



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 12<sup>th</sup>, 2020

Volume 34, Number 10

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## Contact Us

<http://www.mobilempo.org>  
[transportation@sarpc.org](mailto:transportation@sarpc.org)

Kevin Harrison, PTP  
Director of  
Transportation  
[kharrison@sarpc.org](mailto:kharrison@sarpc.org)

Tom Piper  
Senior Transportation  
Planner  
[tpiper@sarpc.org](mailto:tpiper@sarpc.org)

Monica Williamson  
Transportation  
Planner  
[mwilliamson@sarpc.org](mailto:mwilliamson@sarpc.org)

Anthony Johnson  
Transportation  
Planner  
[ajohnson@sarpc.org](mailto:ajohnson@sarpc.org)

South Alabama  
Regional Planning  
Commission  
110 Beauregard St  
Mobile, Alabama  
36602  
(251) 433-6541

ALDOT has announced the [FTA 5310 Elderly and Individuals with Disabilities call for projects](#); and the USDOT has grant funding for rail, see [Funding Opportunities](#). In [Legislative Updates](#), there is a push to speed up infrastructure projects and The DOT is building spaceports? [In The News](#). This week's [Just For Fun - Beep Beep!](#)

The SARPC staff is currently working remotely. Our phones, emails, are seamless and if you need us we are here.

Check out [ALGO Traffic](#) before you travel!

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

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

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

## Mobile MPO Updates

### Mobile MPO Policy Committee Meeting Held

The Mobile Metropolitan Planning Organization (MPO) met virtually using GOTO Meeting on Wednesday, April 23<sup>rd</sup>, 2020. This was the first time a Mobile MPO meeting was conducted in this manner, and was executed without any problems. There were test meetings to make sure our MPO members were familiar with the technology. It ended up being a largely attended meeting that included the press, and members of the public attending online. Items on the agenda included the adoption of the Long Range Transportation Plan. The Plan is required to be adopted every 5 years, and the deadline was March of 2020 for this plan. The March 25<sup>th</sup> meeting was postponed until the April 22 meeting due to the COVID -19 virus.

The LRTP is multimodal in scope, and is based on public input, and a travel demand forecast model. In 2019, an online survey was conducted with almost 150 respondents. Questions ranged from where is the worst congestion, what roads need improvements, problems with the transit systems, etc. There were a lot of comments about the I-10 Mobile River Bridge and the potential for tolls. Prior to the online survey, staff also conducted a South Alabama Freight Forum, which was an opportunity to hear from large manufacturers and trucking companies, to find out what the top issues are concerning the movement of freight in South Alabama. The Bicycle / Pedestrian plan was updated, and the public transit section was authored by the Wave Transit, less the Demand Response Transit Study currently being conducted (see below).

More information on the new plan can be found at <https://www.envision2045.org/>

The Appropriations Act of 2020 provided the Mobile MPO with \$564,549 (fed). These funds were introduced to the MPO during the MPO meeting, and will be discussed at the next TCC/CAC subcommittee meeting. It could be added to the pot to fund future shortfalls, or could be allocated to a specific project; the committee will decide.

### The MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY

SARPC staff is continuing to meet (virtually) with Via, and Goodwyn, Mills, and Cawood, for the feasibility study. The current health crisis has affected the potential outcome of the study. The intent of the study was to find potential local sponsors to match federal funds to create a transit system to operate throughout Mobile County to connect with WAVE Transit. The sponsors would have provided assistance through subscriptions or contracts for commuter trips. The current price of gasoline, and the threat of contracting virus on buses, may put a strain on ridership of a new system. However, there are still people in need of transportation, and there is some thought that regardless of the price of gasoline, there will be an increased number of distressed people due to the economy, that will need transportation. This may be the perfect time to consider transportation throughout Mobile County.

Please review the Tasks 1, 2 and 3 that are underway [HERE](#).

### [FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM \(TIP\) NOW ONLINE](#)

The TIP represents a four year program (2020-2023) 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. 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 [HERE](#).

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## Recent Scheduling Changes This Week for Mobile

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

Project : 100071558 Federal aid number : STPMB 0042 County : MOBILE Scope : PE  
Project Description : CORRIDOR AND I-65 INTERCHANGE MODIFICATION STUDY ALONG SR-42 (US-98/MOFFATT ROAD) FROM WOLF RIDGE ROAD TO SPRINGHILL AVENUE  
Urban Area : 067 MOBILE  
Target Start Date : 10/1/2022  
Engineers Estimate : \$625,000.00

Project : 100071557 Federal aid number : STPMB 4920 County : MOBILE Scope : CN  
Project Description : INTERSECTION IMPROVEMENTS ALONG UNIVERSITY BOULEVARD FROM OLD SHELL ROAD TO USA DRIVE AND ALONG OLD SHELL ROAD FROM MITCHELL CENTER DRIVE TO UNIVERSITY BOULEVARD  
Urban Area : 067 MOBILE  
Target Start Date : 11/5/2021  
Engineers Estimate : \$625,000.00

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## South Alabama RPO Updates

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### USDA Unveils Tool to Help Rural Communities Address the COVID-19 Pandemic

U.S. Secretary of Agriculture Sonny Perdue unveiled a one-stop-shop of federal programs that can be used by rural communities, organizations and individuals impacted by the COVID-19 pandemic. [The COVID-19 Federal Rural Resource Guide](#) is a first-of-its-kind resource for rural leaders looking for federal funding and partnership opportunities to help address this pandemic. Secretary Perdue announced, "This resource guide will help our rural leaders, whether they are in agriculture, education, health care or any other leadership capacity, understand what federal assistance is available for their communities during this unprecedented time."

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### **HSCTP Public Meeting Postponed**

In consideration of health concerns of participants regarding COVID-19, the South Alabama Regional Planning Commission postponed the Human Services Coordinated Transportation Plan Public Meeting that was scheduled for Wednesday, March 18<sup>th</sup> at the GM&O Building. The meeting will be rescheduled at a later date. We welcome your comments and questions regarding the plan. If you wish, you may contact us via email at [transportation@sarpc.org](mailto:transportation@sarpc.org) or by phone at (251) 433 6541.

As part of this effort we are surveying transit providers, riders, and other stakeholders in our region. Please take a moment to answer the following questions and email them back to us.

Your participation is greatly appreciated.

Name of your Organization:  
Does your organization operate a transit vehicle? If so,  
How many vehicles?  
How many seats per vehicle?  
What is/are the funding sources for your vehicle(s)?  
What is your service area?  
Do you use or need transit services to get around? If so, which one(s)?  
What unmet needs are there in your area?  
Things like later hours, rural areas where transit service is needed but isn't available, etc.?  
Do you have any suggestions as to how these needs could be met?  
Will you be applying for 5310 funding? If so, what will you be applying for?

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## Projects in Region Let June 26<sup>th</sup>, 2020

### MOBILE COUNTY

None at this time

### BALDWIN COUNTY

None at this time

None at this time

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

## Legislative Updates

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*The Senate is in session. The House is out until further notice due to coronavirus concerns.*

### **Committee Republican Leaders' Statement on Chairman DeFazio's Surface Transportation Bill**

Committee on Transportation and Infrastructure Ranking Member Sam Graves (R-MO), Subcommittee on Highways and Transit Ranking Member Rodney Davis (R-IL), and Subcommittee on Railroads, Pipelines, and Hazardous Materials Ranking Member Rick Crawford (R-AR) made a joint statement in response to today's release of Committee Chairman Peter DeFazio's surface transportation reauthorization bill. The three congressmen criticized the bill as lacking flexibility for states and giving "outsized" funding to urban areas at the expense of rural communities. Graves wrote "We were not given the opportunity to address any of our priorities in this legislation," claiming the bill was nothing more than a piece of House Speaker Nancy Pelosi's partisan agenda.

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## U.S. Rep. Davis introduces bill to expedite infrastructure projects

BY LIZ CAREY | JUNE 11, 2020

U.S. Rep. Rodney Davis (R-IL) introduced the One Federal Decision Act (OFDA) on Tuesday that would streamline permitting and environmental reviews for major infrastructure projects.

The goal of the reform legislation, Davis said, was to reduce project delays and save taxpayer dollars without reducing the effectiveness of the environmental review process. The legislation would codify President Donald Trump's One Federal Decision Executive Order, signed in August 2017, which streamlines the permitting process for infrastructure projects. The OFDA would make that executive order permanent.

The language in the act mirrors language in the Senate Surface Transportation Reauthorization proposal approved by that body's environment and public works committee in August 2019.

"America's infrastructure needs are immediate and substantial. This bill will ensure that we treat major infrastructure projects like the pinnacle priority they are, not a can that we kick down the road for years on end," said Davis, ranking member for the House Highways and Transit Subcommittee. "My constituents don't want the roads and bridges in Illinois fixed 5 or 10 years from now, they want them done today. With this bill, we can move projects along quicker, save taxpayer dollars, create good paying jobs, and protect the environment all at the same time. We should all want a more streamlined, efficient government."

The bill would limit the federal government to two years to finalize environmental reviews and authorizations as well as require federal agencies to develop a single permitting timetable for environmental review and authorization decisions. Additionally, the bill would require all federal authorizations and project reviews to rely on a single environmental document.

Currently, a complex highway project takes on average seven years to clear federal reviews before moving forward. Approvals for some projects, Davis said, can require input from multiple federal and state agencies, some of which can take an average of 3.7 to 5 years to complete their own environmental review. Project delays cost taxpayers \$3.7 trillion in lost economic gains through jobs, efficiency, and more, Davis said.

"Approving needed infrastructure projects more efficiently can get Americans back to work sooner, and reducing delays can have the same value as a boost in infrastructure investment," said Rep. Sam Graves (R-MO), the ranking member of the House Transportation and Infrastructure Committee. "Ranking Member Davis' bill is a smart reform that can help rebuild our workforce, rebuild our economy, and rebuild our country, all while continuing to effectively protect the environment. I'm proud to cosponsor his bill."

The Association of American Railroads (AAR) President and CEO Ian Jefferies agreed.

"Delays in permitting impede the modernization of rail infrastructure, slow projects that would benefit shippers and result in unnecessarily higher costs. Railroads applaud the efforts of Representative Davis and his colleagues to preserve the quality of the environmental permitting review while taking steps to reduce the cost and length of the process," Jefferies said in a statement.

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### **Highway/transit bill needed for economy, ARTBA testifies**

BY LIZ CAREY | JUNE 8, 2020 |

Steve McGough, chairman of the American Road and Transportation Builders Association (ARTBA), testified to the Senate Environment and Public Works Committee that a long-term federal transportation infrastructure investment bill would drive the nation's economy toward recovery from the COVID-19 pandemic.

A recent forecast from the Congressional Budget Office estimated it could take a decade for the U.S. economy to recover from the economic downturn brought on by the response to the coronavirus. McGough said a multi-year investment into federal transportation was needed instead of a one-time infusion of cash into shovel ready projects.

"While transportation infrastructure improvements have positive job and salary impacts, the real value comes from putting in place long-term assets that increase the efficiency and productivity for the entire economy," McGough said.

McGough said ARTBA supported the committee's July 2019 America's Transportation Infrastructure Act (ATIA), which would increase highway investment by 27 percent over the next five years.

McGough also announced a new interactive tool created by ARTBA that would show the impact of federal investment across the country. The "ARTBA Highway Dashboard: A 50-state guide to the benefits of federal investment" shows each state's top 10 federally funded projects, the total number of projects, and the type of improvements they will provide in a given year.

The dashboard, ARTBA said, will increase transparency and better illustrate how a multi-year surface transportation reauthorization bill could help.

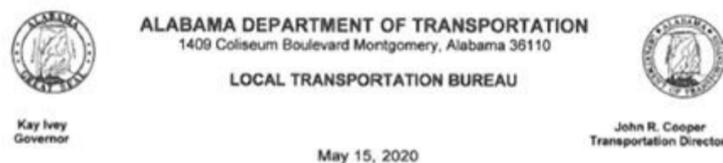
"We urge the other Senate committees with respective jurisdiction over their portions of the transportation programs to act quickly in order to facilitate final passage of America's Transportation Infrastructure Act," McGough said.

## Funding Opportunities

### Fiscal Year 2021 Section 5310 Capital Award

**Application(statewide) is now open** (deadline is 5:00PM, July 17<sup>th</sup> at SARPC office)

[HERE](#) is the application and guidelines for ALDOT's FTA 5310 Elderly and Individuals with Disabilities funding.



#### MEMORANDUM

TO: Section 5310 – Statewide Applicants  
FROM: D. E. Phillips, Jr., P. E. *Kasey Rogers for D.E.P.*  
State Local Transportation Engineer  
SUBJECT: Fiscal Year 2021 Section 5310 Capital Award Application (Statewide)

The annual statewide award application for federal capital assistance provided through the Federal Transit Administration (FTA) for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is open for FY-2021. All projects funded through Section 5310 must be derived from a locally developed, coordinated public transit-human services transportation planning process. ALDOT has designated the 12 Regional Planning Councils to coordinate transportation services in their regions.

Please note that the one year sit out rule will be waived for FY-2021. Any eligible applicant can apply for an ALDOT Section 5310 capital award.

Please see the application and related documents on the Alabama Department of Transportation website at <https://www.dot.state.al.us/tweb/transit/index.html> under the Section 5310 tab. Please read the application in its entirety as there are time-sensitive requirements that need immediate attention.

Completed award applications must be submitted before 5:00 p.m. on **July 17, 2020**, to the appropriate Regional Planning Council (contact information is found in Appendix C) in the geographic area of the state where Section 5310 transportation services are proposed.

Technical assistance is available on an as needed basis. If you have any questions or need technical assistance with the application development process, please contact Kasey Rogers at (334) 242-6764 or email at [rogersk@dot.state.al.us](mailto:rogersk@dot.state.al.us).

DEP:KR/cr

## USDOT announces more than \$291M in grants available for rail projects

The U.S. Department of Transportation (USDOT) is now accepting applications for more than \$291 million in grants for railroad capital projects.

Wednesday, the USDOT issued a Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Grant Program that will allocate funds to help repair or rehabilitate intercity passenger railroad assets.

"This Administration has continuously emphasized the importance of investing in the safety and efficiency of our Nation's rail infrastructure, and these federal dollars will help make grade crossings safer and enhance service reliability," said U.S. Transportation Secretary Elaine L. Chao.

The money stems from the Fiscal Year 2020 Partnership Program, as well as from funds that were left over from the Partnership Program's Fiscal Year 2019 funding.

Eligible projects will support the repair, replacement, or rehabilitation of qualified railroad assets to reduce the backlog of maintenance issues while improving intercity passenger rail performance.

"All eligible parties should take full advantage of this opportunity to leverage private, state, and local investments that boost capital projects, including those that enhance safety in track and equipment and improve safety at highway-rail grade crossings or otherwise grade-separate rail intersections," said FRA Administrator Ronald L. Batory.

The department said that grants will be awarded on a competitive basis, taking into consideration the project's objectives, how the project leverages federal funds, how the project uses innovative approaches to enhance safety, and how the grant recipients are held accountable for achieving specific outcomes. The federal share of the project's funding must not exceed 80 percent, the department said.

Applications are due no later than 5 p.m. EST, July 27.

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## New CDBG GRANT Program

### To Address COVID-19 Impacts (currently no deadline)

The Alabama Department of Economic and Community Affairs (ADECA) is in the process of developing a special Community Development Block Grant (CDBG) grant program to address COVID-19 impacts.

DETAILS: Currently, no application deadline, grant ceilings or other program details have been finalized.

MORE DETAILS WILL BE PROVIDED AT A LATER DATE; however, please download the guide below to get started and identify potential partners as needed.

[CLICK HERE](#) to download the Quick Guide to CDBG Eligible Activities to Support Infectious Disease Response that will assist applicants to begin thinking about possible project needs.

Please note that applications to the CDBG program must be in the name of a local government as the applicant/grantee.

Partnerships and agreements with other agencies/entities, etc. can be developed as necessary. CDBG projects must also benefit primarily low and moderate-income people and this requirement will likely remain for the new funds.

#### RESOURCES/ADDITIONAL INFORMATION:

The Department has technical assistance providers that may be available to assist grantees in their implementation of CDBG Funds for activities to prevent or respond to the spread of infectious disease.

Please contact your local CPD Field Office Director to request technical assistance from HUD staff or a TA provider.

Submit your questions to:

[CPDQuestionsAnswered@hud.gov](mailto:CPDQuestionsAnswered@hud.gov)

COVID-19 ("Coronavirus") Information and Resources: <https://www.hud.gov/coronavirus>

CPD Program Guidance and Training: <https://www.hudexchange.info/program-support/>

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## EDA CARES ACT RECOVERY ASSISTANCE

### OVERVIEW

The Coronavirus Aid, Relief, and Economic Security (CARES) Act, [signed into law](#) by President Donald J. Trump on March 27, 2020, provides the Economic Development Administration (EDA) with \$1.5 billion for economic development assistance programs to help communities prevent, prepare for, and respond to coronavirus.

EDA CARES Act Recovery Assistance, which is being administered under the authority of the bureau's flexible [Economic Adjustment Assistance](#) (EAA) (PDF) program, provides a wide-range of financial assistance to communities and regions as they respond to and recover from the impacts of the pandemic.

On May 7, 2020, Secretary Wilbur Ross made EDA's CARES Act Recovery Assistance funding available with the announcement that EDA had published an Addendum to its FY 2020 Public Works and Economic Adjustment Assistance Notice of Funding Opportunity. EDA intends to deploy its CARES Act funding as quickly, effectively, and efficiently as possible, and in a manner that meets communities needs.

### RESOURCES

- [EDA CARES Act Recovery Assistance Frequently Asked Questions](#)
- [Scope of Work for EDA Economic Development Districts and EDA Indian Tribe Planning Grant Recipients\\*](#)
- [Specific Award Conditions: Economic Development Districts and Indian Tribes\\*](#)
- [Specific Award Conditions: Revolving Loan Fund Awards\\*](#)
- [EDA's CARES Act Recovery Assistance Revolving Loan Fund Award Flexibilities Frequently Asked Questions](#)
- [Scope of Work for University Center Grantees\\*](#)
- [Specific Award Conditions: University Centers\\*](#)
- [EDA regional office contacts](#)
- [coronavirus.gov](https://coronavirus.gov)
- [coronavirus.gov/smallbusiness/](https://coronavirus.gov/smallbusiness/)
- [CDC.gov/COVID19/](https://CDC.gov/COVID19/)
- [USA.gov/coronavirus/](https://USA.gov/coronavirus/)

\* As stated in the CARES Act Recovery Assistance Addendum to the PWEAA NOFO, EDA may invite existing grantees, such as Economic Development Districts and Tribes currently in receipt of Partnership Planning awards, operators of existing EDA funded Revolving Loan Funds, and EDA-funded University Centers, to apply for supplemental awards. These standard Scopes of Work and Specific Award Conditions are for use with these supplemental awards only. Existing grantees who are eligible to apply for these awards will be contacted individually for instructions on how to apply.

Applications are now being accepted for EDA CARES Act Recovery Assistance. Please see the [Notice of Funding Opportunity](#) and apply today! For up-to-date info on COVID-19, visit [www.coronavirus.gov](http://www.coronavirus.gov).

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## The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Set-aside Program (TAP) for FY 2021.

### New Deadline July 1, 2020

The guidelines and the application can both be found on the ALDOT website, on the Local Transportation Bureau page under the Operations Section.

<https://www.dot.state.al.us/ltweb/operations/index.html>

The deadline for submission of FY 2021 TAP applications including support documentation has been extended until Wednesday, July 1, 2020 at 5:00 p.m.

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## Federal Lands Access Program

Deadline June 16, 2020

Eastern Federal Lands Highway Division (EFLHD) will be conducting another Call for Projects for the Federal Lands Access Program (FLAP) in Alabama for Federal Fiscal Years (FY) 2020 through FY 2022. All final project approvals will be contingent upon the availability of funds in the year for which they are being requested. **Funding beyond 2020 is dependent on reauthorization of the Access Program by Congress.**

**The Call for Projects application period opens March 16, 2020 and runs through June 16, 2020.**

**An estimated total of \$1.5M will be available for programming in your State.**

EFLHD has found that a higher level of outreach at local levels has increased both the number and the quality of competitive applications submitted and ultimately recommended for project programming and implementation. We ask that you provide the widest circulation possible of this announcement to provide a robust pool of applications. **Please feel free to use any of the materials included in with this message to assist in your outreach efforts. The Federal Lands Access Program website is:** <https://flh.fhwa.dot.gov/programs/flap/>

**Federal Land Management Agencies:** We appreciate your efforts in the provision of an expanded outreach to your units and gateway communities regarding this program opportunity.

**FHWA Federal Aid Division Office:** We appreciate your efforts in the provision of an expanded outreach regarding this program opportunity to the MPOs and RPOs in your state via email or on your website.

**State DOTs:** We appreciate your efforts in the provision of an expanded outreach regarding this program opportunity to your District staff and Local Agency Program Coordinators (if applicable), Public Information Officers, via email and/or on your websites.

**Local Agency Representatives:** We appreciate your efforts in the provision of an expanded outreach regarding this program opportunity to other County, MPO and Local agencies in your state via email and/or on your local websites.

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## Opportunity Zones

EDA's Opportunity Zone Web Page

EDA now has an [EDA Opportunity Zone Web page](#) for economic development stakeholders and others to use as a resource to further help foster job creation and attract private investment to support development in economically distressed areas across the United States.

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

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

To stay up to date on all of the many grants that are available visit [www.grants.gov](http://www.grants.gov).

## Just For Fun (THIS IS SATIRE, AND JUST FOR FUN)

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A couple of weeks ago a man in Tucson Arizona captured a real coyote chasing a real road runner.

<https://news.yahoo.com/amphtml/looney-tunes-man-captures-video-coyote-chasing-roadrunner-193905173.html>

Now there are all kinds of unexplained crashes and happenings in the area.





## In the News

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### Transportation Industry Asks President To Support COVID-19 Funding Relief For State DOTs

[editor@ashto.org](mailto:editor@ashto.org) June 8, 2020

A broad coalition of 44 transportation industry stakeholders sent President Trump [a letter](#) on June 5 urging him to support an immediate \$49.95 billion infusion of federal funding for state departments of transportation to cope with the economic fallout from the COVID-19 pandemic.

“With millions of Americans still following ‘stay-at-home’ orders, many state governments are facing severe losses in revenues across the board—including dedicated user fee revenues on which state DOTs heavily rely,” the letter said. “Projections continue to show decreases in state motor fuel tax and toll receipts as nationwide vehicle traffic reduction bottomed out at about 50 percent in early April.”

The groups estimates that state transportation revenue will decline by 30 percent on average over the next 18 months, with some states potentially experiencing revenue losses as high as 45 percent. As a result, the ability of state DOTs to carry out their core functions – including capital construction programs – is threatened, with some state DOTs already delaying critical transportation projects, putting transportation construction jobs at risk.

For example, Victoria Sheehan – commissioner of the New Hampshire Department of Transportation and AASHTO’s 2019-2020 vice president – noted in a [recent presentation](#) that shrinking traffic volumes represents potential losses of \$55 million to \$60 million to New Hampshire’s highway fund and \$40 million to \$50 million for its turnpike fund.

Sheehan also expressed concern for her department’s capacity to perform routine preventive maintenance of roads and bridges, explaining that deferring the work would lead to higher remediation costs in the future, adding that the New Hampshire DOT is also “minimizing the construction work effort that is funded by highway fund dollars.”

Other state DOTs are also experiencing [similar revenue decreases](#) and are taking similar steps to curtail transportation work in the face of those falloffs.

That’s why the industry’s June 5 letter to the president emphasized that providing state DOTs with an immediate infusion of funding is not unlike action taken in prior COVID-19 response legislation, which compensated the aviation, transit, and passenger rail sectors for reductions in ridership and revenue.

“This urgently needed funding will prevent disruptions to planned transportation projects and allow state DOT employees and transportation construction workers essential to planning and delivering these projects to remain on the job,” the letter noted.

“This action to preserve core state DOT capabilities is absolutely critical in order for states to carry out a robust, bipartisan, and long-term surface transportation legislation later this year that can serve as our national platform for economic recovery and growth,” it said.

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**Third version of comprehensive plan released by city**

Posted by [Dale Liesch](#) | Jun 10, 2020 |

In the planners' most recent attempt at compromise between developers and residents, the third draft of the city's new zoning code won't actually amend zoning on any currently occupied parcels, but will better mandate neighborhood plans that were previously voluntary.

The Map for Mobile will include "neighborhood overlay districts," which would make mandatory individualized plans from a number of neighborhoods, including the Village of Spring Hill, Africatown and the Peninsula, Deputy Director of Planning and Zoning Margaret Pappas said.

"The Village of Spring Hill standards are optional right now," Pappas said. "Yes, they're on the books right now, but compliance is not mandatory. It's the same for Africatown and the Peninsula."

The latest draft of the plan would also incorporate a number of subdistricts, two of which — urban and suburban zones — would effectively split the city in half in terms of what sorts of developments are allowed. Crudely, the plan splits the city east of Interstate 65 into a so-called urban zone and west of the interstate into a suburban zone, Pappas said.

"Areas built prior to 1950 and anything in a historic district would be considered urban," she said.

The two different zones impact the setbacks for development as well as how many buildings can be placed on a lot. For example, suburban zones would include the large strip malls along Airport Boulevard in West Mobile, while shopping centers where buildings are closer to the street and parking is more hidden would be more appropriate in the urban zones.

"Midtown retail may not be appropriate for more of a suburban setting," Build Mobile Director Shayla Beaco said.

Instead of changing the names of the zoning districts, the more recognizable residential and commercial labels of R1, R2, B1 and B2 were added back in the third version, Pappas said. The plan also focuses more on commercial and multifamily property than it does on single-family residential property, she said.

While the zoning will not impact currently occupied commercial buildings, the future land use map does dictate what can happen with vacant properties. The plan also includes new optional designations within the industrial landscape for both maritime and commercial warehouse use, Pappas said.

The maritime designation includes maritime heavy for shipbuilding activities and maritime light for marinas and other businesses, Pappas said.

The commercial warehouse use is an option for industrial developments that aren't as heavy as I-1 or I-2, she said. Areas where this use would be most common would be along Halls Mill Road, Lakeside Drive and parts of Rangeline Road.

The city fully expects to work on a fourth and final draft of the plan after the 30-day comment period on the third version expires at the end of the month, Beaco said. Once a fourth draft is finalized it will be sent to the Planning Commission for review, where the public will have more opportunities to comment, she said. Once the commission offers a recommendation, the plan will head to the City Council for final approval.

While it has been a year between the second and third drafts of the plan, Beaco believes it will take less time between this draft and the final one.

"I feel like we're getting closer," Beaco said. "I don't think it'll take as long. It could possibly go to the Planning Commission in the fall."

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## Thirteen Transportation Investment Bills Approved by Six States by May 2020

Posted on June 12, 2020 by Carolyn Kramer

Six states have approved 13 transportation investment measures so far in 2020, according to the latest report by ARTBA's Transportation Investment Advocacy Center (ARTBA-TIAC). The measures — a combination of legislation and executive orders — will be worth \$5.1 billion in one-time and recurring tax revenue.

**An all-new interactive dashboard that filters legislative measures by state, topic, progress and bill details is available at the Center's flagship website: [www.transportationinvestment.org](http://www.transportationinvestment.org).**

The State Legislation Dashboard is one of several new tools ARTBA-TIAC has debuted in the past year for advocates, legislators, media and industry professionals to provide a deep-dive into transportation funding trends and events. Other resources include the '[Transportation Funding Ballot Measure Results Dashboard](#)' and the '[State Lawmaker Reelection Returns Dashboard](#).'

**[Visit the new dashboard](#) to view the ARTBA-TIAC analysis, review details of state legislation, and [read the full report](#).**

Highlights from the dashboard's 2020 analysis include:

- 38 bills have advanced beyond one chamber, while 133 bills are still in the introductory stage.
- 13 states introduced legislation to increase their motor fuel tax, eight of which included a component to adjust or convert to a variable-rate formula.
- One-time funding has been the most popular legislation (68 bills, primarily in Arizona and Minnesota), followed by 24 local funding and 25 recurring revenue measures.
- Road usage charge legislation has been proposed in six states, and new or increased electric vehicle fees have been proposed in five states.
- Approved measures include bonds in Connecticut, Michigan and Minnesota and a state gas tax increase in Virginia.

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## State Gas Tax Change Analysis Finds Slight Impact on Retail Price

Posted on June 11, 2020 by Carolyn Kramer

On average, one-third of state gas tax increases or decrease are passed on to consumers in the retail price of gasoline, according to a new empirical analysis by the ARTBA Transportation Investment Advocacy Center (ARTBA-TIAC). There was no measurable impact after that point, according to the model.

The price of crude oil is the main driver of gasoline prices, the study found. These results confirm previous research that suggest state gas taxes are just one component of a complex pricing process for retail gasoline.

The report examined 113 changes in gasoline tax rates in 29 states between 2013 and 2018, including both legislative and variable-rate adjustments.

“Just like we are seeing in today’s environment, what drivers pay at the pump for gasoline can change dramatically from day-to-day,” said ARTBA’s Chief Economist and study author Alison Black. “And these fluctuations have little to do with state efforts to raise transportation revenues to support much-needed infrastructure investments.”

Between 2013 and 2018, the national average retail price of gasoline fluctuated between \$1.70 and \$3.79 per-gallon.

[Read the full analysis.](#)

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## Federal Government to Distribute Nearly 100 Million Cloth Facial Coverings for Transportation Passengers

Friday, June 12, 2020

WASHINGTON – Today, the Federal government announced nearly 100 million cloth facial coverings will be sent to the aviation, transit, and passenger rail transportation sectors for passenger use. Approximately 86.8 million coverings will be distributed to airports, and 9.6 million coverings will be distributed to 458 transit agencies and Amtrak for passenger use.

“This Administration is committed to protecting our people and reopening the economy; distributing these facial coverings will help boost public confidence as we begin to resume our normal lives,” said U.S. Transportation Secretary Elaine L. Chao.

The U.S. Department of Transportation (DOT), alongside the U.S. the Department of Homeland Security and U.S. Department of Health and Human Services, have been working with states, industries, and stakeholders to ensure that the traveling public has access to cloth facial coverings. The cloth facial coverings secured by the Federal Emergency Management Agency (FEMA) will be sent to airports, transit agencies, and Amtrak over the coming weeks through the U.S. Postal Service.

The allotment of nearly 100 million cloth facial coverings announced today for passenger use is in addition to the over 15 million cloth facial coverings previously announced for critical infrastructure workers in the transportation sector.

Passengers are still responsible for having their own facial covering per existing guidance from airlines, airports, transit agencies, and passenger rail authorities. The cloth facial coverings announced today are intended to be supplemental. Availability at these locations is not guaranteed.

In response to the Coronavirus Disease 2019 (COVID-19) public health emergency, DOT has focused on keeping transportation systems safe and operational so America’s economy can come back strong. Response measures have included stakeholder outreach and guidance, expanded federal financial assistance, and regulatory relief. A comprehensive list of DOT actions is available at [transportation.gov/coronavirus](https://www.transportation.gov/coronavirus).

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## The Unified Development Code (UDC) Comment Period Open

In these challenging times, communication is more important than ever. As part of our commitment to transparency and community outreach, we have organized a regular e-newsletter to keep you informed about important city planning initiatives and opportunities to provide input.

As you may know, in March, draft version 3 of the Unified Development Code (UDC) was made available for review and comment on [www.mapformobile.org](http://www.mapformobile.org). While comments can be submitted now, the official comment period will run from May 28 to June 28. We will be holding a set of virtual meetings in addition to various online resources to answer your questions about this version.

Thank you for your continued support of our implementation of the Map for Mobile initiative!

### UDC version 3

#### Formal Comment Period

**May 28 - June 28**

Due to COVID-19, the City has organized a series of virtual meetings and online tools to learn about the code and provide feedback.

June 3 • 3:30pm

Virtual Community Meeting Register for the video conference or view the livestream.

## Commercial Space Takes a Big Step Forward

Posted by U.S. Secretary of Transportation Elaine L. Chao

June 8, 2020

America's vibrant commercial space industry demonstrated impressive new capabilities with two important launches in a period of just 5 days. On May 30, two American astronauts were launched from Kennedy Space Center, Florida into orbit aboard an American-built spacecraft for the first time since the Space Shuttle was retired in 2011. NASA astronauts Doug Hurley and Bob Behnken rode aboard a SpaceX Crew Dragon spacecraft to the International Space Station. The reusable Falcon 9 rocket landed safely onboard SpaceX's autonomous ship in the Atlantic Ocean. This marked the first successful crewed flight into orbital space with a booster that flies itself back to Earth for re-use.

Just four days later, an FAA-licensed SpaceX Falcon 9 successfully took off from Cape Canaveral, Florida carrying another 60 Starlink satellites. The Starlink system will use a constellation of small satellites to provide improved Internet connections worldwide. 482 of them are now in orbit and SpaceX is on track to launch thousands more. The Falcon 9 used in the launch proves the value of reusable rocket technology. This marked the fifth successful flight and return of this rocket's first stage booster. It also landed safely on the SpaceX autonomous drone ship, and will be readied for future flights.

The commercial space industry has been powering America's return to space leadership. In December 2018, Virgin Galactic's VSS Unity conducted a sub-orbital parabolic flight which became the first U.S.-built spacecraft to carry an American crew into space since 2011. To commemorate that moment, the U.S. Department of Transportation hosted a ceremony on Feb 7, 2019 at its headquarters. I pinned Commercial Astronaut wings on the VSS Unity's pilot and co-pilot, Mark Stuckey and Frederick "CJ" Sturckow.

The U.S. Department of Transportation is taking other steps to ensure the continued vitality and innovation of America's commercial space industry. The FAA has established an Office of Spaceports to support existing sites and to better manage licensing of new spaceports. There are now 12 spaceports across the United States. The FAA is currently working with applicants for 9 additional sites.

The FAA Office of Commercial Space Transportation, led by Associate Administrator Wayne Monteith, has been making organizational and procedural changes to enable innovation and improve safety. This Fall, the Department will publish a final rule to streamline and increase flexibility in its Launch and Re-entry Licensing Requirements. Eleven FAA-licensed launches have taken place in 2020 and another 23 are scheduled to occur before the end of the year. One of these will mark another milestone. It will be the first FAA-certified launch carrying astronauts into orbit.

These achievements are contributing to the American aerospace industry's ongoing rocket renaissance which will boost innovation and economic growth.

## Transportation Research

### FHWA Releases Integrated Corridor Management Video

[editor@aaashto.org](mailto:editor@aaashto.org) May 22, 2020



The Federal Highway Administration released a video on May 7 touting the benefits of "Integrated Corridor Management," which is a surface transportation strategy that targets major highway congestion events, such as truck overturns, chemical spills and multi-vehicle crashes.

The vision of Integrated Corridor Management or ICM is to improve the efficient movement of people and goods through institutional collaboration and aggressive, proactive integration of existing infrastructure along major transportation corridors. Through an ICM approach, transportation professionals manage the corridor as a multimodal system and make operational decisions for the benefit of the corridor as a whole.

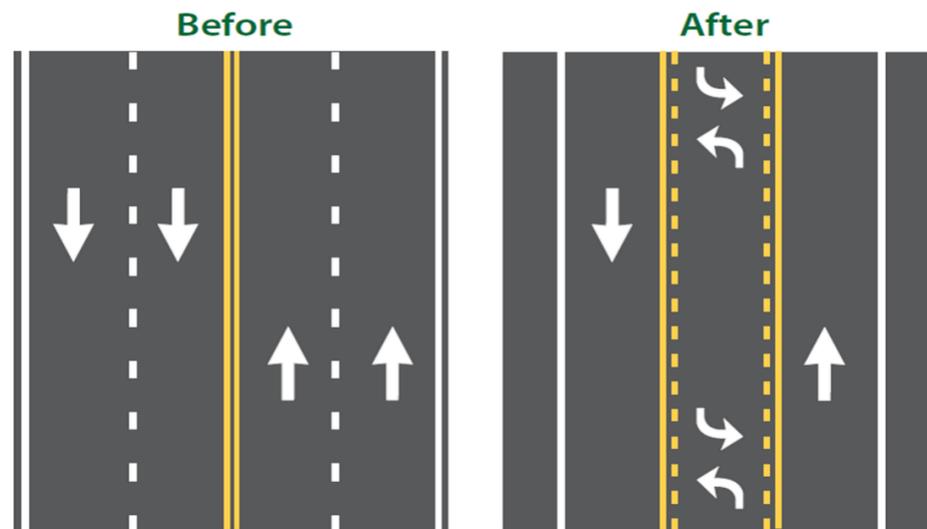
When it comes to roadway congestion, the FHWA noted that travelers respond in a variety of ways: finding an alternate route, selecting a different roadway (freeway versus surface street), adjusting their trip to another time of day, or remaining on their current route and enduring the significant delays.

Such disruptions range in scale, frequency, predictability, duration, and have the potential to impact a number of facilities or modes, the agency noted.

To reduce the potential of increased traffic congestion on a larger segment of the transportation network due to such decisions, the FHWA said ICM strategies focus on the use of managed lane strategies, alternate routing of traffic, and managing and controlling traffic within freeway corridors.

They help achieve significantly greater levels of utilization of existing roadway capacity, while improving travel safety and reliability, the agency added.

## ONLINE WORKSHOP: Road Diet (Lane Reconfiguration)



Sometimes referred to as a “Road Diet”, the reconfiguration of travel lanes on an existing roadway can allow transportation agencies to reallocate the existing roadway pavement width to better utilize the road space for new purposes such as to create turn lanes, or on-street parking, or to improve service for other travel modes such as providing bicycle lanes, transit lanes, or creating wider sidewalks. Lane reconfigurations may come in many different forms to serve the various goals and objectives that a community may have for improving the safety, function or purpose of a street. This workshop will introduce participants to the important considerations for potentially applying lane reconfigurations to make better use of the roadway cross sectional area by implementing features that improve safety, create spaces that are more livable, contribute to economic development and support a community-focused “Complete Streets” context. When implemented in conjunction with street resurfacing projects, lane reconfigurations can be achieved at low cost. This workshop will show examples of where lane reconfigurations have been successfully applied around the country and provide guidance about implementation including factors for selecting candidate locations and public outreach and awareness.

This technical workshop, **led by Mark Doctor of the Federal Highway Administration**, is aimed at professional staff of local and state transportation agencies that implement road improvements as well as consulting engineers. The workshop may also be of interest to policy leaders, community advocates and other stakeholders involved in influencing the planning and decisions for street improvements.

**This is a two-part online workshop that will be held Tuesday, June 16 and Wednesday, June 17 from 1:30 PM to 3:30 PM CST, respectively.**

[ONLINE WORKSHOP: Road Diet \(Lane Reconfiguration\) brochure](#)



Office of Technical Services



## Statewide and Metropolitan Transportation Programming

[FHWA-NHI-151055](#)

The National Highway Institute (NHI) is pleased to announce the launch of the new transportation planning course:

[FHWA-NHI-151055 - Statewide and Metropolitan Transportation Programming](#)

Are you a transportation planning or programming professional interested in learning about metropolitan transportation improvement programs? If so, this web-based training is for you!

This new course provides introductory-level information on the process and requirements for developing and implementing metropolitan Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Programs (STIPs). The training includes administrative modifications and amendments, public involvement, financial planning and performance-based planning and programming (PBPP).

The training highlights the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) requirements for statewide, non-metropolitan, and metropolitan transportation planning and programming processes.

The three-hour, web-based training (WBT), will help you to learn the following:

- Recognize how metropolitan areas and States reach decisions on transportation policies, plans, and programs.
- Identify major funding sources and the flexibility to use funds in addressing metropolitan and statewide transportation needs.
- Identify the role of key documents in transportation decision-making.
- Define the concept of fiscal constraint in relation to financial planning and programming.
- Identify how projects are selected and programmed in the STIP/TIP.
- Identify processes related to transportation program approval and implementation.

Transportation planning and programming professional will learn the connection between long-range transportation planning and prioritizing projects within TIPs and STIPs. You will also earn 0.3 continuing education units (CEUs) for certification.

Improve your organization's transportation decision-making process and register for this course today!

[Register Now](#)

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## Sustainable Highway Construction Guidebook

Sustainability is often an element that informs decisions made during the planning, programming, and design phases of highway construction projects. However, the construction phase of a highway project is also an opportunity to advance sustainability.

The TRB National Cooperative Highway Research Program's *NCHRP Research Report 916: Sustainable Highway Construction Guidebook* provides clear and practical information on what constitutes sustainability in the context of highway construction and how to evaluate any proposed construction practice for its sustainability potential.

The guidebook supports implementation by describing ways to explicitly advance sustainability in procurement and contracting and how to develop a sustainability management plan for the construction phase.

An overview of NCHRP Research Report 916 is provided in this [PowerPoint presentation](#). A separate publication, [NCHRP Web-Only Document 262: Sustainable Highway Construction](#), describes the research process and outcomes used to develop NCHRP Research Report 916.

A summary of NCHRP Web-Only Document 262 is provided in this [PowerPoint presentation](#).

Project: [Project Information](#)

DOI: [10.17226/25698](#)

Project Number: 10-91A

E-Newsletter Type: [Recently Released TRB Publications](#)

TRB Publication Type: [NCHRP Report](#)

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## The Department of Transportation has identified transportation assets that fall within Opportunity Zones with the goal of driving investment of all types to these important areas.

Despite the growing national economy, economically distressed communities are located in every corner of the United States and its territories. These communities have high levels of poverty, failing schools, job scarcity, and a lack of investment. A new tax incentive—Opportunity Zones—was created to spur economic development and job creation by encouraging long-term investment in low-income communities nationwide.

Read about our partner's roles in Opportunity Zones:

- [Housing and Urban Development: Implementation Plan for The White House Opportunity and Revitalization Council](#)
- [The IRS: Tax reform creates opportunity zone tax incentive](#)
- [Treasury Department Community Development Financial Institutions Fund](#)

The Opportunity Zone designation encourages investment in communities by granting investors extensive Federal tax advantages for using their capital gains to finance new projects and enterprises. There are more than [8,700 designated Qualified Opportunity Zones located in all 50 States, the District of Columbia, and five United States territories](#). Of the Qualified Opportunity Zones 40 percent are in rural census tracts, 38 percent are in urban tracts, and 22 percent are in suburban tracts.

South Alabama Opportunity Zones



<https://www.transportation.gov/sites/dot.gov/files/docs/subdoc/906/build-fact-sheet2019.pdf>

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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.

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