



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, December 16th, 2016

Volume 20, Number 9

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There will be no *Transportation Friday E-Newsletter* next week as SARPC will be off for Holidays. Happy Holidays to all!!!!

ATRP-2 ?????, what Congress did and didn't do and Trump's thought on the Municipal Bond Exemption; please see *Legislative Updates*. Today is the deadline for ALDOT's TAP Funding; good Luck! Please see *Funding Opportunities*. We are continuing to look at the truck data purchased from INRIX, please see *Mobile MPO Updates*. FRA offers Congress an update on Gulf Coast Working Group's Report to *Restore Passenger Rail to the Gulf Coast*; see *In The News*.

This week's Just For Fun, is unbelievable...

Stay warm and 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

MPO Meeting 11/30/2016

There was a meeting of the Mobile MPO on November 30, 2016. Some of the items on the agenda included the CMP (*below*), and the TAP (*below*). Also on the agenda were some minor amendments to the 2016-2019 Transportation Improvement Program:

Bridge Funds

- 100054972 Extend Eastbound Bridge on SR-42 (US-98) Over Big Creek; CN; 6/30/2017; \$4,040,000
- 100064691 PE Replace Bridge on SR16 (US90) westbound over Tensaw –Spanish River; \$707,000; 11/1/2016

National Highway Funds

- 100060152 SR-158 Extension from Lott Road (Sr-217) To Schillinger Road. Grade Drain, Base, Pave, and Bridge (EB Seabury Creek, EB Ramp over Seabury Creek Tributary, EB Rogers Road, and Schillinger Road Intersection); CN; 9/29/2017; \$24,048,858
- 100060153 SR-158 Extension from 0.5 Mile East Of Glenwood Road To West of Lott Road (Sr-217). Grade, Drain, And Bridge (Eastbound Collins Creek); CN; 1/26/2018; \$17,721,177
- 100060154 SR-158 Eastbound Extension From 0.5 Miles East Of Glenwood Road to Lott Road (SR-217). Base, Pave, And Bridge (Eastbound McCrary Road and Eastbound Collins Creek Tributary); CN; 5/25/2018; \$15,351,485
- 100052812 Construct Bridge on Glenwood Road Over SR-42 (US-98); CN; 9/29/2017; \$5,372,832

We have Six New Members to the Mobile Metropolitan Planning Organization Policy Board

- Mayor Tom Williams; City Satsuma
- Mayor Jimmie Gardner; City of Prichard
- Mayor David Baker; City of Semmes
- Mayor Terry Downey; City of Bayou La Batre
- Mayor William Criswell; Town of Creola
- Mr. Bryan Kegley, PE, (*County Engineer's Office*)

INRIX TRUCK DATA

Origin Zone: For this Project, trips were analyzed that started in or initially passed through any of the Origin Zones.

Middle Filter Zone: For the Project, trips were analyzed that went through any of the Middle Filter Zones after starting in or passing through an Origin Zone and before ending in or passing through a Destination Zone.

Destination Zone: For the Project, trips were analyzed that ended in or passed through any of the Destination Zones after starting in or passing through an Origin Zone and then passing through a Middle Filter Zone.

Locations:

Middle Filter zones:

1. Moffet Road – Between Rolf Ridge and I-65
2. I-65 – Between US 90 and Airport Blvd
3. Rangeline Road – Between Hamilton and I-10
4. Cochrane Bridge
5. I-165 – Between
6. Water Street and Bay Bridge Road

7. Broad St – Between I-10 and Virginia Street

Origin and Destination Zones:

These zones are located on the edges of the study area on the following routes:

1. I-65
2. US 43
3. US 45
4. US 98
5. Airport Blvd
6. I-10 at the State Boarder
7. State Route 188
8. I-10 on the Bay Way

Trip Indices:

The StreetLight Trip Index represents trip activity but does not indicate actual number of trips or vehicles. The values are provided on an index. Personal and Commercial values use different indices. The value is normalized by adjusting the number of trips in the data sample to the actual number of trips on a region around Sacramento CA, as derived from the measurements published by the California Department of Transportation. This allows us to capture monthly and seasonal variation more accurately, even as our sample grows.

Congestion Management Process (CMP)

One of the items that was discussed at the TCC/CAC and the MPO meeting is a reinvention of the Mobile Urban Area CMP. Prior to FY 2017, the Mobile CMP was a thorough process for monitoring congestion, developing improvements, and prioritizing improvements; however, it was inefficient, and ineffective. The current federal transportation funding bill, the FAST ACT, has introduced requirements for performance measures for projects and processes. As a performance measure, projects not being implemented through a Congestion Management Process, is an indicator that it is time to reinvent the process.

Our intention is create a new funding program out of the STP Attributable Funds of \$500,000 (federal) annually for strictly intersection type improvements. These can be new adaptive signals, access management strategies, roundabouts, etc. It has to be additional capacity, as that is what the STP Attributable Funds are for, but the new program would concentrate on intersections. The projects would have to be justified, with performance measures. These performance measures would be included in the project ranking process, and would include a travel time index (free flow / congested speed), a roadway congestion index (capacity index), and a rear-end collisions per mile factor. We have developed this for some corridors and presented them to the TCC/CAC on November 9th with a lot of discussion. The Long Range Transportation Plan *Destination 2040* will have to be modified to account for this new program. The Long Range Transportation Plan (LRTP) has to be fiscally constrained, which means this \$500,000 has to come from somewhere. The LRTP identified a grade separated interchange at Azalea Rd and Airport Blvd. Rather than spending \$14 Million on such a large project that may not be well received with the business owners, we are proposing to use that money in the mean time for smaller intersection type improvements all over the Urban Area.

The Mobile MPO approved for staff to move forward with this, so we will be modifying the LRTP and the TIP, which will require MPO adoption, at the next meeting.

Projects Within Region Let December 2nd, 2016

Mobile County

For constructing the Clearing and Grubbing on CR-656 (Zeigler Boulevard) from the junction of Athey Road to the junction of Forest Hill Drive in Mobile. Length 2.764 mi. The Bracket Estimate on this project is from \$105,386 to \$128,805 .

Baldwin County

For constructing the Resurfacing and Traffic Stripe on SR-3 (US-31) from the junction of SR-16 (US-90) to west of the junction of Spanish Village in Spanish Fort. Length 0.735 mi. The Bracket Estimate on this project is from \$368,617 to \$450,531 .

Escambia County

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

What Congress did and didn't do before wrapping up the 114th session

WASHINGTON (AP) -- Congress wrapped up the 114th session early Saturday, a tumultuous two years marked by the resignation of a House speaker, a fight over a Supreme Court vacancy, bipartisan bills on health care and education and inaction on immigration and

criminal justice. The new Congress will be sworn-in Jan. 3.

What Congress passed or approved:

- A hard-fought budget and debt agreement that provided two years of relief from unpopular automatic budget cuts and extended the government's borrowing cap through next March.
- The end of a 40-year-old ban on crude oil exports.
- A rescue package for financially strapped Puerto Rico, creating an oversight board to supervise some debt restructuring and negotiate with creditors.
- A sweeping biomedical bill that would help drug and medical device companies win swifter government approval of their products, boost disease research and drug-abuse spending and revamp federal mental health programs. It would also include money for preventing and treating abuse of addictive drugs like opioids.
- The first overhaul of the Toxic Substances Control Act since it was approved in 1976.
- A sweeping rewrite of education law, giving states more power to decide how to use the results of federally mandated math and reading tests in evaluating teachers and schools.
- An aviation bill that attempts to close gaps in airport security and shorten screening lines.
- **Five-year, \$305-billion highway legislation to address the nation's aging and congested transportation systems.**
- An extension of a federal loan program that provides low-interest money to the neediest college students.
- The USA Freedom Act, which extends some expiring surveillance provisions of the USA Patriot Act passed after the 9/11 attacks.
- A bipartisan measure that recasts how Medicare reimburses doctors for treating over 50 million elderly people.
- Legislation reviving the federal Export-Import Bank, a small federal agency that makes and guarantees loans to help foreign customers buy U.S. goods.
- \$1.1 billion to combat the threat of the Zika virus.
- Defense legislation rebuffing President Barack Obama's attempts to close the prison at Guantanamo Bay, Cuba, and blocking the Pentagon from starting a new round of military base closings.
- Food labeling legislation that will require most food packages to indicate whether they contain genetically modified ingredients.
- Legislation authorizing hundreds of water projects, including measures to help Flint, Michigan, rid its water of poisonous lead, and to allow more of California's limited water resources to flow to Central Valley farmers hurt by the state's lengthy drought.
- Expanded law enforcement tools to target sex traffickers.
- Legislation that would tighten several security requirements of the visa waiver program, which allows citizens of 38 countries to travel to the U.S. without visas.
- Cybersecurity legislation that would encourage companies to share cyber-threat information with the government.
- A renewal of health care and disability payments to 9/11 first responders who worked in the toxic ruins of the World Trade Center.
- A bill allowing families of Sept. 11 victims to sue Saudi Arabia in U.S. courts for its alleged backing of the attackers, enacted in Obama's first veto override.

Continue [HERE](#)

County Association Releases Infrastructure Improvement Plan: ATRIP-2

Dec 8, 2016 [Leave a comment](#) [News](#)



The Association of County Commissions of Alabama (ACCA) voted last week to support a 3-cent per gallon fuel increase to fund a \$1.2 billion bond issue for local road and bridge projects. The bond issue would cost the average Alabama driver a nickel a day — less than \$1.50 each month.

[Click here for an overview of the plan.](#)

[Click here for the county-by-county revenue generated from a 3-cent bond issue.](#)

ACCA Executive Director Sonny Brasfield said counties need to shift focus and get behind a concrete infrastructure plan before the legislative session begins on Feb. 7.

“We just feel like the only way to push this forward is for county leaders to advocate for a specific plan,” Brasfield said.

Under the plan approved by the ACCA membership today, revenue from the bonds would be divided among counties using the existing gasoline tax formula. While the formula is partially based on population, under this plan, every county would get a minimum of \$10 million. Twenty percent of the money would be spent within municipalities.

The legislation would prohibit the bond money being used for salaries, equipment, or for construction other than road projects. It would also require periodic reporting on the projects. The 3-cent tax increase would expire on the June 30 following the repayment of the bonds.

The new plan would come on the heels of the Alabama Transportation Rehabilitation and Improvement Program, ATRIP, which was launched a few years ago and has allowed cities and counties to undertake hundreds of road and bridge projects.

"Some roads that were not eligible for ATRIP funds would be eligible under the new plan, which is being called ATRIP-2," said Brasfield <http://www.drivealabama.org/news/atrip2/>

Mayor (Columbia, SC): Trump supports tax preference for infrastructure projects

BY NAOMI JAGODA - 12/15/16 06:19 PM EST

President-elect Donald Trump expressed support for the municipal bond tax exemption during a meeting Thursday with the U.S. Conference of Mayors, the mayor of Columbia, S.C., said after the meeting.

"He was clear that his support of the tax exemption was there, and that was wonderful news," said Steve Benjamin (D), who is also second vice president of the U.S. Conference of Mayors.

State and local governments sell municipal bonds to finance infrastructure projects. Investors do not have to pay federal income taxes on the interest on the bonds.

Benjamin, who is also chair of the Municipal Bonds for America Coalition, said that most infrastructure in the United States is financed by municipal bonds, and the tax exemption for the bonds is "sacrosanct" for mayors.

The mayors' meeting with Trump comes as the president-elect has made infrastructure investment and tax reform two of his top priorities.

Trump has said he wants to spend \$1 trillion on infrastructure. A white paper published during the campaign said that the infrastructure would be financed by tax credits to private investors.

The municipal bond tax exemption is one of the most expensive tax preferences in the tax code, so limiting or eliminating it often comes up in tax-reform discussions. Trump's tax plan and the House Republicans' tax plans do not explicitly mention the bonds, but the House GOP plan would eliminate unspecified "special-interest provisions."

Benjamin said that Trump has "innovative and creative ideas" on infrastructure.

Rep. Randy Hultgren (R-Ill.), who launched a municipal finance caucus earlier this year, tweeted that Trump's support for the municipal bond tax exemption is "great news for our municipalities and infrastructure projects." [HERE](#)

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

Funding Opportunities

FHWA Soliciting INVEST Implementation Projects - Round 3

The Federal Highway Administration (FHWA) is pleased to announce an applied research funding opportunity for transportation agencies to use the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to evaluate the sustainability of their projects and programs, identify areas for improvement, analyze options for improving sustainability, and document results.

The funding opportunity is available to State Departments of Transportation (DOTs), metropolitan planning organizations (MPOs), and Federal land management agencies (FLMAs). Funding levels for applied research projects may vary depending on the depth and extent of analysis proposed as well as the potential benefit to FHWA and the recipient. FHWA anticipates making approximately four to six awards.

Agencies that would like to apply should send letters of interest to Robert Hyman (Robert.hyman@dot.gov) and their corresponding FHWA Division Office by January 5, 2017. For more information about eligibility and funding, please visit: www.sustainablehighways.org.

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
1. 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.

DOT seeks proposals for Beyond Traffic Innovation Centers

Posted by Secretary of Transportation Anthony Foxx

Our release of the draft [Beyond Traffic](#) report in early 2015 launched a national conversation around the critical challenges that our country's transportation system will face over the next 30 years. Our educational institutions are critical to helping us solve these challenges, and today, building on that conversation, I am announcing a call for applications for entities who want to join this effort as officially designated U.S. DOT Beyond Traffic Innovation Centers.



[Continue Reading DOT seeks proposals](#)

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

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

Don't Mess With the Big Guy....

Santa Claus is real. His sled is real. His reindeer are real. However, so is PETA. PETA is suing Santa Claus and North Pole Industries over use of Santa's reindeer given the federal regulations concerning breaks. The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) issued federal regulations designed to improve safety for the motoring public by reducing truck driver fatigue that took full effect July 1, 2013.

"Safety is our highest priority," said U.S. Transportation Secretary Fox, "and that includes reindeer pulling a sled". Santa's rigorous schedule of a "one night delivery" all over the entire planet, using the same reindeer without a break, is deemed as not being ethical to those animals.

"It does not matter to PETA that *we the reindeer*, don't get fatigued. This is our one night to shine, especially Rudolph" said Prancer. "As a matter of fact, does it not occur to PETA that we are magical reindeer? I mean, I'm talking to you now. Have you ever heard a reindeer talk? I know 835 different languages!!!!" Prancer continued with disgust offering that PETA and the Federal Motor Carrier Safety Administration should mind their own business.

Because of the current events, there is talk that Santa may have to upgrade his sled. **Airbus**, the leading aircraft manufacturer located in Mobile, AL, has offered the below spec ideas for an upgrade, but to this point Santa has been tight lipped about any upgrades. During the PETA announcement, it was noted that Santa produced the Naughty List, and noted remarks on the list....





In the News

A New Rule to Help Transportation Planning Take Place on a Regional Scale

Posted by Bob Buckhorn, Mayor of the City of Tampa

Moving people and goods through our urban cores is critical for a thriving metropolitan area. As the Mayor in the I-4 corridor, a major economic driver of the South, we have struggled to plan our transportation systems as a region. We have too often been operating within a county or city instead of planning as a region that feeds in and out of several different job centers, entertainment districts and the like.

Transportation planning needs to take place at a regional scale – because in today’s America, so many people may live in one city or town but travel to another to work, to go to school, or to take advantage of other opportunities. People do not consider county or city boundaries as they head to work or drop their kids off at school. We need a planning process that is prepared to address the transportation challenges within and between these areas, and that supports efforts to spur economic growth that benefits all Americans.

But in some places that everyone would regard as a single metropolitan area, metropolitan growth has meant that planning has become fractured among more than one Metropolitan Planning Organization (MPOs) – the bodies designated to work with the State and local governments to plan future federal transportation investments at the metropolitan level.

Today, USDOT is announcing a final rule aimed at ensuring that regional planning truly takes place on regional scale. The rule, issued jointly by FHWA and FTA, aligns practice with the statutory definition of “Metropolitan Planning Area” (MPA) and requires that MPO planning takes place at this regional level – encompassing the entire Urbanized area (UZA) and the surrounding area forecast to become urbanized in the next 20 years.

Most MPOs are already using this broader, more holistic approach to regional planning. This rule impacts the final third and pushes them to consider the resources, goals and investment decisions that impact their entire region. USDOT received extensive feedback on this rule, and made some important changes that will both achieve the objective of improving regional planning, and give MPOs more time and additional flexibility to make the needed changes.

In some regions, adjoining MPOs will be able to simply adjust their boundaries in order to align with MPA boundaries. In others, MPOs may choose to merge. Some MPAs may be so large and complex that the Governors and MPO leadership can choose to remain separate and coordinate the release of unified transportation improvement and long range transportation plans.

In response to the many comments received on the rule, DOT made two significant changes to ease the transition for the affected MPOs. Areas that choose to maintain separate MPOs in a single MPA may petition USDOT to continue to produce separate planning products. And the rule won’t go into effect until two years after new urbanized area boundaries are drawn following the 2020 census, giving regions until about 2024 to bring their boundaries into alignment and make other changes required by the rule.

This rule will help improve regional planning, by giving MPOs the incentive and a structure to work together to make the planning process more efficient and effective even as they grow. It will also make the public participation process simpler and more straightforward, so that people better understand when and where they can engage in the transportation decision-making process. Most Americans now live in metropolitan areas that need coordinated planning in order to effectively allocate limited transportation funding and deliver opportunities to all residents -- and that growth is projected to continue.

Connecting our assets, moving people and goods through our regions seamlessly, is critical to economic prosperity and improving quality of life for Americans. This rule will produce better decisions that consider the needs of the entire region and support transportation investments that spur economic growth and benefits all Americans.

FRA offers Congress an update on Gulf Coast Working Group’s Report to Restore Passenger Rail to the Gulf Coast.

FRA delivered the second status update letter to Congress on Wednesday, Dec. 14. The letter was addressed to Senator Wicker and copies were also sent to Representatives DeFazio and Shuster and Senators Nelson and Thune. The final report will include a preferred option for restoring service; the reasons for selecting that option; a prioritized inventory of capital projects; the infrastructure, costs, and benefits associated with restoration of service; and potential funding sources; as well as any other related information. The report is scheduled to be completed in spring of 2017. To see letter, click [HERE](#)

Gulf Shores using windfall to pay off debt

BY JOHN MULLEN johnm@gulfcoastmedia.com

GULF SHORES, AL — The city is using several financial windfalls from 2015 for an early payoff a loan for some capital improvements in 2014.

Some of the money were from increased revenues, one was a BP legal funds payout from the Alabama Attorney General's office and another source was the payoff from Pelican Place Shopping center.

In other recent action the council OK'd spending of \$861,000 for design and engineering for Phase 1B and Phase 2 of the Beach Revitalization Project, approved a planned unit development on County Road 6.

Several tax streams are up from 2015 collections due to increased revenue, primarily tourism related, Financial Director Cindy King said. Among increases in sales taxes, lodging taxes and business license fees, there was a total of just more than \$1 million in increases.

The building boom that started in 2015 generated an extra \$272,565 of revenue. That is expected to increase again as the boom blossomed in 2016 with 178 single family building permits issued through September.

This is in addition to a 78-unit condominium project, Abaco, going up on West Beach and a hotel planned on the north side of the road in East Beach.

One-time settlements for BP legal funds held by the state AG's office of \$271,582 and \$1,031,546 for the Pelican Place payoff were also received. The combination of increased revenues during 2015 and one-time settlements total \$2.6 million giving the city the ability to pay off debt early.

The loan being paid off helped pay for two fire trucks, two brush trucks, two bucket trucks, paving the Cultural Center Parking lots, Bodenhamer and Sims Park improvements and street resurfacing, among other projects.

On the new subdivision, the city authorized the reactivation of the Colonial Traditions planned unit development on the northwest corner of the intersection of Alabama 59 and County Road 6. The development received preliminary approvals for a potential of 1,208 homes and multi-family units on 178-acre former site of Woodlands Golf Course.

The city asked for improvements to the intersection of Alabama 59 and County Road 6 and the developer agreed make three modifications.

Continue [HERE](#)

Run, Run Rudolph! If weather conditions make flying impossible, 4.2 million miles of U.S. roads will get Rudolph there



WAVE Transit Christmas 2016 & New Year's 2017 Holiday Schedule

December 08, 2016

The Wave Transit System will operate Reduced Service on:

Christmas Eve - Saturday, December 24, 2016

New Year's Eve - Saturday, December 31, 2016

There will be NO Service on Monday, December 26, 2016.
Regular service will resume on Tuesday, December 27, 2016.

Final Trips on December 24 and December 31, 2016
GM&O - Last trip will leave GM&O Building at 6:00p.m.
Bel Air Mall - Last trip will leave The Shoppes at Bel Air at 6:10p.m.
Prichard Hub - Last trip will leave at 6:15p.m. going to Atlanta Bread.

There will be NO Service on Monday, January 2, 2017.

Regular service will resume on Tuesday, January 3, 2017.

For additional information call 251-344-6600 or visit www.thewavetransit.com
- See more at: <http://www.cityofmobile.org/news.php?view=full&news=2705#sthash.pi1JKHxZ.dpuf>

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vueworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information
- Location is automatically collected in GIS

Transportation Research

NEW FHWA COURSE

A new FHWA course, [Performance-Based Planning and Programming](#), is now available through the National Highway Institute (NHI).

This two-day instructor-led course, FHWA-NHI-138007, familiarizes transportation agencies with the key elements of a performance-based planning and programming (PBPP) framework; how PBPP supports Transportation Performance Management (TPM); and how both PBPP and TPM relate to the requirements for transportation planning and transportation performance.

The course is recommended for transportation professionals at State Departments of Transportation (DOT), metropolitan planning organizations (MPOs), regional planning organizations (RPOs), transit agencies and the U.S. Department of Transportation (USDOT) who are responsible for developing and implementing performance-based plans and programs and those who are responsible for integrating and linking related requirements. Participants should have knowledge of the planning process and the collaboration needed for it.

To host a course or sign up for upcoming session alerts, please visit the NHI site.

You can learn more about other TPM-related courses in development at the FHWA TPM web site; to learn more about PBPP, please visit the FHWA Planning web site.

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](#)

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.