



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 17, 2016

Volume 18, Number 12

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South Alabama Regional  
Planning Commission

**WE HAVE MORE MONEY...** June 3<sup>rd</sup> was the deadline for 2016 TAP and FTA 5310 URBAN. We have announced a second round for both Urban funding sources, deadline is July 1<sup>st</sup> for TAP and July 15<sup>th</sup> for 5310, AND **ALDOT FTA 5310 Funding is announced** (Please see *Funding Opportunities*). **MPO and TCC/CAC Meetings announced**; please see MPO updates. I-22 north of B'ham is open... (please see *In The News*). This week's *Just For Fun*, is a great Dad Joke... Happy Father's Day to all dads and **Have a great weekend!**

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



[www.mobilempo.org](http://www.mobilempo.org) check us out on FACEBOOK

## Mobile MPO Updates

### MPO MEETING JULY 13<sup>th</sup> : TCC/CAC MEETING JUNE 29<sup>TH</sup>

There will be a Technical Coordinating / Citizens Advisory Committee Meeting on June 29<sup>th</sup>, and a MPO Policy Board Meeting on July 13<sup>th</sup>; please plan on attending. There are several items on the agenda, including bridge work on I-65 at Cottage Hill Rd, adopting FY 2017 UPWP, and recent TAP And FTA 5310 awards. The UPWP will have some slight changes since it was reviewed at the last MPO and TCC/CAC meeting. We have included a line item to purchase truck Origin-Destination data from Inrix. This will be extremely useful in our travel demand forecast model, and corridor studies.

### FTA 5310 FUNDING

The Mobile MPO is the Designated Recipient of the FTA 5310 Urban Area funding. Available this fiscal year was \$110,042 (federal) for operating and \$387,964 (federal) for capital. We had \$342,500 applied for operating, although we only had available \$110,042. We only had \$32,000 applied for capital, which leaves a balance of almost \$356,000 available this year! Please see *Funding Opportunities* below if you are interested in FTA 5310 URBAN capital as we have announced a second round of funding. The deadline is the same deadline as ALDOT's 5310 application, July 15<sup>th</sup>, please see *Funding Opportunities*. Congratulations to the applicants that were awarded operating funds; Independent Living Center, City of Satsuma, and the Mobile ARC.

### TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING

The Mobile MPO is also the Designated Recipient of Urban Area TAP funds. We had available this fiscal year \$551,000 (federal) and the deadline was June 3<sup>rd</sup> with two applications submitted and awarded. Congratulations to Mobile County for their ADA Compliance TAP Project, and the City of Mobile for Sidewalks along Bit and Spur form Old Shell Rd to University Blvd. Having only two applications submitted leaves a balance of \$192,095 (federal). We are opening a second round of funding for that amount, and all 9 local governments are eligible to apply. The deadline is July 1<sup>st</sup>, please see *Funding Opportunities*.

### MPO FUNDING

The Mobile MPO apportionment was increased with the passing of the new FAST ACT Transportation Funding Bill. The per capita amount was \$6.8 Million per year under the bill MAP-21. That has been increased to \$7.1 million per year, which equates to being able to program almost \$9 million per year once the 20% local match is included. Our Attributable funding schedule has been moved around a bit; however, even though we had an increase in potential funding, we are still negative in terms of budgeting projects in year 2020 and 2021.

### ADA TRANSITION PLANS

The FHWA has required that every city and county in the state have an ADA Transition Plan, and Urban Areas will have a one year deadline (July 20<sup>th</sup>, 2016). Each City in the Mobile MPO Study Area and Mobile County now has an appointed ADA Coordinator which creates a nine member ADA Subcommittee of the MPO.

The inventory is complete for all urban local governments within the Mobile MPO, and each City and Mobile County should have their draft ADA Transition Plan for Public ROW. We need these adopted by each local government, with public comment, ASAP. If you have not scheduled a public meeting to obtain public input, please do so as soon as you can. The City of Mobile had their public meeting this week, and it was well attended. The City of Satsuma's is July 21<sup>st</sup>, and Mobile County's is June 30<sup>th</sup>. The deadline for Mobile County and the cities within the Mobile MPO to have an adopted ADA Transition Plan for public ROW, is this July. If you have any questions, please call Kevin Harrison.

## RPO Updates

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Earlier in the month, SARPC hosted an Americans With Disabilities Act (ADA) Workshop. As you may be aware, the Federal Highway Administration has ramped up enforcement of ADA laws as they pertain to federal funding for road, bridge, sidewalks, and the like. Many of our member governments have been coming to us with ADA questions. There was a lot of good discussion that helped clear up what is expected in order to receive federal funding. One of the speakers was Mr. Graham Sisson, the Executive Director of GOOD, (Governor's Office on Disability). He will be speaking on the city/county responsibilities of municipal/county buildings, properties, etc. There were presentations on the ADA requirements of public ROW (sidewalks) and vertical, or buildings side of it as well.

## Projects Within Region Let June 24<sup>th</sup>, 2016

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### **Mobile County**

For constructing the Bridge Replacement and Approaches on CR-63 (Wilmer-Georgetown Road) over Big Creek north of Wilmer. Length 0.672 mi. The Bracket Estimate on this project is from \$3,063,774 to \$3,744,613.

For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the junction of Stimpson Lane to the intersection of SR-16 (US-90/Broad Street) in Mobile. Length 4.749 mi. The Bracket Estimate on this project is from \$1,724,649 to \$2,107,905.

### **Baldwin County**

There are no projects at this time.

### **Escambia County**

There are no projects at this time.

[What's Under Construction?](#)

## Legislative Updates

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### [FHWA Final Planning Rule Webinar Recording](#)

Earlier this week, FHWA and FTA held the first webinar on the Planning Final Rule. The webinar went over changes in the rule and important dates for implementation. Included with the recording are the questions and answers from the over 400 participants on the webinar. As a reminder, another [webinar](#) on the rule is scheduled for July 13.

### [STIP State of the Practice Review](#)

This FHWA report examines the state of the practice in the development and use of Statewide Transportation Improvement Programs (STIPs). The report focuses on 14 STIP's of varying styles and techniques and provides examples of STIP practices in addition to summarizing potential future advancements. It also includes a discussion of three general descriptive models for understanding how state DOTs develop and use STIPs. While the general audience of the report is state DOT staff, transportation planners at all levels will find the research relevant.

### **Foxx: Transportation can divide as much as unite**

[Brian Lyman](#), Montgomery Advertiser



Growing up in a neighborhood in Charlotte, North Carolina, Anthony Foxx saw two interstate highways converge around his neighborhood, cutting it off from surrounding communities like a wall.

The impact, Foxx said at Alabama State University on Tuesday, was immediate. Residents couldn't get pizza delivered. Corner stores could no longer operate because "there were no corners."

"People in my community when the decision was made were not invisible," Foxx said. "It's just at a certain stage, the leadership in my community didn't pay attention to their voices."

Foxx — who later became mayor of Charlotte and is now the U.S. Secretary of Transportation — said the story should remind communities and transportation firms that the same roads that can pull the country closer can also cut communities off and limit individuals' access to jobs, health care and opportunities.

"The fabric that has been bequeathed to us has partly been infested with the ideas of the past," Foxx said in a 40-minute speech at the John Garrick Hardy Student Center. "In order for the 21st century where everybody has a shot, our transportation system needs to reflect that."

Foxx spoke at an ASU program highlighting Montgomery, the civil rights movement and transportation. The Montgomery Bus Boycott, which began 60 years last December, proved a catalyst for civil rights action in the country. The program included a scheduled discussion of the boycott between attorney Fred Gray, who represented Rosa Parks and the Rev. Martin Luther King Jr. during the boycott, and ASU President Gwendolyn Boyd.

The Secretary noted the Interstate Highway System — construction on the project began during the boycott — had been an economic success, returning about \$6 for every \$1 spent. But Foxx also said that many of the decisions on routing the highways came before the 1965 Voting Rights Act, depriving many of those in affected communities — predominantly low-income and minority — of a voice as the highways threatened their homes. Continue [HERE](#)

## Funding Opportunities

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### 2016 Transportation Alternatives Program (TAP) Grant Announcement - due July 1<sup>st</sup> at noon

We only had 2 applications turned in last Friday for TAP. We have \$192,095 (federal) available for FY 2016. We have announced a “*call for projects*” OPEN TO ALL 9 ELIGIBLE APPLICANTS. Those that applied for the first round that was due June 3<sup>rd</sup>, are eligible to apply for this money as well. One project will be selected.

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The Mobile Metropolitan Planning Organization (MPO) as the recipient of Urban Transportation Alternatives Program (TAP) funding, is announcing the availability of the FY 2016 TAP funding. The maximum amount that can be applied for with Mobile Urbanized TAP funds is \$192,095 (federal) and the minimum match is 20% **only cities and counties that are members of the Mobile MPO may apply.**

New this round of funding is that estimates for the application’s budget must be developed by a professional engineer registered in the State of Alabama.

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

**Ten (10) copies of the application are due no later than 12:00 p.m., Friday, July 1<sup>st</sup>, 2016.** Applications (paper only) are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) at:

SARPC  
110 Beaugard Street, Suite 207  
Mobile, AL 36602

You can pick up an application at our offices, or we can mail you the application and guidelines. Electronic versions of the applications are available online at [www.mobilempo.org](http://www.mobilempo.org). Click the Mobile MPO tab, then the Transportation Alternatives tab.

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### ALDOT’s Rural FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Funding

due July 15<sup>th</sup>

ALDOT has announced the annual grant application for federal assistance provided through the Federal Transit Administration (FTA) for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. The “Vehicle Inventory Form” is provided in the application in Microsoft Word, but is upon request also available electronically in Excel. Applications are turned into to the South Alabama Regional Planning Commission (SARPC) by July 15<sup>th</sup>, as SARPC must endorse the application.

Please note that the one-year sit out rule is waived for this grant application cycle.

All projects funded through Section 5310 must be derived from locally developed, coordinated public transit-human services transportation planning process. ALDOT has designated the 12 Regional Planning Councils to coordinate transportation services in their regions.

Please read the application in its entirety before starting to complete it. Immediate attention must be given to the public hearing requirements, authorizing resolution, and the required Planning Council endorsement (contact information is located in Appendix A).

ALDOT mailed the applications, and it will soon be available on the ALDOT web page. You can contact Kevin Harrison for ALDOT’s application for FTA 5310 Rural at [kharrison@sarpc.org](mailto:kharrison@sarpc.org).

Completed *ALDOT grant applications* must be submitted to the South Alabama Regional Planning Commission by **noon on July 15<sup>th</sup>, 2016**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

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### Mobile MPO Urban FTA 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) Funding

due July 15<sup>th</sup>

The Mobile MPO regular round of FTA 5310 Urban funding for FY 2016 was due June 3<sup>rd</sup>. Of the available \$110,000 of operating, we have \$342,000 applied for; *there are no more operating funds available* this FY. However, of the \$387,000 available for capital, we still have \$350,000 available. We have announced another round of CAPITAL ONLY funding due July 15<sup>th</sup> at noon.

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The Mobile Metropolitan Planning Organization (MPO) is the Designated Recipient for Federal Transit Administration (FTA) 5310 *Urban Area Funding* for the Mobile Urban Area. Our funding under the FAST ACT has been increased to \$314,000 annually.

The South Alabama Regional Planning Commission (SARPC) is now accepting Applications for funding consideration through the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. FTA provides funding for transit related services that assist the Mobile Urban Area's population of seniors & individuals with disabilities.

The application package provides specific eligibility requirements, match requirements, and eligible activities. The application and program management plan can be found at <http://www.mobilempo.org/5310.html>. (web site says June 3<sup>rd</sup>, but applications are due July 15<sup>th</sup>)

Completed grant applications must be submitted to the South Alabama Regional Planning Commission by **noon on July 15<sup>th</sup>, 2016**. Applications received after the established deadline will be returned. **Postmarked submissions will not be accepted.**

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### **EDA releases FY 2016 Public Works and Economic Adjustment Assistance Funding Opportunity, announces new grant process to stream application process**

EDA recently released the Federal Funding Opportunity (FFO) notice announcing the availability of funding through the Public Works and Economic Adjustment Assistance Programs. The Public Works program is designed to provide funding for design, construction, or renovation of critical public infrastructure needed to create or retain jobs in a locality. The Economic Adjustment Assistance Program provides resources for both design, construction and renovation as well as technical assistance to support long-term job creation/retention in cases of sudden and severe economic events.

This funding solicitation also announced that EDA is moving towards a two-step application process where applicants can submit a proposal at any time to determine alignment with EDA priorities before submitting a full application. This means there are **no longer any quarterly deadlines for the Public Works and Economic Adjustment Assistance Programs**. Applicants are strongly encouraged to contact EDA's state representative to develop their project and EDA application. To learn more about EDA's grant programs and opportunities, please feel free to contact Diane Burnett at [dburnett@sarpc.org](mailto:dburnett@sarpc.org).

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### **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](#)

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## **Just For Fun**

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**People will protest anything these days.....**



I've seen these protest signs for years.  
Honestly, I don't  
think they're working.

## In the News

### Should eastbound I-10 on-ramp at Water Street be closed? ALDOT taking comments



By Lawrence Specker | [lspecker@al.com](mailto:lspecker@al.com)

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

on June 14, 2016 at 6:42 PM, updated June 14, 2016 at 7:08 PM

The corkscrew that takes drivers from Water Street onto eastbound I-10 and into the Wallace Tunnel may be the least-loved interstate on-ramp in Mobile, and on Tuesday evening the public got its first formal look at a proposal to close it.

The Alabama Department of Transportation held a public comment session Tuesday to lay out the plan, which it has said could be implemented in time for the next summer travel season. ALDOT officials didn't make a formal presentation as such, during the session in a conference room at the International Trade Center, opting instead to engage interested citizens one-on-one.

Currently, eastbound drivers starting at the foot of Government Street take a single lane that curves sharply to the right, ending with a merge onto I-10 in the middle of a turn taking interstate traffic into the tunnel. The new concept would close that on-ramp completely, though not demolish it.



In this ALDOT illustration, the red arc shows the current on-ramp from Water Street to eastbound I-10, which would be closed. The hook-shaped blue line shows the suggested path of tunnel traffic along Claiborne Street to Texas Street, where it would turn back toward downtown and merge onto I-10 using a straight ramp. (Courtesy of ALDOT)

Instead, drivers would stay at ground level, taking two lanes of Water Street under the interstate and past the cruise terminal, curving around the bend onto Canal Street and back under I-10. At the intersection with Claiborne, drivers would turn left and follow Claiborne along two existing lanes all the way down to Texas Street, a run uninterrupted by lights, stop signs or cross traffic. The Texas-Claiborne intersection will be reconfigured so that drivers coming down Claiborne can turn left without crossing Texas Street traffic, looping under the interstate to come up a long, straight on-ramp on the other side. More [HERE](#).

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## Sneak Peek: Completed I-22 interchange will open Monday June 20 with ribbon cutting (Corridor X)

By Joe Songer | [jsonger@al.com](mailto:jsonger@al.com)

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

on June 15, 2016 at 3:40 PM, updated June 15, 2016 at 5:08 PM



[PICS HERE](#)

The I-22 interchange at I-65 between Fultondale and Birmingham is completed and will open to motorists on June 20, 2016.

I was given a sneak peek today to take photos from the highest ramps and fly-overs by ALDOT this morning. The photo gallery above shows views from the interchange not previously seen.

ALDOT sent this information about the ribbon cutting and opening of the interchange.

The ribbon cutting will take place on I-22 just west of the completed interchange at 10 a.m. June 20, 2016. The I-65 interchange is not officially open to public traffic until immediately following the ribbon cutting.

Governor Robert Bentley will join elected officials from around the region in cutting the ribbon and officially opening the I-22 interchange at I-65. Formerly referred to as Corridor X, it is a connector between Birmingham and Memphis and it was officially designated I-22 in 2004.

In Alabama, I-22 spans from the Mississippi state line to I-65, just north of downtown Birmingham, and is 98 miles in length. It connects Marion, Walker and Jefferson counties and cost slightly more than \$1 billion to build. The first project was let to contract in 1984 and it has taken 32 years to complete. According to the Alabama Department of Transportation, the road goes through some of the toughest terrain the state agency has constructed an Interstate Highway through.

In the 1930s, Corridor X was included in the Interstate and Defense Highway plans. Interest in the roadway waned but was revived in 1965. It was included in 1978 to the Appalachian Development Highway Program and construction began in 1984. Acquisition of 1,164 tracts of property for right-of-way cost more than \$87 million over a 25-year period.

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## Are Jones Act ships really 'made in the USA'? Well, sort of

By Bryan Riley, contributor

The Merchant Marine Act of 1920 (aka the Jones Act) requires ships transporting goods within the United States to be U.S.-built, U.S.-owned and at least 75 percent U.S.-crewed. According to the American Maritime Partnership, "The Jones Act ensures a strong and vibrant maritime industry, which helps ensure the United States maintains its expertise in shipbuilding and waterborne transportation."

It's a good sound bite. But in reality, U.S. companies that assemble oceangoing vessels rely heavily on foreign parts, foreign investment and foreign shipbuilding expertise. According to Michael Hansen, president of the Hawaii Shippers Council, "The only thing American about an oceangoing ship assembled in the U.S. today is the extraordinarily high price; foreign shipyards provide the design, main engines and other equipment."

That holds for all three companies that assemble oceangoing commercial ships in the United States: General Dynamics NASSCO, Philly Shipyard and VT Halter.

### General Dynamics NASSCO

According to NASSCO's website, "For its commercial work, NASSCO partners with South Korean shipbuilding power, DSME (Daewoo Shipbuilding & Marine Engineering), for access to state-of-the-art ship design and shipbuilding technologies."

When it announced plans to assemble five fuel efficient "ECO" tankers, NASSCO reported: "The ships will be designed by DSEC, a subsidiary of Daewoo Shipbuilding & Marine Engineering (DSME) of Busan, South Korea."

### Philly Shipyard

Philly Shipyard, formerly known as Aker Philadelphia Shipyard, is a subsidiary of Norway's Aker ASA, which is traded on the Oslo stock exchange. According to the company website, "Since delivering its first vessel in 2003, Philly Shipyard has delivered more than 50% of all Jones Act ocean-going merchant ships including containerships, product tankers, and large crude oil tankers." The shipyard was founded as Kvaerner Philadelphia Shipyard in 1997 with \$429 million in taxpayer subsidies.

Most Philly Shipyard oceangoing vessels are designed in Korea. In 2004, the company signed a contract with Hyundai Mipo Dockyards (HMD) for 10 tankers. According to a company executive, "They gave us the design; they gave us the computer model; they gave us all of the drawings."

More recently, the company based its 2015 Eagle Bay and 2014 Liberty Bay tankers on a Samsung Heavy Industries design.

Continue [HERE](#)

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[Foot Traffic Ahead: 2016 Report](#) (Not one city in Alabama is mentioned, go figure)

Smart Growth America released a new report this week that studied 619 regionally significant, walkable urban places in the 30 largest U.S. metro areas. The research discusses how the metro areas with the highest levels of walkable urbanism are also the most educated, wealthy, and socially equitable. The report lists the top 30 walkable urban places and features a discussion of forward-looking indicators to predict how walkable their future might be.

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## Transportation Research

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

by Carrie Kissel

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

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

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

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### **Pursuing Equity in Pedestrian and Bicycle Planning**

FHWA released a new [report](#) for transportation practitioners and decision-makers on considering equity in transportation planning. The paper defines equity in the bike and pedestrian program context, highlights recent research, and shares best practices and resources for fixing inequity.

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### **2015 American Community Survey Release Schedule Announced**

The U.S. Census Bureau has announced it will release the [2015 one-year American Community Survey \(ACS\) census data](#) on September 15 and the 2011-2015 five-year estimates on December 8. Census will release supplemental materials on July 21 with the 2014 ACS 1-Year Supplemental Estimates and 2010-2014 ACS 5-Year Replicate Estimates. The supplemental estimates will consist of 58 detailed tables and will be released on American FactFinder (AFF) and the application program interface (API). The replicate estimates will consist of the original estimate and the 80 replicate estimates for 107 tables and will be released on the FTP site with links available on AFF.

[See the Future of Transportation](#)