



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 30th 2016

Volume 19, Number 14

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Government Shutdown Averted and on the Alabama ballot in November is Amendment 4, which will “allow for counties to adopt programs and policies relating to county personnel, litter-free roadways and public property, public transportation, safety on public roads and emergency assistance” (please see *Legislative Updates*). No running or biking in the Bankhead this weekend, it's [1065 festival](#); and Cottage Hill / I-65 construction (see *In The News*). This week's *Just For Fun* will keep you on track, well... at least make you look for it...

There are some pretty impressive funding recaps for FY 2016 in *Mobile MPO Updates*. Check them out!

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

End of the Fiscal Year

It is the end of FY 2016, and the Mobile MPO had four projects totaling over **\$8.6 Million** authorized to be spent in FY 2016 out of the STP Attributable Funds. Considering we can program \$8.9 Million per year, I would say we are doing pretty good. Those four projects are:

- CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), UT, \$243,946
- CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN \$2,440,547
- CR-372 (SCHILLINGER RD) ADD LANES FROM SR-42 (US-98) TO SR-217 (LOTT RD), CN, \$5,105,061
- CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD),RW, \$835,000

The MPO met 4 times in FY 2016 approving federal spending in the Mobile Urbanized Area with funds spent at the State's discretion, from: Interstate Maintenance Funds, Surface Transportation Funds, National Highway Funds, High Priority Funding, Bridge Funds and Transportation Alternative Program Funding. The total amount approved by the Mobile MPO to be included in the 2016-2019 Transportation Improvement Program (TIP) was **\$56,781,580**.

Of those funding categories above, there were 37 projects that were already in the TIP that were authorized to be spent in FY 2016 in the Mobile Urbanized Area totaling **\$50,268,574**.

FTA 5310 FUNDING

It is the end of the fiscal year, and staff has managed to successfully award over **\$875,000** worth of projects to the Mobile Urbanized area with the FTA 5310 program, to include funding for the following:

- MARC; Capital; 4 buses; Cost \$204,858 (\$163,886 Federal; \$40,972 Local)
- City of Prichard; Capital; 1 bus; Cost \$54,000 (\$43,200 Federal; \$10,800 Local)
- City of Saraland; Capital; 1 bus; Cost \$54,000 (\$43,200 Federal; \$10,800 Local)
- Goodwill Easter Seals; Capital; 1 bus; Cost \$54,000 (\$43,200 Federal; \$10,800 Local)
- City of Satsuma; Capital; GPS System; Cost \$31,000 (\$24,800 Federal; \$6,200 Local)
- MARC; Operating; Cost; \$376,996 (\$188,498 Federal; \$188,498 Local)
- Independent Living Center; Operating; Cost \$44,940 (\$22,470 Federal; \$22,470 Local)
- Mobile Bay Transportation; Operating; Cost \$19,960 (\$9,980 Federal; \$9,980 Local)
- SARPC; Administration Cost \$36,015 (\$36,015 Federal)

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

TAP Funding Open Discussion

On September 27th there was an open discussion with the FHWA concerning the Mobile Urban Area Transportation Alternatives Program (TAP) funding. The group talked about the FHWA Certification Recommendation to have a multi-year scheduling of TAP projects. What came out of the meeting, was that there was an agreement to have a two year award for a call for projects that will have a June, 2017 deadline. This call for projects will be for FY 2017 and FY 2018. It will give us the ability to move a project up if another project has fallen behind. There will be no extensions for the Preliminary Engineering to be completed within the two year time frame. Also, the group talked about the criteria that ranks the projects and that a local government can apply for more than one project, but only be funded one per year with the Mobile Urbanized Area TAP (this does not apply to ALDOT TAP). The amount of points given to a project that has multiple funding sources (donated) was also discussed to be decreased.

These modifications to the Transportation Alternatives Program (TAP) process, will be vetted back to the group prior to TCC/CAC comment and MPO approval. We will keep you posted.

ADA TRANSITION PLANS

As part of ALDOT Certification Review, FHWA noted a deficiency of ADA Transition Plans for Public ROW among Urban Areas. Since that time, all Urban Areas in the State have, or should have, completed ADA Transition Plans for Public ROW for all local governments over 50 employees. There are fewer requirements for those local governments that have less than 50 employees. Some of our rural local governments have recently adopted ADA Plans as well. These plans are a requirement of the ADA Act of 1990, and all local governments were supposed to have had an ADA Transition Plan starting in 1993. Here is [a primer for an ADA Transition Plan](#). A lot can happen in 25 years, change of staff, change of administration, and some local governments may have had a Plan, and it just needs to be updated.

For all ADA Transition Plans for Public ROW for the local Governments of the Mobile Urbanized area, please see [HERE](#). If you have any questions, please call Kevin Harrison.

MPO Safety Performance Measures Fact Sheet

FHWA recently announced the availability of four new resources online to help states and other stakeholders implement the Safety Performance Management Measures Final Rule. The resources include a safety performance targets timeline and a list of data resources and training support. In addition, the [MPO Safety Performance Measures Fact Sheet](#) summarizes the requirements for MPOs and compares the different responsibilities with state DOTs.

South Alabama RPO Updates

The Rural Planning Organization (RPO) Committee met last Wednesday at the Baldwin County Central Annex in Robertsdale, Alabama.

Items on the agenda included a review and adoption of the Work Program for Fiscal Year 2017, which is the program budget for the transportation planning staff for the rural areas of the SARPC region; an update of the RPO's Transportation Plan and List of Safety Needs; a discussion of ADA Transition Plans for public rights of way, and a presentation of ALDOT's current and future transportation projects in Mobile, Baldwin and Escambia Counties. The presentation included bridge projects, capacity projects, interstate maintenance projects, and resurfacing projects. Some of the projects discussed included a bridge replacement over Conecuh River in Escambia County, Widening US 31 in Spanish Fort, a divergent diamond interchange at Interstate 10 and State Route 181, Widening SR 181 from SR 104 to CR 64 and from SR 104 to CR 32, Widening SR 180 in south Baldwin County, Interchange improvements at Interstate 65 and Celeste Road, and Interstate 65 at US 43, completing the new US 98 from Schillinger west to the state line, and resurfacing several shielded routes throughout the three counties. Further information is available on our [website](#).

Projects Within Region Let September 30th, 2016

Mobile County

- For constructing the I-10 Eastbound Water Street On-Ramp Closure and Roadway Improvements (Minor Widening) at the Canal Street, Claiborne Street, and Texas Street Interchanges in Mobile. Length 1.242 mi. The Bracket Estimate on this project is from \$1,121,759 to \$1,371,039.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-16 (US-90) from west of the intersection of Pine Hill Drive (MP 25.250) to the intersection of SR-163 (MP 25.869) in Mobile. Length 0.619 mi. The Bracket Estimate on this project is from \$319,672 to \$390,710 .

Baldwin County

- For constructing the Planing, Resurfacing, Traffic Stripe, and Culvert Replacement on SR-225 from the junction of CR-138 (Hurricane Road) to the junction of SR-59 in Stockton. Length 11.546 mi. The Bracket Estimate on this project is from \$2,027,543 to \$2,478,108 .
- For constructing the Adaptive Signal Installations along SR-42 (US-98) at various locations as indicated in the plans. The Bracket Estimate on this project is from \$2,269,431 to \$2,773,749
- For constructing the Resurfacing and Traffic Stripe on Scenic Route 98 from the junction of CR-1 to the junction of Nelson Drive in Fairhope. Length 6.581 mi. The Bracket Estimate on this project is from \$861,388 to \$1,052,808 .

Escambia County

- For constructing the Resurfacing and Traffic Stripe on SR-21 from the Florida State Line to the pavement joint at MP 0.968 in Atmore. Length 0.968 mi. The Bracket Estimate on this project is from \$349,579 to \$427,263 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Government Shutdown Averted

With only a few days to spare, Congress passed a continuing resolution (CR) yesterday to avoid a government shutdown when the fiscal year ends this week. The measure extends current funding levels through December 9 and provides \$1.1 billion to fight the Zika virus and money for states recently affected by floods. Democrats had said they would not support a funding package that omitted aid to Flint, MI but an agreement was reached when leadership on both sides agreed to include it in the *Water Resources Development*

Act (WRDA). The Senate passed the CR by a 72-26 vote and the House approved it by a 342-85 vote late last night before heading home to campaign. Wednesday, the House overwhelmingly passed WRDA in a 399-25 vote. Several amendments were adopted including a bipartisan compromise for up to \$170 million for the Flint, MI water crisis, which also allowed the short-term funding measure to pass. The Senate version includes a \$220 million Flint package to help communities dealing with lead-contaminated water. The bill will now have to be conferenced with the Senate version after the election.

Hundreds of laws at stake with Amendment 14 on Alabama ballot



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

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

on September 25, 2016 at 8:57 AM

Voters statewide will decide the fates of 14 proposed amendments to the Alabama Constitution on Nov. 8. The topics range widely – from protecting money for state parks to expanding the Auburn University board of trustees. A few affect only one county. Voters might find some of the amendments confusing unless they do some homework before heading to the polls. An example is Amendment 14, which officials say is needed to save hundreds of local laws from legal jeopardy. "All 67 counties would have something at stake should this go down," Sen. Cam Ward, R-Alabaster, said. The issue goes back to another amendment added to the state Constitution in 1984. Amendment 448 requires legislators to pass the state budgets before other bills. The budgets are long, detailed documents that need lots of fine-tuning, so lawmakers circumvent the mandate to approve them first. To do that, they pass a "budget isolation resolution" for each bill they consider before the budgets, which is allowed under Amendment 448. The so-called BIR vote is ingrained in the legislative routine.

In December, a court ruled that a Jefferson County sales tax law was invalid because the BIR vote did not get the required three-fifths vote. Amendment 448 says approval requires three-fifths of a quorum, meaning at least 32 votes in the House. But a House of Representatives rule says approval requires three-fifths of those voting, a lower standard. The Jefferson County sales tax bill passed the House after a 13-3 vote on the BIR. Hundreds of other local bills have become law since the 1980s with BIR approval by fewer than 32 votes in the House. That's because it's customary for House members to abstain on local bills outside their districts. The court ruling invalidating the Jefferson County law is on appeal to the Alabama Supreme Court. Ward said more than 600 local laws would be ripe for lawsuits if the Supreme Court upholds the decision.

That would "pretty much guarantee that any other challenges will sail right through," said Ward, who sponsored the bill to put Amendment 14 on the ballot. Local laws that are potentially at risk affect sales taxes, gasoline taxes, property taxes, court costs, pistol permit fees, Sunday alcohol sales, annexations and dozens of other matters. One example is a Chilton County law passed in 2014 to allow a referendum for a 1-cent sales tax to build a hospital. St. Vincent's Chilton Hospital will have a grand opening on Sept. 30. Amendment 14 would ratify and validate all the bills that have passed under the House BIR rule. Sonny Brasfield, executive director of the Association of County Commissions of Alabama, said Amendment 14 is the logical way to resolve a technicality that jeopardizes established laws needed to deliver government services. Brasfield said it's not practical to think that the Legislature could pass them again. Local bills have to be advertised for four consecutive weeks before passing, and Brasfield said that alone would cost an estimated \$3 to \$4 million. Brasfield said he's worried because there are 13 other amendments before Amendment 14 on the ballot.

"Sometimes voters lose interest," Brasfield said.

Ward said mayors, county commissioners, sheriffs and other local officials have participated in conference calls about the importance of approving Amendment 14. He said they will be the leading the effort to get the word out.

"That's going to be your principal cheerleaders and surrogates out there because they realize what it can do to so many local laws and sources of funding," Ward said.

There is a new resource to help voters understand the proposed amendments. The Legislature passed a bill in 2015 to create the Fair Ballot Commission. The commission writes summaries of constitutional amendments in plain language, easier to digest than the legalistic wording of some amendments. [The summaries](#) are on the Secretary of State's website. Continue [HERE](#)

White House Council on Environmental Quality Releases Final Guidance on Considering Climate Change in Environmental Reviews

On August 2, 2016, the White House Council on Environmental Quality (CEQ) released final guidance for Federal agencies on how to consider the impacts of their actions on climate change in their National Environmental Policy Act (NEPA) reviews. The guidance is intended to help agencies make informed and transparent decisions about the impacts of climate change associated with their actions. It provides a level of predictability and certainty by outlining how Federal agencies can describe the impacts by quantifying greenhouse gas emissions when conducting NEPA reviews. This increased predictability and certainty will allow decision makers and the public to more fully understand the potential climate impacts of all proposed Federal actions, and in turn, assist agencies in comparing alternatives and considering measures to mitigate the impacts of climate change. Federal Highway Administration's (FHWA) transmittal of the guidance to FHWA field offices is posted on FHWA's website at: http://www.fhwa.dot.gov/environment/climate_change/adaptation/policy_and_guidance/ghgnepa.cfm

Funding Opportunities

STATEWIDE COMPETITIVE NON-URBAN GRANT *(deadline October 5th, 2016)*

**Job Access & Reverse Commute Program (Section 5316 • JARC) and the
New Freedom Program (Section 5317 - NF)
Fiscal Year 2017**

Dissemination Date: September 6, 2016
Date to Submit Applications to Regional Planning Councils: October 5, 2016
Date for Regional Planning Councils to Submit their Applications to ALDOT: October 5, 2016
Date for Regional Planning Councils to Submit Endorsed Applications to ALDOT: October 12, 2016

ALDOT has announced the grant application for federal assistance provided through the Federal Transit Administration (FTA) for the Section 5316 Job Access and Reverse Commute and Section 5317 New Freedom Programs. The "Vehicle Inventory Form" is provided in the application in Word, but is upon request also available electronically in Excel. The applications are available through ALDOT or SARPC can email you one. Please let us know.

All projects funded through Sections 5316 and 5317 must be derived from a locally developed, coordinated public transit-human services transportation planning process. ALDOT has designated the 12 Regional Planning Councils to coordinate transportation services in their regions.

Please read the application in its entirety before starting to complete it. Immediate attention must be given to the public hearing requirements, authorizing resolution, and the required Regional Planning Council endorsement.

Completed grant applications must be submitted on or before 5:00 p.m. on October 5, 2016, to the appropriate Regional Planning Council in the geographic area of the state where Section 5316 and/or Section 5317 transportation services are proposed. Regional Planning Councils preparing applications will submit their applications to ALDOT on or before 5:00 p.m. on October 5, 2016.

Technical assistance is available on an as needed basis. If you have any questions or need technical assistance with the application development process, please contact Wiley Brooks, at (334) 353-6417 or email him at brookswi@dot.state.al.us.

ALDOT TAP FUNDING (deadline December 16th, 2016)

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Program (TAP) for FY 2017.

The TAP application and instructions are located on the ALDOT website at:
http://www.dot.state.al.us/moweb/specialprograms_section.htm

The TAP application is available on this page and on page two (2) of the instructional information is a listing of eligible improvement projects for TAP funding. The deadline for submission of FY 2017 TAP applications including support documentation is Friday, December 16, 2016 at 5:00 p.m.

Some major application requirements of the TAP are:

1. Only cities, towns and county commissions can apply for funding;
2. Due to limited funding, there is a \$400,000 cap on the amount of federal funds that a sponsor can apply for;
3. Only one application can be submitted by an eligible sponsor due to limited funding;
4. The funding ratio for TAP projects is 80% federal funds and 20% sponsor funds. The sponsor is responsible for the cost of required preliminary engineering;
5. Public involvement is optional;
6. Fifty (50) percent of the TAP funds are sub-allocated to the MPO's by population and fifty (50) percent is distributed to any area of the state by ALDOT ;
7. All TAP projects are selected by a competitive application process administered by ALDOT ;
8. Independent landscaping projects are not eligible;
9. Transportation museums are not eligible;
10. For cities/towns located within the six (6) largest MPO's (Birmingham, Huntsville, Montgomery , Mobile, Columbus, GA, and Pensacola, FL), the TAP funds that are being administered by ALDOT are completely separate from the TAP funds that are dedicated to the aforementioned MPO's.

Please contact Bob Kratzer at (334) 353-6442 if you have questions regarding this matter.

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

USDOT Announces \$7 Million in Funding for Innovative Research to Improve Public

Transportation *(Deadline October 14, 2016)*

The FTA and USDOT announced the \$7 million Safety Research and Demonstration (SRD) program this week. The SRD program provides assistance for transit agencies to pursue cutting edge technology and innovative approaches to safety. This year the program aims to help transit agencies prevent collisions, enhance safety design elements, and evaluate potential solutions. Applications are due October 14. [HERE](#)

The Big Jump Project

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

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

Public Works and Economic Adjustment Assistance Programs

Deadline: Rolling

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

Industrial Access Road and Bridge

Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

Just For Fun

Old Train Tracks

Have you ever driven down the Cochran Causeway (southbound, north of the Bankhead Tunnel) and noticed train tracks parallel to the road? We did, and it made us scratch our heads. When was there ever a railroad on the Causeway? Well *Just For Fun*, we found out!

In the early 1930s The Alabama, Tennessee and Northern Railroad Company, commonly known as the A. T. & N. Railroad established a railroad car ferry and related track facilities to serve newly established refining industries on Blakely Island, across Mobile River from the Docks. Rails were extended southward on Blakely Island to serve added industries during W. W. II.

The large industrial operation on Blakely Island was reached by rail ferry from Mobile. The Ferry operation consisted of a small tugboat and two barges which held six or seven cars depending on the size of the cars. On the Mobile side the Alabama State Docks and Terminal Railway unloaded/loaded the barge. Once the barge arrived at Blakely Island it was spotted to the [slip](#) and unloaded/loaded by the A. T. & N. The slip was a simple operation with manual chain lift for adjusting to the level of the tide. The A. T. & N. maintained a small industrial type switcher on the island, a 45-Ton General Electric switcher with side rods. This switcher was later replaced with a 600-HP EMD model SW-1. Industries served included chemical processors, scrap yards and shipbuilding. Track maintenance on the island was a headache due to the high water table and this coupled with the cost of maintaining the barges, slips, and contracting the tugboat made this operation very expensive and consequently the development never materialized to the extent hoped for. The remnants of this operation can still be seen along the Cochran Causeway today.

This is an [Aerial View](#) of tracks location in the picture.

This is an [Interesting Article](#) about this operation. There is a longer article in the attached files toward the bottom of the page.

In the News

ALDOT gives update to Cottage Hill/I-65 overpass work

Posted: Sep 29, 2016 12:46 PM CDT Updated: Sep 29, 2016 12:47 PM CDT

By Asha Staples, Traffic Reporter

[CONNECT](#)



Photo: FOX10 News.

MOBILE, AL (WALA) -

The Alabama Department of Transportation is set to begin a bridge deck replacement project on the I-65 overpass of Cottage Hill Road Friday, October 7th. Officials say major delays are expected and you're encouraged to have an alternate route in mind before you head out of the door.

You may have already noticed the blinking message boards that are staged on Cottage Hill Road near the I-65 overpass, alerting drivers of the upcoming lane closures and construction work. The project will include replacing the northbound and southbound bridge decks and resurfacing 500 linear feet of roadway on I-65 before and after the overpass.

While the work is getting done, you'll have to think about a way to get around the construction zone.

"The service roads will still be able to be used, so at that point our detours will be on the service roads. If you're coming down Cottage Hill, our detour will be on the service roads south to US-90, loop around to get on the east service road and vice versa for the west side," ALDOT Operations Engineer Don Powell explained.

Powell says starting October 14th, Interstate 65 will go from four lanes to two lanes, and driving speeds will be reduced to 45 miles per hour while construction takes place.

This is a \$3 million project is funded through interstate maintenance funds. The work is expected to wrap up before the Thanksgiving holiday.

ALDOT updating 2040 Statewide Transportation Plan

Wednesday, September 28th 2016, 10:03 pm CDT Wednesday, September 28th 2016, 10:53 pm CDT

By Kacey Drescher, Reporter / Anchor

[CONNECT](#)

MONTGOMERY, AL (WSFA) -

What will Alabama's roadways, waterways, and railways look like in the year 2040?

The Alabama Department of Transportation wants your input and a consulting group is helping them update a federally mandated assessment.

River Region residents were invited to give their comments and ask questions regarding the proposal Thursday evening in Montgomery.

Whether you're talking about planes, trains or automobiles, stakeholders in the Alabama 2040 Statewide Transportation Plan have a vested interest in the future.

"Alabama's transportation is absolutely essential to its economic viability," said waterway industry representative Jerry Sailors.

ALDOT is updating their current plan to ensure that our transportation network meets the state's future growth and needs for the next 25 years.

"Its goal setting; it's looking at what the growth patterns will be, it's looking at how Alabama relates to the adjacent states and the nation as a whole economically, particularly with the movement of goods," said Rod Wilburn, the President of the consulting firm that ALDOT contracted.

Consultants say the macro level, long-range plan is an umbrella, in which more specific plans are developed, encompassing everything from our highways, transit systems, railways, and ports.

"All these modes of transportation are interrelated," said Sailors.

ALDOT is analyzing "what if" improvement scenarios and turning to the public for input.

"Baby boomers moved into the suburbs and it's a larger population and as they age, they still want to drive a pretty long way to get to, you know, a city center or something like that and how is that addressed?" asks senior citizen advocate Anne Hails.

Officials say it's hard to pinpoint exactly what transportation will look like in 2040 but goals include reduced congestion, safety, and innovation.

"Transit and bicycle and pedestrian improvements, a lot of interest in those two modes," said Wilburn.

Thursday's meeting represented the first phase of public comment with the second round kicking off with a draft proposal in April of 2017 and a final plan will be made available the following month.

For more information on the [plan](#), contact Jim Doolin, ALDOT Transportation Planning and Modal Programs at 334-242-6097.

Transportation Research

2016 GRITS Annual Meeting

November 14-16, 2016

L'Auberge Hotel Casino
Baton Rouge, Louisiana

EARLY REGISTRATION DISCOUNTS - EXTENDED UNTIL October 14th!

We are looking forward to the 8th Annual GRITS Meeting in Baton Rouge, Louisiana! This year we are offering COMPLEMENTARY registrations and 2017 memberships to all of our student and municipal attendees, just select "Municipal" or "Student" as your registration type!

[Special thanks to our 2016 GRITS Annual Meeting Sponsors!!!](#)

2016 Alabama Rural Road Safety Conference

Engineering Continuing Education
217 Ramsay Hall
735 Extension Loop
Auburn, AL 36849-7350
October 4 - 6, 2016

About the Conference

The 2016 Alabama Rural Road Safety Conference is for city engineers, county engineers, public works officials, transportation planners, DOT personnel, and others who are responsible for the design, maintenance, and safety of rural roads. It will strengthen your knowledge of available tools, countermeasures and processes to improve safety on your roads. The Conference will highlight methods to identify rural road safety issues and appropriate countermeasures by utilizing real world examples and activities, which will prepare participants to apply the concepts to roadway operations and maintenance.

The Conference agenda was developed to emphasize the implementation of the safety process through all stages of roadway planning, design and operations through practical guidance specifically geared to local/rural roads.

Topics include:

- Safety Components of Intersections and Horizontal Curves
- Design of Rural Roundabouts
- Performing Road Safety Assessments and Reviews

● Pedestrian and Bicycle Safety Participants will learn how to identify safety issues as well as develop and apply low cost solutions using proven countermeasures. Peer networking during the Conference will provide opportunities for discussion of various safety challenges and potential solutions.

SAFETY PERFORMANCE MEASURES

The Federal Highway Administration's (FHWA) Office of Safety is pleased to announce the availability of several new resources to help States implement the [Safety Performance Management Measures](#) Final Rule under 23 CFR 490. These resources, available at <http://safety.fhwa.dot.gov/hsip/spm/>, include:

- **State Serious Injury Conversion Tables:** assist States in reporting serious injuries per the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition attribute for "Suspected Serious Injury (A)." States that do not currently use the MMUCC 4th Edition attribute should use the conversion tables to convert the equivalent data from their State's Motor Vehicle Crash Database. The conversion tables also provide the equivalent definitions for pedestrian and pedalcyclist as defined in the American National Standard Institute (ANSI) D16.1-2007 for States to report the required number of non-motorized serious injuries.
 - **Metropolitan Planning Organization (MPO) Safety Performance Measures Fact Sheet:** highlights the requirements specific to MPOs and provides a comparison of MPO and State DOT responsibilities.
 - **2018-2019 HSIP Safety Performance Targets Timeline:** provides important dates for the safety performance target process, including coordination, target establishment, reports, and assessment of significant progress.
 - **Safety Performance Measures Resources and Support:** provides a list of training opportunities, tools, and capacity-building resources.
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Pocket Guide to Transportation Statistics

If you need transportation statistics at a moment's notice – for example, if you want to see a list of the most congested urban areas or if you want to find the busiest Amtrak stations – the Bureau of Transportation Statistics has a solution for you.

As we mark the 50th anniversary of the U.S. Department of Transportation, BTS is introducing its most innovative product yet – a smartphone app for the [Pocket Guide to Transportation](#).



[Click Here to continue reading Introducing the Pocket Guide to Transportation App](#)

AASHTO Releases Federal Surface Transportation Authorization Portal

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

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

by Carrie Kissel

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

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

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

Transportation Dictionary

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

Search Tips

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

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