Department of Transportation (ALDOT) is committed to promoting fairness and equity in federally assisted programs and activities.

In June of this year, ALDOT will present a series of informational sessions to outline the basic Civil Rights responsibilities of all ALDOT sub-recipients (and future sub-recipients) of Federal financial assistance to include emphasis on Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA) and the Disadvantaged Business Enterprise (DBE) Program.

Please see the [FLYER](#) for the date and time an informational session will be held in your area. Any questions or comments regarding these sessions may be directed to ALDOT's Title VI Coordinator, Mr. Cornell Tatum at (334) 353-6476 or TatumCL@dot.state.al.us.

Transportation Research

An Expanded Functional Classification System for Highways and Streets



An Expanded Functional Classification System for Highways and Streets

TRB's National Cooperative Highway Research Program (NCHRP) has released a pre-publication, non-edited version of Research Report 855: An Expanded Functional Classification System for Highways and Streets. This report builds upon preliminary engineering of a design project, including developing the purpose and need. In particular, it provides additional contexts beyond urban and rural, facilitates accommodation of modes other than personal vehicles and adds overlays for transit and freight. Two case studies illustrating application of the expanded system to actual projects are included.

Project: [Project Information](#)

DOI: [10.17226/24775](#)

This Summary Last Modified On: 4/28/2017

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.

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.

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.

BTS' National Transportation Statistics Updated

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) last Friday updated [National Transportation Statistics](#) (NTS) – a web-only reference guide to national-level transportation data. NTS, updated quarterly, includes a wide range of national transportation information. NTS consists of more than 260 tables of national data of which 36 were updated today. This quarter's updates are [Transportation System](#) (System Mileage Within the United States, U.S. Oil and Gas Pipeline Mileage, Condition of U.S. Bridges, U.S. Vehicle-Miles and U.S. Passenger-Miles); [Safety](#) (Transportation Fatalities by Mode, Injured Persons by Transportation Mode, Motor Vehicle Safety Data, Passenger Car Occupant Safety Data, Fatalities by Highest Blood Alcohol Concentration (BAC) in Highway Crashes); [Economy](#) (U.S. Gross Domestic Product (GDP) Attributed to For-Hire Transportation Services, Price Trends of Gasoline v. Other Consumer Goods and Services and Average Passenger Revenue per Passenger-Mile); and [Energy and the Environment](#) (Gasoline Hybrid and Electric Vehicle Sales, Energy Intensity of Passenger Cars, Other 2-Axle 4-Tire Vehicles, and Motorcycles, Average Fuel Efficiency of U.S. Passenger Cars and Light Trucks and Estimated National Emissions of six pollutants). The next quarterly update is scheduled for July 2017. [NTS](#) contents are available on the [BTS](#) website.

Upcoming Webinars to Focus on Multimodal Networks

The Pedestrian and Bicycle Information Center is leading two webinars during the month of May that will focus on measuring, visualizing and developing multimodal transportation networks.

Incorporating Bicycle Networks into Resurfacing Projects

Wednesday, May 10, 2017

1:00-2:30 pm Eastern Time

[PBIC's May 10 webinar](#) will explore opportunities for bicycle network developing through regular resurfacing programs. With limited funds available to implement bicycle plans, communities are challenged to take advantage of ongoing maintenance and resurfacing efforts to support bicycle network development. This webinar will provide participants with a strategy for integrating bicycle facilities into their routine resurfacing programs, specifically through the use of Road Diets. Peter Lagerwey and Jeremy Chrzan from Toole Design Group will lead this session, which is based on the Federal Highway Administration (FHWA) guide [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#).

Measuring and Visualizing Multimodal Networks

Wednesday, May 17, 2017

1:00-2:30 pm Eastern Time

[The May 17 session](#) will document strategies agencies can use to measure and visualize their nonmotorized transportation networks. Eliot Rose of ICF and Dan Goodman of FHWA will share early findings and examples from a guidebook that FHWA is producing to help transportation agencies select connectivity measures based on the data and technical tools available, the scale of analysis, and point in the planning process at which measures are applied. Eli Glazier of Toole Design Group will share the results of an effort to document the variety of ways communities choose to visually represent their bicycle networks, drawing from FHWA's [Bike Network Mapping Idea Book](#).

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.