



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 2nd, 2019

Volume 31, Number 4

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ATRIPII IS ANNOUNCED, and FTA 5310 application for rural funding is due Monday August 5th, as is the ALDOT Planning funds; see *Funding Opportunities*. Big news on a possible new federal Transportation Bill (\$287 Billion?) ATIA in *Legislative Updates*. **MPO 101 CLASS (PLEASE SIGN UP)**, plus TCC/CAC met this week; see *Mobile MPO Updates*. The I-10 Bridge and Bayway project is consuming the news, but also *In The News* is some SARPC projects. This week's *Just For Fun* is... out there. Have a great weekend! **Check out [ALGO Traffic](#) before you travel!**

www.mobilempo.org  Check us out on FACEBOOK

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

This week the Technical Coordinating / Citizens Advisory Committee (TCC/CAC) met and recommended PM1 and PM3 Performance Measures, the FY 2020 Unified Planning Work Program and the 2020-2023 Transportation Improvement Program (TIP) to be adopted by the MPO at its upcoming meeting on August 21st. Both the TIP and UPWP are currently out for public review at 43 places around Mobile County and available at www.mobilempo.org. If you have any questions pertaining to the agenda of the August 21st meeting, please do not hesitate to call Kevin Harrison.

MPO 101

The South Alabama Regional Planning Commission and The Eastern Shore MPO are jointly conducting a class for our committee members. If you are a committee member of the Bicycle Pedestrian Advisory Committee, Citizens Advisory Committee, Technical Advisory Committee, or MPO Policy Board for either the Mobile MPO or the Eastern Shore MPO, please consider attending this free class. Lunch is provided but seating is limited and registration is required (below). Seats are filling up fast.

METROPOLITAN PLANNING ORGANIZATION (MPO) 101 Informational Seminar

Date: August 14, 2019

Time: 8:30 a.m. – 2:00 p.m.

Location: Blakeley Hall
Five Rivers Alabama Delta
Resource Center
30945 5 Rivers Blvd.
Spanish Fort, AL 36527



Registration is [HERE](#)

MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY

This week the consultant selection committee shortlisted three firms to present to them, concerning *Mobile Area Demand Response Transit System Feasibility Study*. Directly following the presentations on August 16th, the consultant selection committee will select a consultant to conduct the Feasibility Study. We would like to get the study under way as soon as the new fiscal year begins.

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Click on link below to see the Scope of Work
[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

If you would like to be part of this study, please call Kevin Harrison for details.

FREIGHT DATA

APM Terminals has provided us with their third quarterly survey report. Just as last quarter, for one day APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model. This third survey report had 88% of trucker visits answering the survey, the best percentage yet, which helps refine our understanding of container truck trip patterns in the area.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out.

2016-2019 E-TIP [HERE](#)

Stay Up To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>



About the project:

The Mobile River Bridge and Bayway project will reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com. Please contact Allison Gregg (251-604-9790) to coordinate site visits

Recent Scheduling Changes This Week for Mobile

The target start date, plan status, or project engineers estimated amount has changed for the following:

None this week

Projects in Region Let July 26th, 2019

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Culvert Replacement (Grading, Drainage, Pavement, Bridge, and Traffic Stripe) on SR-13 (US-43) over Steele Creek in Satsuma. Length 0.434 mi. The Bracket Estimate on this project is from \$2,965,495 to \$3,624,493 .

BALDWIN COUNTY

- For constructing the Bridge Replacement and Approaches on CR-9 over Barner Branch northwest of Magnolia Springs. Length 0.184 mi. The Bracket Estimate on this project is from \$916,992 to \$1,120,768 ..

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

Legislative Updates

Transportation Infrastructure Bill Advances In Senate

AUGUST 1, 2019 BY JIM MYERS

Washington, D.C.—A key Senate committee approved a five-year, \$287 billion bill to reauthorize a major transportation infrastructure program that includes a number of provisions that will impact the waterways industry.

Advanced by a 21–0 vote of the Senate Environment and Public Works (EPW) Committee, Senate Bill 2302, America’s Transportation Infrastructure Act of 2019, was described in historic terms by supporters partly for its 27 percent increase in authorized spending over the current levels in the law that expires next year.

Provisions important to the waterways industry include those to expand eligibility in the National Highway Freight Program to include lock and dam modernization and grant states flexibility to use federal freight formula funding on waterways projects.

Sen. Jim Inhofe (R-Okla.), who sponsored language impacting the McClellan Kerr Arkansas River Navigation System and other waterways, said the bill also would allow states to apply for Infrastructure For Rebuilding America (INFRA) grants for those projects.

The American Association of Port Authorities (AAPA) described the bill as “good news” for ports and singled out provisions to increase the multimodal caps on the INFRA program from 10 percent to 30 percent, expand eligibility of the Surface Transportation Block Grant Program to include rural barge landing, dock and waterfront infrastructure projects, extend the Diesel Emissions Reduction Act grant program through 2024 with more flexibility on diesel alternatives, and allow states to use Congestion Mitigation and Air Quality program funds for inland waterway and marine highway projects.

Supporters expressed optimism a floor vote could come this fall, but other committees must act on sections outside the EPW Committee’s jurisdiction.

Despite the panel’s unanimous vote, a difficult challenge remains on how to fund such a huge bill.

“Certainly those who use the roads need to contribute to the work that is being done,” EPW Chairman John Barrasso (R-Wyo.) said, making it clear he was talking about electric vehicles that do not generate revenue to the Highway Trust Fund because they do not purchase fuel.

President Donald Trump, whose trillion-dollar infrastructure vision so far has gone nowhere, tweeted his support for the Senate bill.

Trump’s support is considered crucial in coming up with a way to pay for the bill.

Budget Agreement

The U.S. Senate easily gave final congressional approval to a sweeping two-year budget agreement that would revive a stalled appropriations process, avoid a government shutdown in October and lift the national debt limit.

Approved by a 67-28 vote, H.R. 3877 now goes to the desk of President Donald Trump to be signed into law.

Once the appropriations process gets back on track, members of the waterways industry will be watching how the spending levels that came out of the agreement will be applied to individual programs they have been tracking.

Senate Majority Leader Mitch McConnell (R-Ky.) called on his colleagues to support the bill.

“We need to address the debt limit and secure the full faith and credit of the United States,” McConnell said as the floor vote neared.

“We need to continue to secure the funding that our national defense demands. Fortunately, the pending legislation will accomplish precisely that.” Senate Minority Leader Chuck Schumer (D-N.Y.) also had urged the bill’s passage.

Days earlier, the U.S. House passed the bill in a 284-149 vote.

During that House vote, House Speaker Nancy Pelosi (D-Calif.), who largely hammered out the agreement with Treasury Secretary Steven Mnuchin, kept a large majority of her rank-and-file Democrats with her, losing only 16 votes from her side.

House Minority Leader Kevin McCarthy (R-Calif.) had a much more difficult time with 64 Republicans joining him to support the bill and 132 opposing it.

A major concern for Republican critics of the agreement focused on the significant hike in spending, especially for nondefense programs.

Lawmakers in both chambers are scheduled to be away until after Labor Day.

Federal infrastructure bill could help fund I-10 River Bridge project

by Cory Pippin

Tuesday, July 30th 2019

(WPML) AL officials say \$287 billion federal infrastructure bill could help fund I-10 River Bridge

BALDWIN COUNTY, ALA. (WPML) — Could the new federal infrastructure bill provide hope for the Mobile River Bridge project and ease the burden of tolls on local taxpayers?

America's Transportation Infrastructure Act, a bipartisan bill allocating \$287 billion to roads and bridges, passed through the Senate Committee on Tuesday.

It's something toll opponents were hoping ALDOT would take into account while planning the I-10 bridge project.

Dr. Lou Campomenosi is a member of the Block the Mobile Bayway Toll Facebook group.

"It made no sense in our view to not wait to see what the federal infrastructure plan was going to look like. But the reality is, there is other sourcing out there," said Dr. Campomenosi.

Dr. Campomenosi believes other options, including GOMesa funds, brought in by oil producing states, and gas tax funding should be at play.

"The state's getting 67% of the \$320 million anticipated from the gas tax, starting in December. Why not take a portion of that?" Dr. Campomenosi said.

State officials said the Bayway project is eligible for grants within the federal bill as a hurricane evacuation route and a traffic capacity enhancement. Democratic Senator Doug Jones issued the following statement, in part:

The new PROTECT grants could provide a much-needed source of federal revenue for the Mobile Bay Bridge, our aging rural roads, and other vital infrastructure projects across Alabama.

Dr. Campomenosi said he's optimistic but hopes something more can be done from the state level.

"I'm not ready to just say no to federal funds, that's not the issue. What I am ready to do is to see the state come up with a better, fairer plan that takes the people of Mobile and Baldwin County off the hook for this," said Dr. Campomenosi.

The infrastructure bill will now go to the Senate floor. If it passes there, it must go to the House of Representatives for approval and then onto the President's desk.

Legislative committee holds legal contract for Mobile River Bridge project

Legislature Contract Review talks legal issues

By [Jennifer Horton](#) | August 1, 2019 at 7:45 PM CDT - Updated August 1 at 7:47 PM

MONTGOMERY, Ala. (WSFA) - The Legislative Contract Review Committee declined to renew a legal contract for the Alabama Department of Transportation during its monthly meeting Thursday.

The contract deals specifically with the high-profile Mobile River Bridge project, which [includes a proposed toll](#).

The lawmakers said the project was too "controversial" to take up the matter and put it off for 45 days.

The ALDOT representative voiced concern that not renewing this contract could leave the department without representation. The current contract is set to expire in late September.

"If you have an immediate problem like that please let me know," Sen. Greg Albritton stated.

The two year, \$750,000 contract with law firm Maynard, Cooper, and Gale gives the department experience with public, private partnerships, known as a P3, and tolls. This would be the first P3 in the state.

WSFA 12 News discussed the matter with an ALDOT spokesman by phone after the meeting, calling the contract a critical part of the ongoing project in Mobile.

They were more confident the renewal would be approved and signed by the governor in a matter of weeks, stating the hold poses, "no immediate issue."

Congress looks to rev up discussion around self-driving car legislation



Two key congressional committees are restarting talks with relevant stakeholders to put together legislation for self-driving cars after two bills last Congress failed to be signed into law amid pushback from consumer advocates and some Senate Democrats.

“The House Committee on Energy and Commerce and Senate Committee on Commerce, Science, and Transportation are working on a bipartisan and bicameral basis to develop a self-driving car bill,” the panels wrote in a letter sent to stakeholders on Tuesday that was obtained by The Hill.

The committees asked for feedback on issues involved in creating legislation on self-driving cars such as the cybersecurity of the vehicles, the privacy of data collected and how to update existing standards in place for automated vehicles.

The panels gave stakeholders until Aug. 23 to respond with feedback on the creation of the bill, and stressed that the objective of asking for feedback was to be “as inclusive as possible.”

Putting in place standards around autonomous vehicles was a major bipartisan focus during the last Congress, with the House Energy and Commerce Committee approving the Self-Drive Act and the Senate Commerce Committee pushing forward the AV START Act.

Both bills would have preempted any state laws pertaining to regulating self-driving cars, with both also including language on reducing cyber risks to the vehicles and ensuring the safety of occupants.

While the House passed the Self-Drive Act by voice vote in 2017, the Senate never took up the AV START Act due to objections over safety and security provisions in the bill by Democrats including Sens. Richard Blumenthal (Conn.), [Dianne Feinstein](#) (Calif.), and [Ed Markey](#) (Mass.).

In May, Senate Commerce Committee Chairman [Roger Wicker](#) (R-Miss.) [said at a U.S. Chamber of Commerce event](#) that his panel is “going to deal with autonomous vehicles” during this Congress, noting that there are “wrinkles that need to be ironed out” related to any legislation introduced on this.

During the last Congress, Senate Majority Whip [John Thune](#) (R-S.D.), the former Commerce Committee chairman, and Sen. [Gary Peters](#) (D-Mich.) led the charge to get the AV START Act passed in the Senate.

[Last month](#), both Thune and Peters indicated to reporters that they will again take the lead on legislation on self-driving cars in that chamber.

Funding Opportunities

Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II)

Deadline August 30th. 2019

The purpose of this program is to rehabilitate and improve transportation infrastructure by funding projects of local interest, proposed by one or more local governments, related to the state-maintained highway system. Projects may include local roads and bridges essential to such projects. The program's goal is to address critical needs projects across the state to rehabilitate and improve the in-place facilities and in some cases provide new facilities at locations throughout the state. The program's focus is an emphasis on the public safety, economic growth, and stability of the state and its roads and bridges.

GENERAL INFORMATION

[Frequently Asked Questions \(FAQ\)](#)

[ATRIP-II Procedural Guidelines](#)

[FY2020 ATRIP-II Project Application](#)

ALDOT Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (August 5th deadline to SARPC).

This Notice Of Funding Opportunity (NOFO) is for the State of Alabama portion of the FTA 5310. This is not to be confused with the SARPC portion of the FTA 5310 which is for the Mobile Urbanized Area. That NOFO will be release in the next several weeks. [Are you Urban or Rural?](#)

The 5310 program is intended to assist private or designated public nonprofit agencies in meeting the transportation needs of older adults and people with disabilities. The Alabama Department of Transportation (ALDOT) is responsible for the management and administration of the **Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**. The Public Transit Section, through the Section 5310 program, provides funds to eligible entities. Application [HERE](#)

STATEWIDE COMPETITIVE CAPITAL AWARD APPLICATION For Fiscal Year 2020



Dissemination Date:	June 4, 2019
Due Date to Submit Applications to Regional Planning Councils:	August 5, 2019
Due Date for Regional Planning Councils to Submit Applications That They Prepare to ALDOT:	August 5, 2019
Due Date for Regional Planning Councils to Submit the Endorsed Applications to ALDOT:	August 12, 2019

[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun

Beam Me Up Scotty, or across rather, across the Mobile Bay.



Recently, [Frances Coleman](#) wrote an al.com piece titled [“Which toll-bridge story line is your favorite?”](#); and there are some doozies, as she put it.

ALDOT put out a [Mythbusters](#), but failed to mention a few myths, so here are some of my favorites. I have heard rumors that the toll is just a plot to tear up the Wallace Tunnels, so bigger ships can go up the river, all paid for by the bridge toll. Also, ships will have to pay a toll to go “under” the bridge. I have heard rumors that the toll will be Mr. Cooper’s personal hedge fund, or Gov. Ivey’s. There are rumors flying around that there was actual federal funds that ALDOT turned down, only because they would rather toll the folks of South Alabama. Rumors that the exact change toll

booths will slow everything down. Rumors ALDOT is planning on building a Taj Mahal bridge (*as compared to a bridge that does NOT meet federal regs?*), and rumors that the 65 other counties of Alabama will be OK with spending all of Alabama's allotted funds in just 2 counties. There are rumors that there are 80% federal funds that exist to build the bridge, and rumors they can just "not" build the bridge.....and not pay the feds back what has been spent already.

Finally, it is rumored that the Bridge Project is so expensive because ALDOT is actually trying to pay for I-10 Bridge and Bayway Teleportation Device. As serious as this toll issue is, there are people working on this... [teleportation technology](#). Scientist have teleported photons hundreds of miles, faster than the speed of light, and there might theoretically be no limit on the distance a quantum teleporter can take a particle. The problem so far is Quantum entanglement, which to me sounds like commuter splat (*that will cause a backup on the Bayway Teleportation lane for sure*).

The project is expensive, because quantum physics is at play, and well those guys are just smart. [THIS](#) explains teleportation, and Michio Kaku says "*It is physically possible to teleport an entire human being across the room, or to Mars, but it raises a valid question, what happens to the soul?*"



Soul? That is another bad rumor, that the State has none; I can assure you they do. So here are some other options, like [9 other Future Transportation Methods in the Making](#), *Just For Fun*.

In the News

Transportation leaders look for alternatives amid bridge project speculation

Posted by [Dale Liesch](#) | Jul 31, 2019 | [Bay Briefs](#) | [0](#) | (reprinted with permission from the LAGNIAPPE)

As toll opposition grows in the wake of plans for user fees along the proposed Mobile River Bridge, so do calls for alternative forms of transportation to help commuters get to work in Mobile and Baldwin counties. The South Alabama Regional Planning Commission (SARPC) hopes to help.

Kevin Harrison, SARPC transportation director, said the agency is pushing two initiatives he hopes could not only help ease congestion throughout the region, but possibly help commuters avoid user fees in the future.

The Mobile Metropolitan Planning Organization, a SARPC faction, has put out a call for companies interested in studying the feasibility of a demand-response transportation system, similar in scope to the Baldwin Rural Area Transportation System, or BRATS, Harrison said.

This, ideally, would be in addition to the fixed-rate service the WAVE transit provides basically only within the city limits. Unlike WAVE, which operates a fixed-route system, a demand-response system would operate based on calls for service, Harrison said. The idea would be that the routes would be based on contracts and subscriptions from both individuals and large employers in the county.

"It would be for large employers interested in providing transportation for employees," Harrison said.

There is also federal funding available for the project, Harrison said, through the Federal Transportation Administration, which is currently not being spent by the city, but could be used for county-wide service.

"There are new innovations in terms of applications," Harrison said. "If we bring the 21st century into demand-response transportation, we can do this."

If a feasibility study comes back with a positive outlook, it's unclear who would run the service. Harrison said it could be WAVE, SARPC or another company.

Once responses to the agency's request for proposals come in, a committee would short-list the group down to three. From there, the same committee would hear presentations from the three groups and make a decision, Harrison said.

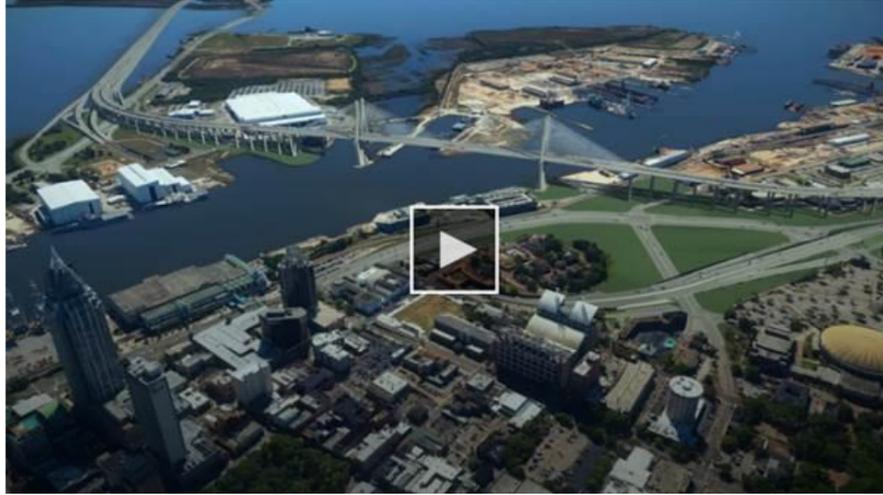
In addition to a study on new bus service, SARPC will institute a vanpool service next year to help commuters. The vanpool would be similar to the organization's CommuteSmart system and would use the same technology to match commuters to those who work nearby. Currently, the CommuteSmart system has a "couple hundred" people registered. The vans would be subsidized and not owned by a driver, but by a third party. A different driver would drive the vans to a location each workday, Harrison said. It's one of many options, the organization is looking at in anticipation of the bridge project and the possible tolls. Continue [HERE](#)

A push to pause Mobile Bay Bridge project

by Kearyon Chestang

Friday, August 2nd 2019

(image: WPMI) A plea to pause Mobile Bay Bridge project



MOBILE, Ala. (WPMI) — A call to Governor Kay Ivey to pause the Mobile Bay Bridge Project and block ALDOT's planned tolls.

State Auditor Jim Zeigler sent the governor a letter Thursday, asking her to delay the project as the U.S. Senate considers a \$287-billion infrastructure bill.

A senate committee passed it earlier this week.

The hope is some of that federal money could be used to pay for the \$2 billion new bridge and bayway expansion.

Zeigler, whose "Block the Bayway Toll" Facebook group has more than 40,000 members, is against all tolls.

ALDOT is planning to charge \$6 to go one way across the bayway.

That toll would be on both the new bridge and the Wallace tunnel.

ALDOT's also planning a \$90 monthly pass for regular commuters.

The agency says the project is a must to keep up with traffic growth. [HERE](#)

ALDOT continues attempt to address 'misconceptions' and 'rumors' about I-10 toll plan

Updated Jul 30, 10:50 AM; Posted Jul 30, 10:30 AM



A rendering of the future Interstate 10 Mobile River Bridge in downtown Mobile, Ala. Project critics are calling the bridge the "Taj Mahal" of infrastructure projects. (Rendering courtesy of the Alabama Department of Transportation).

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

A 2013 decision to withdraw from a \$27 million grant application to overhaul Interstate 10's interchange at the Wallace Tunnel has been held up by state Department of Transportation critics as an example of a past squandering of resources and opportunities.

ALDOT strongly disagrees and is attempting to combat a slew of allegations and misconceptions about its plans to [assess a toll to pay for a \\$2.1 billion overhaul of I-10 in Mobile and Baldwin counties](#).

ALDOT presently recommends a \$6 one-way toll on motorists driving on a new [I-10 Bridge and across a revamped I-10 Bayway](#).

ALDOT released its [first “Myth Busters” email](#) on Monday to counter various rumors about the project and the tolls. The agency then followed up with statements to [AL.com](#) to respond to challenges raised by State Auditor Jim Zeigler, who is the administrator of a Facebook page titled, [“Block the Mobile Bayway Toll.”](#)

Zeigler and other toll critics have accused ALDOT of being fixated on dunning local drivers to foot the project bill.

“ALDOT is actively seeking all funding and financing options for this project,” said Allison Gregg, spokeswoman for the project in an email to [AL.com](#). Zeigler said that ALDOT has fumbled away prior funding opportunities, and now can think only of tolling.

Zeigler, in an interview with [AL.com](#), said the state failed to take advantage of \$27 million in federal funding it received to reconstruct the I-10 interchange at the George Wallace Tunnel.

The money, according to a 2013 [AL.com](#) story, was [rescinded because it sat unused for so long](#).

According to then-ALDOT Region Engineer Vince Calametti, the money was earmarked in the 1990s to straighten out the roads at the tunnel’s entrance. But the money sat idle until he discovered it upon taking over as the Mobile division chief in 2008, and before John Cooper became ALDOT director in 2011.

Said Zeigler, “The feds took that money back.”

Gregg, with ALDOT, said project was to “replace the existing flyover ramps at Water/Canal Street with a diverging diamond interchange.” A similar interchange is being [developed at the interchange of I-10 and Alabama Route 181 in Spanish Fort](#). Continue [HERE](#)

Mobile River Bridge and Bayway: Fairhope’s Mayor explains the toll’s impact

[TOP STORIES](#)

Posted: Aug 1, 2019 / 12:04 AM CDT / Updated: Aug 1, 2019 / 12:10 AM CDT

FAIRHOPE, Ala. (WKRK) — No matter what side of the bay you may live on, there’s nothing sweet about this proposed toll.

It’s a controversial topic that may never see a common ground. No matter how many ways this proposal is pitched, it’s one, at least one local official fears.

“When I heard this, I said this obviously cannot happen. It will negatively impact so many citizens because of so many people commutes,” said Mayor Karin Wilson, the City of Fairhope.

A predicted terrible outcome that may soon become a reality as members of ALDOT work to move the project forward. Mayor Wilson says this is all a direct result of lack of planning and strategic budgeting.

“We’ve known about the need for a new bridge for over a decade and at that point, it needed to happen quickly. And today, we’re acting as if we just found out yesterday that we need one.”

Cities like Fairhope, generate a lot of revenue through tourism as travelers from out of state and locally commute to the beach and Pensacola. Wilson says if this proposed six-dollar toll passes, she sees this negatively impacting the entire state.

“People may think, well this is our problem, but it will impact the income for all states because we are an economic engine. We do make up a significant, I can’t think of the percentage now, but it’s a significant amount for the whole state,” said Wilson.

She says whatever the fee is, she’s 100 percent against a toll to build the bridge. And thinks it’s time for government officials to do their jobs and find a better solution.

“There’s just a lot of wasteful spending. I think the solution is hiring more business-minded people,” said Wilson.

News 5’s Amber Grigley did reach out to Mobile’s Mayor several times about this matter and have not heard back from his office. As for other city leaders, the city of [Spanish Fort released a resolution](#) calling on the Alabama Department of Transportation to find alternate funding for the proposed bridge project over Mobile Bay.

Council approves Florida Street change order

Posted by [Dale Liesch](#) | Jul 30, 2019 | [Latest News](#) | [0](#) | (reprinted with permission from the LAGNIAPPE)

The Mobile City Council voted unanimously to pay for a \$600,000 change order to help ensure work continues on Florida Street drainage, which has led to several road closures since the project began last October.

The \$602,000 increase in price to what the city has already committed to contractor Frank Turner construction, includes unforeseen costs related to the replacement of Mobile Area Water and Sewer System equipment underneath the surface of the street, City Engineer Nick Amberger. It also includes \$70,000 to \$100,000 for temporary pavement and gravel placed on the roadway to help increase accessibility to businesses impacted by the work.

“It was put down to try to accommodate ingress and egress to local businesses,” Amberger said.

While he remained skeptical of the project’s cost, Councilman Fred Richardson asked fellow councilors to bypass the rules and vote to approve the measure, which impacts the district he represents.

“I received a call from Mr. Turner where he said until he got paid he wouldn’t do anything,” Richardson said.

Amberger corrected Richardson and confirmed that the contractor was still working. However, Amberger did recommend the council pass the contract at Tuesday’s meeting as away to motivate the crews.

“This is a big project and he has big payroll and a lot of subcontractors,” Amberger said. “The money is very important to him.”

Although he supports this contract, Richardson complained about the overall cost of the project and the impact it has had on neighborhoods and businesses.

“It’s one block,” he said. “For me, this ought to be paying for the whole thing.”

The project is actually three blocks, Amberger said.

This will be the last time Richardson supports a project of this magnitude, he said.

“This is it,” Richardson said. “I don’t know if it’s worth it. It’s very expensive. I’d be hard pressed to support another project inside a neighborhood that inconveniences neighbors and costs that much.”

Councilman John Williams took issue with the timing of the request, especially after Amberger stated the change order has been in the works for a month. Williams suggested city staffers inform the council earlier of situations similar to this one.

Amberger told Williams he discussed it with Richardson last week. Williams asked if Amberger knew last Tuesday about the cost of the change order. Amberger said he did and Williams responded by telling the engineer that last Tuesday would’ve been a good time to inform other councilors.

In other business, councilors delayed a vote, per council rules, to enter into a \$52,000 contract with Osprey Initiative for floating litter removal. Despite the description, Osprey will be using waders and kayaks to remove litter from Three Mile Creek, Assistant City Engineer Rosemary Ginn confirmed.

Councilors also discussed the hiring of more staff in the city engineering department to help execute on a backlog of projects related to the city’s capital improvement plan. The job of project manager has been open for four weeks through the Mobile County Personnel Board, Amberger said. The city will soon request the list of eligible candidates.



PUBLIC NOTICE

Service Modifications

EFFECTIVE Tuesday, September 3, 2019, Transit Management of Mobile, Alabama D/b/a The Wave Transit System (The New Wave) has scheduled service modifications designed to address current travel patterns and maximize efficiency of its resource's to better serve the community.

ROUTE	ROUTE NUMBER	ACTION
Airport	#1	Modify weekday and Saturday bus service with direct service along Airport Boulevard from the Shoppes at Bel Air to include Providence Hospital, Schillinger Road and Mobile Regional Airport's Airport Station.
Dauphin Street	#7	Modify inbound route to include services to Midtown Walmart.
Crosstown Malls	#10	Modify inbound route, discontinuing bus services to Atlanta Bread Company. Modify outbound route to include services to the new Department of Human Resources on Broadcast Drive.
Dauphin Island Parkway	#11	Modify weekday bus service with continuous service along Dauphin Island Parkway to include, Fulbrook Shopping Center, Mobile Public Library, B.C. Rain High and Boykin Boulevard.
Highway 90-Tillmans Corner	#12	Modify weekday and Saturday bus services to include The Shoppes at Bel Air.

The Wave Transit System assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act

SERVICES OPEN TO THE GENERAL PUBLIC

For Additional Information call [251-344-6600](tel:251-344-6600) or visit the website at www.thewavetransit.com

Uncovering the past before paving the way for a new bridge and Bayway

- [Tyler Fingert](#)
- Updated Jul 31, 2019 | Posted on Jul 31, 2019

MOBILE, Ala (WALA) -- Before the proposed Mobile River Bridge can be built, ALDOT is having to look back in time and they are getting a little dirty to do it. Archaeologists have been digging near Downtown Mobile and on the Eastern Shore, carefully cataloging what was here before.



Archaeologists work to uncover past before new bridge and Bayway are built.

"We literally are travelers of space and time and what we do when we excavate down into the earth is we are going further and further back into time," said Anne Dorland, who is a field director on the project.

They are taking careful notes and making sure everything is documented.

“Before the Mobile River Bridge is constructed, we hope to recover as much history as possible through the organized destruction that archaeology is,” Dorland said.

The artifacts they are finding range from common to unique.

They are making sure to keep an open eye and mind as they reveal the ground beneath our feet.

“Something that we all get excited about are children’s items and children’s toys,” Dorland said. “It’s really fun to think about kids in an archaeological setting.”

Once the artifacts are recovered, they are brought to a lab at South Alabama to be analyzed.

Bonnie Gums, an archaeologist on the project, said the goal is to link the finds back to people from the past.

“I’m not exactly sure what this pile of shoes means, but there are different kinds, there’s different shapes, there’s different sizes and of course they’re all handmade, hand stitched,” she said.

Some of the artifacts go back hundreds of years to a time when Native Americans lived along Mobile Bay. So far, archaeologists have found pottery, a lead soldier and more.

“I think it’s an opportunity for us as we look toward the future, celebrate our past,” said Dr. Phil Carr, one of the lead investigators on the project. Excavation work began last year along the expected route of the new bridge and Bayway near Downtown Mobile and in Baldwin County.

Dr. Carr said the work is an important first step to creating a better way across the Bay.

“We are products of our past,” he said. “Our past gives us orientation to who we are today and there are things about the past that we still don’t know, despite written records, despite maps.”

Back at the dig site, archaeologists are working to make sure history that is buried, can see light again.

“It’s still a mystery and it’s still exciting and we almost always are surprised by something that we find, it’s always exciting,” Dorland said. Some interesting finds include weaponry from the French and British Colonial Periods.

FOX10 News was told they are not expecting to find anything that could halt the project.

Transportation Research

TRB TCRP Report on Dialysis Transportation

The Transportation Research Board’s (TRB) Transit Cooperative Research Program (TCRP) has released a pre-publication version of [Research Report 203: Dialysis Transportation: Intersection of Transportation and Healthcare](#). The report responds to major concerns of public transportation agencies about the rising demand and costs to provide kidney dialysis trips and about experiences showing these trips require service more specialized than public transportation is designed to provide.

The report documents the complicated relationship of two different industries—public transportation and healthcare, each with its own perspective and requirements—to highlight problems, identify strategies addressing concerns, and suggest options that may be more appropriate for dialysis transportation.

Accompanying the report are a supplemental report and Excel spreadsheet. The [Supplemental Report](#) includes, along with a literature review and results from the project’s surveys, an assessment of the comprehensive data provided by the U.S. Renal Data System. The community data tool is an [Excel forecasting tool](#).

[Learn more and access the reports and tool here.](#)

2018 Benchmarking Report on Biking and Walking from the League of American Bicyclists

WASHINGTON, DC – February 8, 2019: In 1958, Walt Disney imagined the future of transit was a “Magic Highway” where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

[CLICK HERE TO READ THE 2018 BENCHMARKING REPORT ON BIKING AND WALKING »](#)

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for Bicycling & Walking in the United States: 2018 Benchmarking Report shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

“The way we’re investing in infrastructure isn’t working,” said Ken McLeod, policy director with the League of American Bicyclists, and lead author of the 2018 Benchmarking Report. “There is a crisis in traffic safety and we have the tools to reduce the number of bicyclists and pedestrians killed on our roads every year—we need leaders at the national and state levels to take action: adopt Complete Streets policies, draft and implement bike and pedestrian master plans, and build protected infrastructure.”

The 2018 Benchmarking Report is the sixth edition of the report, the first published by the League of American Bicyclists. By combining data analysis with the League’s research and data collection, the 2018 Benchmarking Report offers the most comprehensive look at national and regional statistics on bicycling and walking alongside an examination of the policies and plans, or lack thereof, to improve infrastructure for people biking and walking. In investigating the relationship between states with Complete Streets policies and/or bicycling and walking master plans, the League found that states with long-term and multiple actions on both had more growth in active transportation.

“The Benchmarking Report should be a wake-up call,” said Bill Nesper, executive director of the League of American Bicyclists. “While the state and safety of bicycling and walking may seem dire, it’s not all bad news. The data shows there are places like Oregon, Minneapolis, and Washington, DC, where officials are working with advocates on the ground to create communities that are more welcoming for bicyclists and pedestrians. Local bike advocates are working to meet their communities’ needs and make biking better—it’s time for state and federal leaders to empower local efforts.”

Produced with support from groups such as AARP and Toole Design Group, the 2018 Benchmarking Report demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor’s office encourage healthier outcomes for everyone.

The 2018 Benchmarking Report contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

- Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
- Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
- 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
- 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
- 20 percent of biking trips in 2017 were to earn a living.
- Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
- For people with an income below \$25,000 per year, biking is an increasingly common method for taking trips.

A new initiative from the Centers for Disease Control and Prevention, [Active People, Healthy NationSM](#) aims to get 27 million Americans more active by 2027. This initiative supports proven strategies to promote physical activity, including creating bikeable and walkable communities.

The nearly 400-page 2018 Benchmarking Report contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact communications@bikeleague.org to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly.

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.