



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 7th, 2018

Volume 27, Number 10

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We've had lots of scheduling changes this week; see *Mobile MPO Updates*. The deadline for Mobile Urban Area FTA 5310 applications is next week, September 12th; see *Funding Opportunities*. There's lots to report in *Legislative Updates*, and Alabama ranks as the top state for manufacturing *In The News*. **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

South Alabama Freight Forum (SAFF)

recently, the South Alabama Regional Planning Commission housed a freight forum which consisted of staff of local governments, and individuals that are involved in the freight community in South Alabama. The idea of the forum is to find out the problems in the freight community, and develop solutions. There is A LOT going on in Mobile right now with the channel to be dredged, Walmart, Airbus, Austal, and it all leads to trucks, and more trucks; they are the backbone of this country. In fact some key takeaways of the Federal Freight Conditions and Performance Report are:

- By the year 2045, the total value of freight in the United States is expected to nearly double that of 2012.
- Trucks move 64 percent of freight by ton and 69 percent of freight by value—by far the single largest mode.
- Intermodal Connectors provide the “last mile” linkage between freight facilities and the NHS.
- Since the year 2000, States have designated approximately 182 new freight intermodal connectors.
- The lack of safe truck parking in all States, and especially in and around large metropolitan areas, is a growing concern to truckers.

The forum was also an opportunity to inform the freight community about various surface infrastructure projects like Water Street, McDonald Road Extension, and the I-10 Mobile River Bridge. That agenda item actually seemed to have the most interest from the freight community; what projects are going to be done, and when.

Dr. Shashi Nambisan with the Alabama Transportation Institute ([ATI](#)) of the University of Alabama also presented. The ATI will have a program housed in the GulfQuest in the upcoming year. Dr. Nambisan spoke thoroughly on the economics of infrastructure. Both the economics of the infrastructure improvements, and the economics of not doing anything. The Alabama Transportation Institute will house a research and policy program at GulfQuest, and the South Alabama Regional Planning Commission will be supportive collaborators with the program. We look forward to it being kicked off in the fall of 2018.

In our efforts to update the freight element of the Long Range Transportation Plan, we have developed a freight survey to be shared with the freight community. The results and data from this survey, will compliment data we purchased from INRIX, and the APM Terminal Survey, to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information.

Below is the link to online freight survey (*which goes live today*) and the presentations. Please forward the link to anyone that may have interest in providing input.

<http://www.mobilempo.org/freightplanning.html>

US 45 Feasibility Study

Last week, the final stakeholder meeting was held for the *US 45 Feasibility Study*, with a disappointing turn out. However, we do appreciate Mayor Gardner of Prichard and Mobile Councilmember Fred Richardson for all of their participation in the study. We would also like to thank Kelly Warren, Director of Prevention and Wellness for the Mobile County Health Department for her participation and support of this study. The presentation and maps can be found [HERE](#), and by the end of the September the final report will be available as well.

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On August 1st there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, Mayor Jimmie Gardner. Despite the weather, we had a pretty good turnout. Several comments were made pertaining to the study, and we gained some good input. June 28th was the first public meeting for the US 45 Feasibility Study, and was held at Leflore High School. The meeting was well attended by nearly 70 people. Mobile City Councilman Levon Manzie was on hand to guide the meeting and answer questions. Nick Amberger, the City of Mobile Engineer was also present and assisted in answering questions posed by the public. Mr. Drew Davis with Volkert and Mr. Clifton Lambert with CERM presented the attendees with preliminary ideas developed in previous Advisory Committee meetings. These included road diets, sidewalk improvements, bike lanes, and roundabouts at key intersections.

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](#)

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/>

Recent Scheduling Changes This Week for Mobile

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

Project: 100059789 (RW)

Federal aid number: STPMB 4918 (250)

County: MOBILE

Project Description: NEW ALIGNMENT OF CR-25 (MCFARLAND ROAD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-358 (THREE NOTCH ROAD)

Old Target start date: November 01, 2018

New Target start date: October 01, 2019

Project: 100052464 (CN)

Federal aid number: STPMB 7502

County: MOBILE

Project Description: THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.

Old Target start date: November 08, 2019

New Target start date: November 04, 2022

Project: 100059790 (UT)

Federal aid number: STPMB 4918 (250)

County: MOBILE

Project Description: NEW ALIGNMENT OF CR-25 (MCFARLAND ROAD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-358 (THREE NOTCH ROAD)

Old Target start date: November 01, 2019

New Target start date: October 01, 2020

Project: 100059791 (CN)

Federal aid number: STPMB 4918

County: MOBILE
Project Description: NEW ALIGNMENT OF CR-25 (MCFARLAND ROAD) FROM CR-28 (OLD PASCAGOULA ROAD) TO CR-358 (THREE NOTCH ROAD)
Old Target start date: January 31, 2020
New Target start date: November 05, 2021

Project: 100052462 (RW)
Federal aid number: STPMB 7502
County: MOBILE
Project Description: THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.
Old Target start date: November 01, 2018
New Target start date: October 01, 2020

Project: 100052463 (UT)
Federal aid number : STPMB 7502
County: MOBILE
Project Description: THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.
Old Target start date: November 01, 2019
New Target start date: October 01, 2021

Project: 100052461 (PE)
Federal aid number: STPMB 7502
County: MOBILE
Project Description: THREE NOTCH ROAD (CR-32) ADDITIONAL LANES FROM SCHILLINGER ROAD TO MCDONALD ROAD.
Old Target start date: October 01, 2018
New Target start date: January 01, 2019

Project : 100055881 (RW)
Federal aid number: STPMB 7550 (602)
County: MOBILE
Project Description: ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)
Old Target start date: November 01, 2018
New Target start date: January 01, 2019

Project: 100046895 (CN)
Federal aid number: STPMB 7550 (601)
County: MOBILE
Project Description: CR-656 (ZEIGLER BLVD) ADD LANES FROM CR-372 (SCHILLINGER RD) TO CR-429 (CODY RD)
Old Target start date: November 02, 2018
New Target start date: December 07, 2018

Projects in Region Let August 31st, 2018

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Resurfacing, Driveway, and Parking Lots with ADA Curb Ramps at the MOWA Visitor Center. The Bracket Estimate on this project is from \$77,481 to \$94,699.
- For constructing the Relocation of Movable Barriers and Gate Arms on SR-188 at the J.A. Wintzell Memorial Bridge in Bayou La Batre. The Bracket Estimate on this project is from \$1,471,184 to \$1,798,114 .

BALDWIN COUNTY

- For constructing the Interchange Modifications (Diverging Diamond) on I-10/SR-181; Roadway Improvements (Widening, Bridge Rail Retrofit, and Traffic Stripe) on SR-181; and the Turn Lane Installation and Drainage Improvements (Grading, Drainage, Pavement, Traffic Signals, and Lighting) on SR-16 (US-90). Length 0.908 mi. The Bracket Estimate on this project is from \$5,740,572 to \$7,016,254

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

House T&I Hearing: Innovation in Surface Transportation

Wednesday, the House Subcommittee on Highway and Transit held a [hearing](#) on Innovation in Surface Transportation. Chairman Sam Graves (R-MO) opened the meeting with comments regarding the investments, experiments, and partnerships communities have engaged in to improve the quality of their transportation systems through provisions in the FAST Act. Panelists established testing, data collection, as well as automated and connected vehicle technology at the center of their current and future projects.

Randy Iwasaki, Executive Director of the Contra Costa Transportation Authority, identified the challenges with government regulation as potentially limiting innovation and deployment, while procurement can lag real-time technological innovation. Shailen Bhatt, President and Chief Executive Officer of ITS America stated affirmatively that “the federal government has a role to play to ensure uniformity.”

Congress Directs More Money to MPOs

Congress directed \$1.9 billion in additional funds to STP in FY 2018 and is poised to provide another increase in FY 2019. STP funding for MPOs in FY 2019 could be as much as 46 percent higher than FY 2017 and 18 percent higher than FY 2018 levels. MPO members are encouraged to reach out to their federal delegation to thank them for the increases in the STP program in FY 2018 and urge them to highlight the importance of additional funding in FY 2019.

Appropriations and FAA Deadlines Approaching

The “Big Four” Senate and House members on transportation spending – Senators Susan Collins (R-ME) and Jack Reed (D-RI) and Representatives Mario Diaz-Balart (R-FL) and David Price (D-NC) – met yesterday to discuss how to conference their FY2019 Transportation-HUD spending bills. Also on the docket was a discussion of their total allocation, which we learned last week is lower than expected and lower than last year’s amount.

Their hope is that it will be included in the next package of spending bills. More broadly, with no plans to get the final six appropriations bills completed, House Minority Whip Steny Hoyer (D-NY) told reporters he expects a continuing resolution (CR) to keep the government operating beyond September 30.

House and Senate leaders continue to discuss completing an FAA reauthorization before the September 30 deadline. However, Senate Commerce, Science, and Transportation Committee Chairman John Thune (R-SD) has yet to get a bill to the floor. An extension has not yet been discussed but could be included in a CR extending appropriations bills.

Senate Names Conferees for Next Two Minibus Appropriations Bills

WASHINGTON, D.C. – The U.S. Senate today announced the members who will participate in the Conference Committees to finalize the next two minibus appropriations bills, H.R. 6147 and H.R. 6157.

The Senate conferees for H.R. 6147, which packages the Fiscal Year 2019 funding measures for Interior, Environment, and Related Agencies; Financial Services and General Government; Transportation, Housing and Urban Development, and Related Agencies; and Agriculture, Rural Development, Food and Drug Administration, and Related Agencies, are as follows:

- Senator Richard Shelby (R-Ala.)
- Senator Susan Collins (R-Maine)
- Senator Lisa Murkowski (R-Alaska)
- Senator John Hoeven (R-N.D.)
- Senator James Lankford (R-Okla.)
- Senator Cindy Hyde-Smith (R-Miss.)

- Senator Patrick Leahy (D-Vt.)
- Senator Jack Reed (D-R.I.)
- Senator Tom Udall (D-N.M.)
- Senator Jeff Merkley (D-Ore.)
- Senator Chris Coons (D-Del.)

The Senate conferees for H.R. 6157, which packages the Fiscal Year 2019 funding measures for Department of Defense; and Labor, Health and Human Services, Education, and Related Agencies, are as follows:

- Senator Richard Shelby (R-Ala.)
- Senator Roy Blunt (R-Mo.)
- Senator Lindsey Graham (R-S.C.)
- Senator Jerry Moran (R-Kan.)

- Senator Patrick Leahy (D-Vt.)
- Senator Patty Murray (D-Wash.)
- Senator Dick Durbin (D-Ill.)

House Committee Leadership Seats

Many of the House's 21 Committee Chairs have reached their six-year Republican-enacted term limits. The Republican Steering Committee, a group comprised mostly of GOP leaders and regional representatives, decides the best candidate for each open chair seat (or ranking member depending on the November election results). In addition, the retirement of current-Speaker Paul Ryan (R-WI) ensures there will also be a new House Speaker regardless of which party wins the House in November. Five Republican members are vying for the appropriations committee, the most coveted role. The Transportation and Infrastructure committee has a two-way race to replace outgoing Chair Bill Shuster (R-PA): Sam Graves (R-MS) and Jeff Denham (R-CA).

Chairman Sam Graves (R-MO) Subcommittee on Highways and Transit Hearing on "Innovation in Surface Transportation"

September 5, 2018
Opening Statement
(Remarks as Prepared)

I want to welcome everyone to today's hearing. We will hear from our non-federal partners on some of the innovations they are using to improve our surface transportation system.

The FAST Act reauthorized federal surface transportation programs through fiscal year 2020. Through these programs, our non-federal partners are investing in research, transportation technologies, and other innovations to meet the current and future needs of their communities.

For example, some communities have invested in intelligent transportation systems, others have experimented with autonomous and connected vehicles, and some have been partnering with the private sector to improve the quality of life for the general public.

The population and amount of freight moving through our Nation are projected to increase significantly in the coming decades. Being innovative and utilizing transportation technologies where it makes sense to do so will help our surface transportation system move people and goods more safely and efficiently.

Innovative solutions and transportation technologies may be applied differently across our Nation. It is vital that we share our best practices and lessons learned.

The leaders with us today will showcase some of those innovations and technologies that are currently being used on our highways and by our public transit systems. Congress must continue to provide our non-federal partners with the flexibility to implement innovative solutions and to deploy transportation technologies that work best for them. We look forward to hearing your testimony.

Click here for additional information from today's hearing, including testimony, video, and background information.

Funding Opportunities

Applications for FTA 5310 Funds for the Mobile Urban Area *deadline September 12, 2018*

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:

- 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.

Eligible Recipients for the Mobile Urban Area 5310 funds include:

- Private non-profit agencies providing transportation services that meet the special needs of seniors and individuals with disabilities.
- Local governmental agencies approved by the state to coordinate service for the seniors and individuals with disabilities.
- Governmental authorities certifying that no non-profit organizations are readily available in an area to provide the service.

SARPC will accept grant applications until September 12, 2018 at noon for Fiscal Year 2019 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 have questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email mwilliamson@sarpc.org.

[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](#)

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 visit www.grants.gov.

Just For Fun

Car Buying Fun

One of the most popular times to buy a car is in September or October due to new year models being released per the Kelley Blue Book website. Everyone might want to be on the look out for those taking a test drive.

Check out these test drives gone wrong!



[Here](#) are some pretty outrageous stories from salesmen about test drives.

In the News

Have you ridden a Lime Bike yet? Now is your chance to try it out!



This Sunday, head to Downtown Mobile to show your support for LimeBike and The City of Mobile for bringing LimeBike to Mobile. Let's support the downtown businesses at the same time by enjoying Breakfast, Brunch or Lunch on your LimeBike. Park that car and ride around before or after you eat. #musclesnotmotors #limebikeMOB #sobile

Remember, children under 16 must wear helmets per Alabama State Law. Please share this event and ask your friends to do the same! This event is supported by the Delta Bike Project, the Downtown Mobile Alliance, Team Share the Road, and the City of Mobile.

Check out this list of possibilities for brunch and lunch:

- Bob's Downtown Diner
- The Blind Mule
- Sylvia's Biscuits & Poboys
- Serda's Coffee
- The Noble South
- Spot of Tea
- Ruby Slipper
- Five
- The Trellis Room
- Southern National
- T.P. Crockmiers
- Dauphin's
- Wintzell's
- OK Bike Shop
- Moe's
- Harbor Room @ The Riverview
- El Papi

- Lo Da Bier Garten
- Montego's
- Roosters
- Callaghan's (Oakleigh)
- Kitchen on George (Oakleigh)

New to the program? Here's how to Lime:

1. Download the Lime app on your smartphone and sign in.
2. Check out the Lime map and find your closest bicycle.
3. Scan the QR code OR enter the bicycle number.
4. Hop on your Lime Bike and RIDE!
5. When you reach your destination, position your bike out of the way of pedestrians (edge of sidewalk) and vehicles, and lock your back wheel to signal your app your ride is complete!

Former US Transportation Secretary to Chair New City Transportation Task Force

Ray LaHood, former USDOT Secretary and member of the U.S. House, has been tasked to [chair a new task force](#) made up of 10 to 20 individuals from both government and the private sector. Mayor Rahm Emanuel is assembling the task force to address emerging technologies in transportation including ride-sharing and autonomous vehicles. The task force will meet for six months and provide recommendations next spring.

Global Trade: Alabama ranks as top state for manufacturing

By Jerry Underwood
Made in Alabama
September 4, 2018

Global Trade, a publication focusing on international business, has selected Alabama as the nation's top state for manufacturing in a new ranking.

[Global Trade](#) cited the growth of Alabama's [auto manufacturing industry](#) and its leadership position in [aerospace production](#), as well as job training provided by [AIDT](#), the state's primary workforce development agency.

In addition, the publication credited the [AdvantageSites](#) program that pre-certifies sites for development, and the rapid permitting coordinated by the [Alabama Department of Environmental Management](#) that accelerates projects.

"Alabama has a strong heritage in manufacturing, which remains a key pillar in the state's growing economy," Gov. Kay Ivey said.

"Alabama workers have shown the world that they have the expertise to manufacture high-quality products that set industry standards, and this ranking is more confirmation of that fact."

'Energy and passion'

Manufacturing workers in Alabama total more than 270,000, representing more than 13 percent of the state's workforce. That's the fifth highest concentration among the states, according to data from the [National Association of Manufacturers](#).

"Alabama's manufacturing workers bring energy and passion to their jobs, and they're always willing to learn new skills that will enhance productivity," said Greg Canfield, secretary of the Alabama Department of Commerce.

"These qualities set them apart from their counterparts in other states and allow them to manufacture a sweeping variety of top-flight products that are in demand all over the world."

Global Trade's selection of Alabama as the top manufacturing state comes one month after Business Facilities, a publication focused on economic development, named Alabama the No. 1 state in a [business-climate ranking](#).

"The state has seen a continued influx of manufacturing investment — much of it from the international auto industry — and it's not hard to understand why," Global Trade notes, pointing to a 2018 decision by [Toyota and Mazda](#) to build a \$1.6 billion joint venture assembly plant in the state.

Alabama's skilled workforce is a key reason for these high rankings. A 2017 poll by respected researcher [Gallup](#) found that Alabama has the highest percentage of highly involved and enthusiastic workers among U.S. states.

Workforce initiatives

These rankings come at a time when Alabama is moving to streamline and improve its overall workforce development program, with many of these functions centralized in the Alabama Department of Commerce. New initiatives include [AlabamaWorks](#) and [Apprenticeship Alabama](#).

Earlier this year, Ivey launched [Success Plus](#), a new strategic workforce development initiative that targets the addition of 500,000 high-skilled employees to Alabama's workforce by 2025 in response to increasing employer demands for the higher levels of talent needed in modern workplaces.

Success Plus aims to improve access to educational opportunities, create pathways and defined routes that show people how to advance a career, and encourage collaboration among private and public entities.

Following Alabama in the Global Trade rankings were Florida, Texas, Georgia and Mississippi.

This story originally appeared on the Alabama Department of Commerce's [Made in Alabama website](#).

APTA Study Says Higher Transit Use Results In Fewer Traffic Deaths

An analysis conducted by the American Public Transportation Association and the Vision Zero Network found that if a metropolitan area can increase the per capita usage of public transit systems – including heavy rail, light rail, bus service, and commuter rail – those communities can cut their traffic fatality rate up to 40 percent.

Specifically, that analysis – entitled [Public Transit is a Key Strategy in Advancing Vision Zero and Eliminating Traffic Fatalities](#) – shows that metro areas with frequent public transit use of more than 40 annual transit trips per capita have up to a 40 percent lower traffic fatality rate compared to metro areas with fewer than 20 transit trips per capita. On average, an increase from 20 to 40 annual transit trips per capita translates to people taking just two additional public transit trips per month, APTA noted.

The analysis also examined the safety profile of public transit modes versus motor vehicles. Overall, APTA's study indicated that public transit is 10 times safer per mile than traveling by car, while traveling by commuter and intercity rail is 18 times safer for passengers – measured by fatalities – than traveling by automobile.

Public transit benefits even people who do not use it and are otherwise safe drivers because it helps reduce the risk of being the victim of other drivers' mistakes, noted APTA President and CEO Paul Skoutelas [in a statement](#).

"One of the most powerful traffic safety tools a city can employ to eliminate deaths and injuries due to road traffic crashes is its public transportation system," he said. "It takes just a modest increase in public transit use to result in a dramatic decrease in traffic fatalities."

"By far, more Americans die on our roads than in any other mode," noted Bella Dinh-Zarr, a member of the National Transportation Safety Board, in the study – noting that the latest data from the National Highway Traffic Safety Administration tallied 37,461 deaths due to automobile traffic crashes in 2016, which is a 5.6 percent increase from 2015; traffic deaths that cost the nation \$871 billion per year.

"Public transportation is an important safety tool because it allows high risk drivers, such as those who are drinking or fatigued or distracted, as well as those who are simply inexperienced or unable to drive for health reasons, to be able to get around without endangering themselves and others," Dinh-Zarr said.

An Update to TMIP Transportation Modeling and Analysis Toolbox

The FHWA Office of Planning, Environment, and Realty (HEP) recently added three new reports to the [Travel Model Improvement Program \(TMIP Transportation Modeling and Analysis Toolbox\)](#). The new tools provide further breadth of analysis and choice in forecasting to support data driven and performance-based transportation planning.

Transportation Research

Survey: Ride-Hailing Going ‘Mainstream,’ Desire For Vehicle Ownership Declining

A [mobility study](#) published by Cox Automotive Aug. 23 indicates that the desire to own vehicles is dropping steeply among younger consumers, while awareness and demand for ride-hailing services such as those provided by Uber and Lyft are rising quickly – particularly among those living in urban centers.

The study – conducted online by Vital Findings with 1,250 U.S. consumers in May for Cox – also delved into the growing adoption of the [mobility-as-a-service](#) or MaaS concept, which focuses combining and accessing on-demand transportation options, such as car-sharing, ride-hailing and [public transit](#), via a single digital platform

Cox’s survey found that “access to mobility” is viewed as “necessary” by consumers, but not owning a vehicle, according to 39 percent of respondents, which represents a 4-percentage point increase over a similar poll conducted by the firm in 2015. For urban consumers, 57 percent indicate access to mobility is more important than vehicle ownership, which is a 13-point increase since 2015, Cox noted in its report.

And that view is growing among younger generations, the company said. While 34 percent of 37 to 53-year-olds, and 28 percent of 54 to 72-year-olds don’t feel owning a vehicle is important, according to Cox’s survey, 55 percent of 12 to 22-year-old respondents and 45 percent of 23 to 36-year-old respondents feel that way. That may be in part because the cost of owning or leasing a vehicle is perceived as “becoming too high” by 48 percent of respondents, noted Joe George, president of Cox’s Mobility Solutions Group.

It may also be why usage and awareness of ride-hailing services such as Uber and Lyft has now attained “mass market appeal,” the company said, as 88 percent of respondents in its poll said they were “aware” of this mobility option regardless of where they live, with 55 percent of 37 to 53-year-olds using this service.

By contrast, car-sharing services such Zipcar and Maven have experienced slower and more “pocketed” growth with awareness at 54 percent of those polled by Cox. The firm noted that lack of widespread adoption is due in part to car-sharing being significantly “less accessible” than other alternative transportation methods, with only 44 percent of consumers finding it accessible versus the 85 percent of consumers that find ride-hailing accessible.

“Private ownership still dominates the automotive landscape, but options like ride-hailing and subscription programs are increasingly popular with young urban dwellers,” noted Michelle Krebs, executive analyst for Autotrader – which is owned by Cox – in a statement.

“The trend line for these programs could drastically alter this industry over the next five to 10 years,” she added.

Studies Say Lower Speed Limits Will Help Improve Roadway Safety

[New research](#) conducted by the Insurance Institute for Highway Safety indicates that lowering the speed limit by 5 mph on city streets can improve safety for motorists, pedestrians and bicyclists alike, while a [separate study](#) conducted by the Illinois Department of Transportation convinced the agency to reduce speed limits along certain stretches of two major highways by 10 mph.

The IIHS study focused on Boston, Massachusetts, which lowered the default speed limit on city streets from 30 mph to 25 mph beginning January 9, 2017, after the Massachusetts legislature amended state law in 2016 to allow cities and towns to lower speed limits from 30 mph to 25 mph on municipal roads in densely populated areas or business districts. Unless otherwise posted, the speed limit on all Boston roadways is 25 mph, the group noted.

IIHS said its researchers looked at vehicle speeds in Boston before and after the lower limit took effect and compared them to control sites in Providence, Rhode Island, where the speed limit remained the same.

The study sites in both Boston and Providence included arterials, collectors and local roads and the group noted all of the sites were similar in that they had no more than one lane per direction and were located away from intersections on relatively flat, straight road segments and at least a half-mile away from any school or speed feedback sign.

IIHS researchers evaluated changes in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph associated with the new speed limit and found there was a 29.3 percent decline in the odds of speeding for vehicles traveling faster than 35 mph. The odds of speeding fell by 8.5 percent for vehicles going faster than 30 mph and 2.9 percent for vehicles exceeding 25 mph.

The group said high travel speeds increase the risk of crashing and the risk of injuries when a crash occurs and that speeding – defined on police crash reports as exceeding the posted speed limit, driving too fast for conditions, or racing – has been a factor in more than a quarter of U.S. crash deaths for more than 30 years. In 2016, IIHS noted that the percentage of U.S. crash deaths related to speeding was higher on roads with 35 mph or lower speed limits than on roads with higher speed limits; some 33 percent vs. 26 percent.

“Speeding occurs on roads of all types, not just highways and freeways,” added IIHS President David Harkey in a statement. “Even on lower speed roads, speeding can have deadly consequences, especially for pedestrians and bicyclists. Some cities are lowering speed limits to reduce the risks for these vulnerable road users, who are increasingly dying in crashes.”

The study didn’t examine how lowering the speed limit affected crashes in Boston, but that’s a next step, he pointed out.

The Illinois DOT took that step in its study of speeds on I-74 and I-57 in the Champaign-Urbana area and concluded that, given the current prevailing speeds, crash rates and number of interchanges, a reduction of the posted speed limit from 70 mph to 60 mph along a portion of I-74 connecting to I-57 was justified. “Reducing the speed limit of through traffic to closer to that of traffic from interchanges gives drivers more time to react, thereby reducing the severity of a crash or avoiding one altogether,” the agency stressed.

IIHS said in its research that, outside of urban areas, speed limits are on the rise as 41 states have speed limits of 70 mph or higher on some portion of their roads. The group also noted that [a study it conducted in 2016](#) showed that increases in speed limits from 1993 to 2013 in those 41 states resulted in 33,000 fatalities.

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Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

Staff Contact: Harlan Miller, 202-366-0847

[Identification of High Pedestrian Crash Locations](#)

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

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Transportation Dictionary

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

Search Tips

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

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