



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, May 29th, 2020

Volume 34, Number 8

In This Issue

- **MOBILE MPO UPDATES**
- **SOUTH AL RPO UPDATES**
- **PROJECTS LET MAY 29th, 2020**
- **LEGISLATIVE UPDATES**
- **FUNDING OPPORTUNITIES**
- **JUST FOR FUN**
- **IN THE NEWS**
- **TRANSPORTATION RESEARCH**

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ALDOT has announced the FTA 5310 Elderly and Individuals with Disabilities call for projects; see *Funding Opportunities*. In *Legislative Updates*, the Covid Bill talks Infrastructure while the DOT's are still citing a \$50B shortfall. The City of Mobile's Unified Development Code (UDC) is open for public review, and the FloraBama gets a crosswalk; see *In The News*. This week's *Just For Fun* we are bridging the gap.

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  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 23rd, 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 25th 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](#).

Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

About the project:

The Mobile River Bridge and Bayway project would reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project would run from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com. On August 28, 2019 the Alabama Department of Transportation ceased project development efforts on the proposed Mobile River Bridge & Bayway.

Mobile MPO Perspective

Although the I-10 Mobile River Bridge is commonly mentioned in the LRTP comments, currently the I-10 Mobile River Bridge is in the LRTP as a Visionary Project. This means it is NOT in the fiscally constrained LRTP, it is on a wish list of sorts as there is not available funding identified. The Bridge is also not in the current Transportation Improvement Program ([TIP](#)); it has to be in the LRTP in order to be on the TIP.

When the State of Alabama, the Gulf Coast citizens, and the local elected officials agree on how the project can be funded, ALDOT will have a better idea on what type of project can be afforded. Once this happens, and I am confident it will, the Mobile MPO can amend the *Envision 2045 LRTP*, and the TIP to include the I-10 Mobile River Bridge. The Mobile MPO would like to know the facts, like how much funding is available, and where does it come from, before adopting a resolution supporting a plan.

Recent Scheduling Changes This Week for Mobile

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

Project : 100071997 Federal aid number : RACR-049-I10-007-CN County : MOBILE Scope : CN
Project Description : ADDITIONAL LANES ON I-10 FROM CR-39 TO CR-59 (CAROL PLANTATION RD)
Urban Area : 067 MOBILE
Target Start Date : 6/25/2021
Engineers Estimate : \$27,714,804.00

South Alabama RPO Updates

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."

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 18th 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 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?

Projects in Region Let May 29th, 2020

MOBILE COUNTY

For constructing the Micro-Milling, Resurfacing (Micro-Surfacing Seal Coat), and Traffic Stripe on I-10 from 0.280 mile west of the Carol Plantation Road Overpass in Theodore to 1.360 miles east of the of the SR-193 Overpass in Mobile. Length 3.892 mi. The Bracket Estimate on this project is from \$3,068,532 to \$3,750,429 .

BALDWIN COUNTY

For constructing the Intersection Relocation and Traffic Signal Installation (Grading, Drainage, Pavement, and Signalization) on SR-16 (US-90) at SR-59 in Loxley. Length 0.337 mi. The Bracket Estimate on this project is from \$1,438,788 to \$1,758,519 .

ESCAMBIA COUNTY

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

Legislative Updates

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

State DOTs Reiterate Need For \$50B In Stopgap Funding

editor@ashto.org May 22, 2020

While the debate over the “Health and Economic Recovery Omnibus Emergency Solutions” or HEROES Act passed by the House of Representatives on May 15 continues, state departments of transportation continue to call for \$50 billion to maintain their operations for the next several months due to the severe falloff in motor fuel tax revenues and other fees due to the COVID-19 viral outbreak.

“State DOTs are feeling a range of negative impacts from the pandemic,” explained Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, during the organization’s Committee on Safety annual meeting May 11.

“Highway travel is down 40 percent to 50 percent and that means state DOT revenues sources are all down as well,” he added. “State DOTs are being squeezed from a budgetary standpoint, with some experiencing furloughs and other states considering similar actions as well.”

Overall travel has decreased so much that, for the first time in 20 years, AAA will not issue a Memorial Day travel forecast, as the accuracy of the economic data used to create the forecast has been undermined by COVID-19.

Paula Twidale, senior vice president of AAA Travel, noted in a statement that “anecdotal reports” suggest fewer people will hit the road compared to years past for what is considered the unofficial start of the summer travel season.

“Last year, 43 million Americans traveled for Memorial Day Weekend – the second-highest travel volume on record since AAA began tracking holiday travel volumes in 2000,” he noted. “But with social distancing guidelines still in practice, this holiday weekend’s travel volume is likely to set a record low.”

Twidale pointed out that Memorial Day 2009 currently holds the record for the lowest travel volume at nearly 31 million travelers, which came toward the end of the Great Recession. That holiday weekend 26.4 million Americans traveled by car, 2.1 million by plane and nearly 2 million by other forms of transportation, such as trains and cruise ships.

On another front, AASHTO’s Tymon noted that while many state DOTs have been able to continue pushing forward with transportation construction projects “already in the pipeline,” many are now not letting out bids for future work because of the funding falloff for reduced motor vehicle travel.

“That’s why we are pushing for a \$50 billion backstop to backfill revenue losses state DOTs are expected to experience over the next 18 months,” he said. “Our hope is if Congress can provide that, then state DOTs continue to move forward with construction projects, not pull back on any of them, and not lay off or furlough employees.”

Next COVID-19 stimulus bill viewed as opportunity to improve infrastructure investment

BY LIZ CAREY | MAY 27, 2020

The COVID-19 pandemic has exacerbated America’s infrastructure funding woes, but the next economic stimulus bill to be debated by Congress is an opportunity to adopt improved policies on infrastructure investment, an expert said during a webinar sponsored by the Eno Center for Transportation this week.

Some advocates have called for infrastructure to be included in a future COVID-19 response package, however, it’s not clear whether transportation and infrastructure funding will be part of that or separate legislation. Any infrastructure bill would be timely given that the Fixing America’s Surface Transportation (FAST) Act expires on Sept. 30.

“The major question for a bill at least in my mind is not necessarily whether it’s going to be part of a stimulus or not. I think the major question is going to be how are you going to pay for it and whether the bill is going to be fully paid for by the revenue streams that we have or is it going to be debt-financed?” said Rick Geddes, professor in the Department of Policy Analysis and Management at Cornell University and the founding director of Cornell’s Program in Infrastructure Policy. “I think at this point at least part of it is going to be debt-financed, but the question is how much?”

If lawmakers believe that Highway Trust Fund revenues and gas and diesel taxes should fund infrastructure projects, then that could constrain the size of the bill. Highway Trust Fund revenues have declined due to the economic slowdown and transit ridership is down significantly. It remains to be seen whether changes in commuter behavior are permanent or temporary.

This is where infrastructure policy can play a major role, Geddes said. “It would be nice to see a bill include innovative policies that incentivizes new sources of funding.”

There is an opportunity to improve infrastructure delivery by incentivizing asset recycling, value capture, and innovative finance such as public-private partnerships, Geddes said.

Policy reforms should include incentives for owners to realize more value from existing infrastructure assets. For example, a state department of transportation could more effectively manage its real estate portfolio. In addition, the federal government should

incentivize the adoption of new technologies that save money and improve the delivery of services, and the value-added tolling of interstates should be considered.

Geddes also recommended other specific steps the government should take toward making infrastructure investment better in the future. Those included lifting the cap on private activity bonds and allowing for their use on a wider variety of infrastructure projects; reforming the National Environmental Policy Act in order to speed permitting; and repealing laws that prohibit the development of interstate rest areas by states. "This would be an example of value capture. If we did some creative policy reform, states would be able to generate more value from the existing infrastructure," he added.

The professor also raised the issue of whether infrastructure should be part of a larger economic stimulus plan. He cited a May 5 report from the Congressional Research Service, titled "Transportation Infrastructure Investment as Economic Stimulus: Lessons from the American Recovery and Reinvestment Act (ARRA) of 2009." The report found that infrastructure spending is slower than other types of stimulus because the level of actual infrastructure investment largely depends on state and local government spending, which can be constrained.

"My view is that projects that are needed to stimulate the economy are projects that wrap up quickly and get money out the door," he said. "But with more major infrastructure projects, transformational infrastructure projects, you find that these projects take years to work through the funding and permitting process, so that typically by the time the project is ready to go, the economic cycle is over."

Geddes also said that because the industry has changed and is much more technology and machine-driven than labor-driven, the employment effects of infrastructure investment are limited.

Still, the report noted that stimulus-funded projects can provide transportation benefits, with most ARRA transportation funding during the last recession having gone to routine projects such as highway paving and bus purchases that were quick to implement.

Democrats Push Pandemic Aid, Highlight Infrastructure Package

by Saul Loeb/Pool via Associated Press

House Democrats signaled the potential for unveiling a comprehensive infrastructure measure in the near-term as they continue to push Senate leaders to consider a pandemic relief bill that would provide \$15 billion for highway programs.

Speaker Nancy Pelosi (D-Calif.) and her leadership team on May 27 called on top Senate Republicans to take up a recently passed \$3 trillion stimulus bill. That House bill included the aid for highways, as well as billions of dollars for transit systems and aspects of the supply chain.

"There is a drumbeat that says we need to do more. They need to do more. So, I don't — my interest is with the message the American people send the Republicans in the Senate that it's time, that we cannot take a pause," the speaker said, adding Democrats "hope to bring up soon" a highly anticipated infrastructure bill.

House Democrats' efforts on long-term infrastructure legislation are endorsed by senior Democrats in the Senate. "There's strong bipartisan support for roads, bridges, transit systems to improve connectivity through the digital divide on broadband," Sen. Ben Cardin (D-Md.) said recently. "That would not only create jobs, but at the end of the day, we're going to have a more resilient society."

In January, Pelosi's caucus proposed \$329 billion for highway programs as part of a five-year, \$760 billion infrastructure policy blueprint. That policy vision also outlined \$105 billion for transit systems, \$86 billion for investments in broadband, \$60.5 billion for wastewater and other water infrastructure programs, and \$55 billion for rail networks. The blueprint, however, stopped short of recommending a long-term source of funding for highway projects.

With the Senate returning June 1, the chamber's leader, Kentucky Republican Mitch McConnell, recently told reporters there is a possibility for his chamber to provide pandemic relief. Pushing ahead with another stimulus has been touted by Republicans facing tough re-election contests. This year, Congress has approved trillions of dollars for institutions and sectors.

"It'll be very carefully crafted. It won't be \$3 trillion left-wing wish list like the House cobbled together the other day," the senator said May 26. Days earlier, he took aim at the Democrats' agenda.

"I understand they've convened for legislative session a grand total of two days in the past eight weeks," McConnell said May 21. "It's not just their physical absence. It's House Democrats' absence from any serious discussions at all. About the only product to emerge from their lengthy sabbatical has been an 1,800-page, \$3 trillion messaging bill that couldn't even unite their own conference." Continue [HERE](#)

PPP Flexibility Act

The House of Representatives on Thursday approved changes to the CARES Act legislation that would make it easier for businesses to have their Paycheck Protection Program loans forgiven by relaxing restrictions on how the loan money can be used and extending the period that businesses have to use the funds.

Among the items in the proposed legislation:

Extend the PPP covered period from 8 weeks to 24 weeks.

Reduce the required ratio of 75% payroll / 25% utilities ratio to 60% / 40%.

Extend the June 30 deadline for (re)hiring workers.

Allow payroll tax deferral for PPP recipients.

The bill enjoyed bipartisan support, and passed 471 to 1. It now moves on to the Senate, which returns from its week-long Memorial Day break on Monday. The Senate's version of bill maintains the 75/25 ratio, and only includes a 16-week covered period.

^^ This is why the Alabama SBDC delayed the Forgiveness Application walk-through webinar. Most small business owners only want to learn how to do this once.

As of May 23rd, over \$150 billion was available for PPP loans. If you - or a business you know - has not yet applied, act quickly.

PPP Lenders Accepting New Customers

Funding Opportunities

Fiscal Year 2021 Section 5310 Capital Award

Application(statewide) is now open (deadline is 5:00PM, July 17th at SARPC office)

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



ALABAMA DEPARTMENT OF TRANSPORTATION
1409 Coliseum Boulevard Montgomery, Alabama 36110
LOCAL TRANSPORTATION BUREAU



Kay Ivey
Governor

John R. Cooper
Transportation Director

May 15, 2020

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.

DEP:KR/cr

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

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

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://www.coronavirus.gov)
- [coronavirus.gov/smallbusiness/](https://www.coronavirus.gov/smallbusiness/)
- [CDC.gov/COVID19/](https://www.cdc.gov/COVID19/)
- [USA.gov/coronavirus/](https://www.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.

CARES Act Grants for Governments

Potential uses: hiring personnel, paying overtime, purchasing protective equipment and distributing resources to hard-hit areas. Funds may also be used to help correctional facilities cover costs related to COVID-19, including, but not limited to, sanitation, contagion prevention and measures designed to address the related medical needs of inmates, detainees and correctional personnel.

The solicitation deadline according to website is May 29th. Subject to Federal rules funds may apply retroactively to January 20, 2020.

For more information <https://bia.ojp.gov/funding/opportunities/bja-2020-18553>.

Awards including ADECA, Huntsville, Gadsden, Jasper, etc. are here: <https://bia.ojp.gov/program/cesf/awards>.

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.

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.

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.

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

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

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

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

The "Pont Neuf" is the oldest standing bridge across the river Seine in Paris, France. It stands by the western (downstream) point of the Île de la Cité, the island in the middle of the river. It is over 400 years old! This weekend marks 442 years since the first brick was laid.



King Henry III started construction on the bridge in 1578!! In fact, May 31st, 1578. It took 29 years to build and was finished in 1607. The bridge still stands today and holds traffic.



It is interesting that as old as this bridge is, what was it's useful life when the engineers were designing it, 500 years? There are older bridges still in use, [HERE](#), including the TAR STEPS, rumored to be made by the Devil himself.



But *Just For Fun*, do you know what "Pont Neuf" means in old French?..... **"the New Bridge"** and they still call it that! [here](#)

In the News

Alabama Department of Transportation to prepare and begin dredging Little Lagoon

Shallow water depth has triggered a standing Court Order requiring ALDOT to dredge.

CITY OF GULF SHORES
Posted Tuesday, May 26, 2020
By Melanie LeCroy

The Alabama Department of Transportation is preparing to begin dredging Little Lagoon. The shallow water depth has triggered a standing Court Order requiring ALDOT to dredge to allow the exchange of water from Little Lagoon and the Gulf of Mexico.

The area will remain open to the public for the entirety of the project. Efforts will be made to minimize the impact to this high usage parking and beach area.

The schedule for the dredge operation is as follows:

- The gravel parking area has been at half capacity beginning May 21. The paved parking area will remain open.

- Dredging activities are expected to begin May 26 and continue until the project is complete which typically requires up to 60 days.

Mississippi DOT Disburses First Round Of Lottery Proceeds

editor@ashto.org May 22, 2020

The Mississippi Department of Transportation began funding statewide pavement restoration projects in April via money provided from lottery proceeds.

“MDOT is so appreciative of the legislature for designating a portion of the lottery proceeds to Mississippi’s maintenance needs [and] these funds will help ensure our highways stay safe for the traveling public,” noted Tom King, chair of the Mississippi Transportation Commission, in a statement.

“We aren’t wasting any time utilizing these funds,” he added. “MDOT’s already awarded numerous projects throughout the state and you will see them start moving forward quickly.”

The agency said it awarded funds for seven pavement restoration projects in April, with another 12 bids for similar contracts issued in May.

The Alyce G. Clark Mississippi Lottery Law – enacted during an August 2018 special legislative session – created the Mississippi Lottery Corporation to oversee the sale of lottery tickets and also designated the first \$80 million of net lottery proceeds annually for state road and bridge maintenance needs.

Subsequently, the state’s transportation commission designated all lottery proceeds for pavement restoration projects.

“This money isn’t just going into Mississippi’s highways; it’s going to the people as well,” added Commissioner Willie Simmons, who represents the state’s Central Transportation District. “These projects will not only enhance the people’s quality of life; they will also supply jobs for many people throughout the state.”

Transportation think tank releases study on congestion pricing

BY LIZ CAREY | MAY 27, 2020

On Friday, a leading national think tank on transportation issues released its study on congestion pricing and principles cities can use to develop viable programs while maintaining sustainability and equity.

The report, *Congestion Pricing in the United States: Principles for Developing a Viable Program to Advance Sustainability and Equity Goals*, provides cities with 10 principles to help cities work through the political, institutional, and communication challenges presented by congestion pricing.

Congestion pricing is assessing a fee on transportation modes during the busiest times of the day to reduce demand and incentivizing drivers to switch to other modes of transportation, seek other routes or travel at different times.

The report separated the principles into three stages of a congestion pricing development program and, using real-world examples, illustrates how cities can best work through the hurdles each of the stages faces. The program is separated into the idea stage, the planning stage, and the proposal stage.

Eno said during the initial stage, one principle to follow is to have a policy with a clear vision and purpose. Citing New York City’s upcoming congestion pricing program, the organization said cities that position the policy with a “bold rationale aimed at achieving local goals,” are more likely to gain broad public support.

The organization also said that in the planning stage, cities and locations should make sure to address equity, but during the process of developing a program and within the policy itself.

“Two strategies for ensuring equity are to engage diverse stakeholders early and conduct data-driven analysis to identify effects on vulnerable populations. To engage its community, Portland, Oregon has established a Pricing Options for Equitable Mobility Community Task Force to advise the city on potential pricing strategies,” the report said.

And lastly, the organization said locations considering a congestion pricing program should limit the number of exemptions put in place for the congestion charges. By exempting more than essential services, cities and locations can undermine their plan’s effectiveness.



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. 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.

Final phase of Flora-Bama crosswalk, pedestrian improvements moving forward

by Cory Pippin Tuesday, May 26th 2020 [HERE](#)



PENSACOLA, Fla. (WPML) — The final phase of safety improvements in front of the Flora-Bama is finally moving forward after months of delays, and it could save lives. The good times are rolling again, in a socially distant way, inside the Flora-Bama. But outside, many visitors still cautiously cross the busy beach highway from parking lots. Michelle Swanford and her 8-year-old son found out doing so safely can be risky.

"Half the traffic stopped and we were walking across and the other side didn't and almost hit us. It's just really scary," Swanford, who was visiting from New Orleans, said.

It's a danger that has weighed heavily on John McInnis, co-owner of the iconic business. One of their own employees was struck and killed crossing the road years ago.

"We've got 400 to 500 employees here at Flora-Bama. Not only do we transgress across every day through this busy traffic, we watch our customers do it, too," McInnis said.

McInnis has worked with Alabama and Florida Transportation officials for years to improve safety. In 2018, ALDOT put in new turn lanes and striping on its side of the highway. Now, along with added signs, FDOT has completed all the ground work and electronic controls for a raised, lighted crosswalk soon to be installed.

"You've got a five lane highway from Alabama coming into a two lane Florida road. It's been a long process but we're excited for the safety that that crosswalk will bring," said McInnis.

Visitors are, too. "I think it's a great idea. There's a lot of pedestrian traffic down here, a lot of families with kids," said Troy Vogle, a visitor from Oklahoma.

"This is a really popular spot, has been for years and years. And safety should be paramount," Swanford said.

The Flora-Bama also spent thousands improving the safety of their parking lots on both sides of the highway. McInnis said FDOT officials told him the crosswalk will be completed in June.

Transportation Research

FHWA Releases Integrated Corridor Management Video

editor@ashto.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.

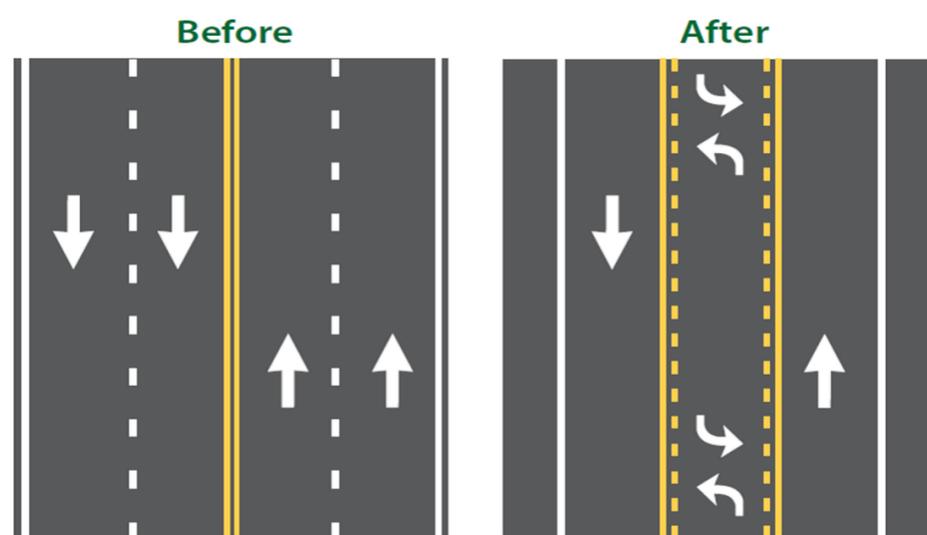
When it comes to roadway congestion, the FHWA noted that travelers respond in a variety of ways: finding an alternate route, selecting a different roadway (freeway versus surface street), adjusting their trip to another time of day, or remaining on their current route and enduring the significant delays.

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](#)

Study Finds COVID-19 Wipes Out Traffic Congestion in U.S. Cities

[SANDY SMITH](#) MARCH 25, 2020

It turns out that the travel restrictions ordered by mayors and governors around the country to slow the spread of the novel coronavirus have sped up travel and reduced traffic congestion dramatically for those who must remain on the roads. And, according to [a report](#) on the study in Smart Cities Dive, the restrictions have also led some cities to implement measures advocates for reduced auto use have long advocated.

How dramatic is the congestion reduction? According to the study conducted by mapping software and transportation analytics company INRIX, enough to speed up travel into the core of Chicago by 77 percent and Los Angeles by 53 percent. The study, which examined average travel speeds in 25 of the country’s most populous cities during the week of March 11-18, found increases in travel speed ranging from that 77 percent figure in Chicago to a mere 16 percent in Atlanta.

“Dramatic changes in travel speed continue to spread across the country,” Trevor Reed, INRIX transportation analyst, said in a emailed statement on March 19. “If current trends persist, it is probable major congestion will cease to exist in the country’s most congested cities within the week.”

In addition, the article notes, some cities have turned parking spaces into loading zones for curbside restaurant pick-ups, and New York Gov. Andrew Cuomo has called on Mayor Bill de Blasio to ban auto travel in the city in order to allow pedestrians to walk while maintaining a safe distance from one another.

It goes without saying that a reduction in traffic is the smallest of silver linings in what is now a global crisis. The CDC [reports](#) that there are more than 44,000 confirmed cases of the virus in the United States, and 544 people have died.

Transit Agency Heads Send Bigger Relief Bill to Congress

This column [reported last week](#) that the American Public Transportation Association had asked Congress to include \$12.75 billion in relief for mass transit agencies dealing with a dramatic drop in ridership thanks to the coronavirus pandemic.

This week, a letter signed by the heads of 10 of the country's largest transit systems, including the largest one, says to Congress that that figure is too small by half.

Metro Magazine [reports](#) that the letter, sent March 23 to the leaders in both houses of Congress, seeks at least \$25 billion in assistance for the country's mass transit systems.

"Federal aid, utilizing federal formulas, must be directed to areas of the country that have had significant financial impacts and where essential workers rely most heavily on public transit," the letter states. "While emergency personnel need our infrastructure to do their jobs, overall ridership on our systems has plummeted every day – dropping as much as 90 percent in some cases. Combined with falling tax revenues and dramatically increased cleaning costs, this collapse of revenue has resulted in immediate and enormous funding gaps."

Pointing out that their agencies cannot cut service enough to close the budget holes without damaging their ability to provide that essential service, the letter complains that assistance promised to date is merely a stop-gap measure and demands "comprehensive, permanent solutions that put public transportation first."

The letter was signed by the heads of the following 10 agencies:

- Metropolitan Transportation Authority of the State of New York, which had asked for \$4 billion in aid in a separate letter last week
- Los Angeles County Metropolitan Transportation Authority
- New Jersey Transit Corporation
- Chicago Transit Authority
- Washington Metropolitan Area Transportation Authority
- Bay Area Rapid Transit District (San Francisco/Oakland)
- San Francisco Municipal Transportation Agency
- Dallas Area Rapid Transit
- Metropolitan Atlanta Rapid Transit Authority
- King County Metro (Seattle)

Breakthrough in Sydney: Harbor Subway Tunnel Is Complete

In Australia, where construction work has not been stopped to reduce the spread of the coronavirus, the International Railway Journal reports that the Sydney Metro City and Southwest construction project has reached a major milestone.

On March 18, Kathleen, the boring machine digging the tunnels that will carry the Sydney Metro Northwest across Sydney Harbor and into the city center, broke through the sandstone at the north end of the second tube. With that, all tunneling work on Australia's first rapid transit subway through a city center was completed.

Kathleen's northbound trip took one month less to complete than the southbound one thanks to lessons the contractor learned on that first pass. Those included modifying the cutter head and revising processes to better handle the clay that lay beneath the harbor bottom.

In all, the five tunnel boring machines that worked on this project dug 31 km (19.3 miles) of tunnel in 17 months. The tunnels will connect the already-in-service Sydney Metro Northwest line with an existing regional rail line heading southwest from central Sydney. This 13-km (8.1-mile), 11-station line will be reconfigured to handle the metro trains. The new tunnels will add a 15-km (9.3-mile), seven-station central section to the line.

The entire line is scheduled to open in 2024. A second metro line headed west from the city center to Parramatta is in the planning stage.

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

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>

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.
