



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 24th 2020

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There is a Mobile MPO Policy Board meeting scheduled for August 19th via GOTO meeting; prior to the MPO meeting there will be a TCC/CAC meeting of the Mobile MPO on July 29th via GOTO meeting, see *Mobile MPO Updates*. This week there is a Summer federal appropriations update while the Senate seems to be quiet; see *Legislative Updates*. Not many *Funding Opportunities* this week, but *In The News* the WAVE transit is temporarily stopped, and several reports are out; one on crashes and one on funding. The Draft Demand Response Transit Study is ready for review and there is a stakeholder meeting next week, please see *Mobile MPO Updates*. This week's *Just For Fun* is a blast...from the past.

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

MEETINGS SCHEDULED

There is a Mobile MPO Policy meeting scheduled for August 19th via GOTO meeting; prior to the MPO meeting there will be a TCC/CAC meeting of the Mobile MPO on July 29th via GOTO meeting.

The agenda is to include the following:

- Adoption FY 2021 [Unified Planning Work Program](#) (planning budget)
- Modify 2020-2023 Transportation Improvement Program
- Cost estimate change for 100040584 (CN) US98, EB lanes from MS state line to .5 Mile East of Glenwood Rd, from \$18.2M to \$23.9M, FY 2022
- Cost estimate change for 100033461 (CN) ADDL lanes on I-10 from CR-39 to Carol Plantation, from \$33.4M to \$41M, FY 2021
- 100071946; PE; 5 Year Regional Traffic Operations (RTOP) TSMO for 130 Signalized Intersections Along SR-59, SR-16 (US-90), and SR-42 (US-98) Target Start Date : 8/1/2020; \$2,631,200
- Update Performance Measures
- Review of Financial Agreement
- Review of Demand Response Transit Study
- Potential TAP projects

DRAFT 2021 Unified Planning Work Program (UPWP) is now available for review.

The Draft 2021 UPWP is essentially the budget of the Mobile MPO staff. Typically in June of every year, MPO staff reviews the draft document with MOP Policy Board Members and the subcommittees, prior to submitting the draft UPWP to ALDOT and federal agencies for review. Because of the COVID-19 virus disruption our MPO meeting schedule, the draft document was submitted to ALDOT to review without committee review. The document is almost identical to the current UPWP, with the exception of no new third party contracts. The DRAFT 2021 UPWP is available for review [HERE](#).

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 [HERE](#).

There will be a stakeholder meeting scheduled in the near future to discuss the draft report that came out his week. This will be a GOTO meeting.

The Draft Report is [HERE](#)

ENVISION 2045 IS THE LONG RANGE TRANSPORTATION PLAN (LRTP)

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. The Climate Change element, or Extreme Event Planning, remained almost unchanged from *Destination 2040* LRTP.

The LRTP *Envision 2045* was adopted by the Mobile Metropolitan Planning Organization on April 22, 2020.

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

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](#).

Recent Scheduling Changes This Week for Mobile

Project : 100066703 (CN)
Federal aid number : STPMB-HSIP 0016
County : MOBILE
Project Description : INTERSECTION IMPROVEMENTS - CONGESTION MANAGEMENT PROCESS - SR-16 (US-90) FROM BROAD STREET TO BANKHEAD TUNNEL
Old Engineers Estimate : \$1,372,715.00
New Engineers Estimate : \$1,372,714.00

Project : 100052460 (CN)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : September 24, 2021
New Target start date : December 03, 2021

Project : 100052458 (RW)
Federal aid number : STPMB 7533
County : MOBILE
Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.
Old Target start date : January 01, 2021
New Target start date : March 01, 2021

Project : 100068763 (CN)
Federal aid number : RASTPAA 4915 (251)
County : MOBILE
Project Description : WIDENING, RESURFACING AND STRIPING ON DAWES ROAD (CR-33) FROM SCOTT DAIRY LOOP ROAD SOUTH TO DIBERVILLE DRIVE WEST
Old Target start date : November 06, 2020
New Target start date : December 04, 2020

Project : 100055881 (RW)
Federal aid number : STPMB 7550 (602)
County : MOBILE
Project Description : ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)
Old Target start date : October 01, 2020
New Target start date : November 01, 2020

South Alabama RPO Updates

DRAFT 2021 RPO Work Program is now available for review.

The RPO work Program is the staff budget for SARPC Rural Planning Organization. This draft is identical to the current work program. The DRAFT 2021 Work Program is available on the RPO Webpage [HERE](#).

Projects in Region Let July 31st, 2020

MOBILE COUNTY
None at this time

BALDWIN COUNTY
None at this time

ESCAMBIA COUNTY
For constructing the Planing, Resurfacing, Steel Blockout Replacement, and Traffic Stripe on SR-41 from the intersection of SR-3 (US-31) in Brewton to a point north of Burnt Corn Creek. Length 2.349 mi. The Bracket Estimate on this project is from \$595,041 to \$727,272 .

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

Legislative Updates

[Congress is in session](#)

Summer Federal Appropriations Update

By [Maci Morin](#) on July 17, 2020

As we approach the dog days of summer, the federal appropriations process is finally heating up. This follows several months of being on hold as Congress tried to address the growing coronavirus pandemic, the staggering drop in unemployment, and cries for action regarding racial injustice and police brutality.

With Election Day less than four months away, several critical questions remain. Will Congress finish its consideration of all twelve appropriations bills before the September 30th fiscal year (FY) 2021 deadline? What are the chances of a continuing resolution and what length will it be? And what impact will the election results have on how the appropriation process plays out? We will consider these questions and more below.

What is happening in the House?

After months on hold because of the focus on coronavirus and police reform packages, the House is now pushing through their appropriations markups at lightning speed. The full Committee passed their FY 2021 [302\(b\) subcommittee allocations](#) last week along with five appropriations bills: [Agriculture-Rural Development-FDA](#), [Interior-Environment](#), [Military Construction-VA](#), [Legislative Branch](#), and [State-Foreign Operations](#). The Committee wrapped up their consideration and approval of the remaining seven bills this week: [Commerce-Justice-Science](#), [Defense](#), [Energy-Water Development](#), [Financial Services-General Government](#), [Homeland Security](#), [Labor-HHS-Education](#), [Transportation-HUD](#).

[Initial reports](#) are saying that Agriculture-Rural Development-FDA, Interior-Environment, Military Construction-VA, and State-Foreign Operations bills will be combined into a minibus package and considered on the floor late next week. House Majority Leader Steny Hoyer (D-MD) indicated that he wants the House to approve all twelve bills on the floor by the end of July. However, the Homeland Security bill might be held back because of [concerns from progressive Democrats](#) about funding levels for customs and border protection and immigrations and customs enforcement.

It is worth noting that these bills will probably be passed mostly or entirely along party lines. Since the Senate must reach a 60-vote threshold to end debate on appropriations bills, whereas the House only needs a majority vote, the Senate has to forge bills that are more bipartisan. This means that these more partisan House bills are likely to sit and not be taken up by the upper chamber for serious consideration.

What is happening in the Senate?

Unlike in the House, crickets can be heard in the Senate Appropriations Committee. The Committee has held just two hearings since March, and both were on issues unrelated to the FY 2021 appropriations process.

It was [reported several weeks ago](#) that partisan disagreements on police reform and COVID-19 spending is to blame for the delay of Senate appropriation bill markups. Ranking Member Patrick Leahy (D-VT), noting that offering amendments was a key concern for Democrats, said "There is bipartisan agreement that we need to address the COVID-19 pandemic. And if we want to truly address the issues of racial injustice that George Floyd's tragic death has brought to the surface... we need to appropriate money for programs that advance these issues." Committee Republicans, led by Chairman Richard Shelby (R-AL), felt that these issues should be addressed outside of the appropriations process.

Markup notices for their appropriations bills were [reportedly postponed](#) due to these disagreements. While it is very likely that most of their bills are already drafted, we probably will not see any markups until the Committee leadership can agree to move forward in a bipartisan way.

What is going to happen next?

There is one thing that is all but guaranteed: there will be a continuing resolution (CR) to keep the federal government open past the September 30th deadline. Between the upcoming August recess and the desire of members to be home to campaign for competitive races, there are not a lot of congressional workdays left on the calendar.

This continuing resolution will likely be a short-term, stopgap solution just to get Congress through the FY 2021 deadline and election season. Although a specific date is hard to determine, it would likely extend current federal funding levels to at least early to mid-December.

The election outcome is also likely to influence how the federal appropriations wraps up. [History tells us](#) that during an election year, lawmakers are likely to hold an average of seven appropriations bills over until the next calendar year. They say to the victor goes the spoils – as well as the incentive to shape the final bills once the winning party takes control. If the Democrats win the presidency and/or the Senate, we can certainly expect them to punt the bills into 2021 when they will have more influence over the process.

Senate still quiet as House moves forward on infrastructure

Robust funding for large transportation bills has eluded Congress for more than a decade and the funding question is potentially more perilous this year.

By [TANYA SNYDER](#) 07/23/2020

The House is steaming ahead with a surface transportation bill, wrapped inside a massive infrastructure package, far outpacing the Senate, which has not made any progress since the core of its version of the bill was marked up almost a year ago.

Though the Senate Environment and Public Works Committee unanimously approved its bill, [S. 2302 \(116\)](#), nearly a year ago, the other three committees with partial jurisdiction — Banking, Finance and Commerce — have yet to even produce a draft. For its part, Finance says it can't proceed until the other committees produce something, so it's clear exactly how much the bill costs.

A GOP Banking Committee aide told POLITICO Tuesday that the majority is “still working with our counterparts” but had “no updates to report.” The Commerce Committee did not provide any updates.

And the Finance Committee's already-tough job of figuring out how to pay for the \$287 billion, five-year bill put forward by Senate EPW has been complicated even more by the coronavirus pandemic, which has foiled attempts to come up with accurate estimates for flagging gas tax receipts and HTF revenues. According to a Republican committee aide, EPW has asked the Congressional Budget Office for updated projections but was told that an updated baseline could take months.

“We’re walking blind,” said a GOP aide. “Based on 50 states reopening and then maybe closing down again, how do you guess how much a bill would cost or how much revenue will be coming in?”

Robust, sustainable funding for large transportation bills has eluded Congress for more than a decade and the funding question is potentially more perilous this year, just months ahead of an election and during an economic downturn. The House bill relies on a \$145 billion general fund transfer, inviting a debate about massive deficit spending that could also trip up progress on the bill.

EPW announced [a hearing on infrastructure Monday](#), which senators hope will elevate the conversation and galvanize the Senate to finish preparing its bill. Republicans and many industry stakeholders have praised the Senate bill as a paragon of bipartisan policymaking, by way of contrast with the House bill, but until the three other committees finish their job it won't go anywhere.

The House doesn't have the same jurisdictional split, though, and is moving forward despite the uncertainty around projecting gas tax receipts and HTF balances. On Tuesday, the lower chamber gaveled in to consider their \$1.5 trillion infrastructure package, [H.R. 2 \(116\)](#). Though the surface transportation bill serves as the core vehicle, once complete the bill will span vastly more than roads and bridges, encompassing housing, broadband, water issues and more. And in part because of that, the bill's consideration could stretch into Thursday as lawmakers grapple with many dozens of amendments.

Enacting a bill this year has always been seen as a long shot, and an extension at this point is all but inevitable amid the current landscape. And even once the two chambers manage to conference the bill, the drastically different scopes, price tags and partisan tensions will make it messy at best.

“We’re going to vote for an extension, I suspect, at some point,” said Rules Committee ranking member [Tom Cole](#) (R-Okla.) Monday. “This bill isn't really designed to pass in divided government.”

Maritime relief legislation passes through House

BY [LIZ CAREY](#) | JULY 23, 2020

Legislation intended to give relief to the maritime industry passed through the House of Representative Tuesday.

The legislation, the Maritime Transportation System Emergency Relief Act, introduced by Rep. Peter DeFazio (D-OR), and the Elijah E. Cummings Mariner Workforce Development Act, introduced by Rep. Sean Patrick Maloney (D-NY), would provide relief to those in the maritime industry during the Covid-19 pandemic. The bills would also increase training opportunities for merchant mariners, authorize a competitive grant program for projects at smaller ports and terminals and establish a National Shipper Advisory Committee to give U.S. importers and exporters a formal process to interact with the Federal Maritime Commission.

“I am thankful to my House colleagues for stepping up today for the maritime industry,” DeFazio, the chair of the House Committee on Transportation and Infrastructure, said. “The Maritime Transportation System Emergency Relief Act would for the first time authorize the Maritime Administration to provide financial assistance to stabilize and ensure the reliable functioning of the U.S. Maritime Transportation System in the event of a national emergency or disaster, including, the current COVID-19 public health emergency. The hard-working men and women of the maritime industry have kept critical goods moving during the global pandemic, and for that our thanks are not enough. This bill gives them the same protections and relief given to other industries during COVID-19.”

DeFazio introduced the legislation as part of an amendment to the National Defense Authorization Act.

“The coronavirus pandemic made it clear that the maritime industry needs more resources and more support to respond to catastrophes of any kind,” Maloney, the chair of the House subcommittee on Coast Guard and Maritime Transportation, said. “I’m pleased the Maritime Transportation System Emergency Relief Act was included in the National Defense Authorization Act, and look forward to this critical piece of legislation providing the United States Maritime Transportation System the reliable, comprehensive support it needs to respond to future emergencies and natural disasters.”

Funding Opportunities

Federal Highway Administration Makes \$60 Million Available for Advanced Transportation

Technologies Grants DEADLINE AUGUST 31st, 2020

FHWA 12-20

Contact: Nancy Singer

Tel.: (202) 366-0660

WASHINGTON – The U.S. Department of Transportation’s Federal Highway Administration (FHWA) today published a Notice of Funding Opportunity (NOFO) for \$60 million in Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) grants to fund new technologies that improve transportation efficiency and safety.

“These grants promote the use of advanced technologies to address critical safety issues and efficiency throughout our nation’s transportation network,” said Federal Highway Administrator Nicole R. Nason. “This program helps unleash technological potential to improve travel for all Americans.”

Created in the Fixing America's Surface Transportation (FAST) Act, the ATCMTD program works to improve the performance of U.S. transportation systems, reduce traffic congestion, and improve the safety of the traveling public. Now in its fifth year, the ATCMTD program has provided more than \$206 million for projects in 23 states and the District of Columbia.

The program provides funding to help develop model deployment sites for the large-scale installation and operation of advanced technologies that improve safety, efficiency, and system performance. It has funded innovative projects such as Contra Costa Transportation Authority’s Bay Area Mobility-On-Demand (MOD) Project to reduce traffic congestion on the I-680 Corridor and surrounding communities in California, the Florida Department of Transportation’s Sunstore integrated data system for travelers, and the Texas Department of Transportation’s I-10 Corridor Coalition Truck Parking Availability System.

State departments of transportation, local governments, transit agencies, metropolitan planning organizations, and other eligible entities are invited to apply under the program.

The NOFO is available at <https://www.grants.gov/web/grants/view-opportunity.html?oppld=327953>

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>

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

EDA CARES ACT RECOVERY ASSISTANCE (currently no deadline)

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
- coronavirus.gov/smallbusiness/
- CDC.gov/COVID19/
- 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. <https://www.grants.gov/web/grants/view-opportunity.html?oppld=321695>

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)

Cottage Hill and I-65 has, and always will be malfunction junction. Here is a gem from the mid 1970's talking about the intersection. *Just For Fun*, I'd like to know who the ALDOT representative is...

I think I know

[HERE](#)



In the News

WAVE Transit suspending all fixed-route bus services at end of service Thursday

by Tanner Gilliland

Thursday, July 23rd 2020



(WPML) Wave Transit suspending all fixed-route bus services at end of service Thursday

MOBILE, Ala. (WPML) — The Wave Transit System is suspending all fixed-route bus services at the end of service Thursday.

The routes will remain suspended until Monday, but the suspension may be extended if pandemic conditions warrant.

According to Antonie Mabien, Union representative for the transit workers, the suspension of service is due to COVID-19 cases among drivers.

Mabien says four WAVE transit drivers, two fixed route and two para transit, have tested positive.

Mabien is calling for WAVE to suspend all routes and services and is urging management to clean all buses thoroughly.

Read the full release below:

The Wave Transit System will suspend all Fixed Route Bus Services, to include the Moda!, effective the end of service on Thursday, July 23, 2020.

The suspension will remain in place until Monday, July 27, 2020 and may be extended if the coronavirus pandemic conditions warrant.

For individuals who have purchased monthly passes for the month of July, 2020, the Wave's staff will work with customers individually to reimburse them for their monthly pass purchase.

The Wave will continue to operate the Mobility Assistance Program (MAP) service. Also, new applicants will continue to have their applications reviewed for eligibility as normal.

The service schedule for MAP will be Monday-Saturday, 6:00a.m.-9:00p.m.

Riders are asked to consider limiting their trips for only purposes deemed essential. The cost for MAP service will remain the same. For additional information call 251-344-6600 or visit the website at www.thewavetransit.com.

Report: Mounting congestion, deteriorating conditions in roads and bridges means twice the funding need

BY [LIZ CAREY](#) | JULY 15, 2020

A new report from a national transportation non-profit shows that the aging U. S. Interstate system faces increased usage, mounting congestion, and deteriorating conditions, that will require more than double the amount of funding to fix.

The report, done by TRIP, found that most interstate systems in the United States need to be reconstructed and modernized.

The 64-year-old U.S. Interstate Highway System faces unprecedented levels of travel, particularly by large trucks, and a lack of sufficient funding to make repairs and improvements, the report found. The report "Restoring the Interstate highway System: Meeting America's Transportation Needs with a Reliable, Safe and Well-Maintained National Highway Network, looks at the system's use and conditions, as well as looking at the findings of a 2019 report by the Transportation Research Board, on the condition and use of the Interstate systems. The TRIP report confirms what that 2019 TRB report found – that funding of the Interstate Highway System should be nearly \$60 billion annually over the next 20 years, more than double the \$23 billion spent in 2018.

"The report released by TRIP confirms what American businesses experience every day—our Interstate highway system, which was once the envy of the world, is in serious need of modernization," said Ed Mortimer, vice president of transportation infrastructure, U.S. Chamber of Commerce. "Commitment to modernization must be shared by federal, state, and local leaders as well as the private sector. The Interstate system plays a key national role in economic success and quality of life for every American, and we continue to urge bipartisan solutions to address this critical issue. "

Since 2000, travel on the Interstate system has increased at a rate of nearly triple the rate at which new lanes are being added, the TRIP report found. As a result, nearly 50 percent of urban Interstate highways are considered congested during peak travel times. Truck travel

on the Interstate has increased 45 percent from 2000 to 2018, nearly double the 25 percent rate of travel growth for all vehicle travel during the same period.

But, the aging system continues to deteriorate, highways, bridges, and interchanges will need to be rebuilt or replaced, the report found. According to the TRIP report, pavement on 11 percent of the interstate highways are in poor or mediocre condition, and 27 percent of Interstate bridges are in need of repair or replacement.

And, as states face decreased revenue due to the lack of travel caused by the COVID-19 pandemic, investment into that Interstate system will be hampered. Estimates put state transportation revenues down at least 30 percent – approximately \$50 billion – over the next 18 months.

The report recommends restoring the Interstate Highway System through the foundational reconstruction of Interstate highways, bridges, and interchanges; improving roadway safety features; system right-sizing, including upgrading of some roadway corridors to Interstate standards; adding needed additional highway capacity on existing routes; adding additional corridors; and, modifying some urban segments to maintain connectivity while remediating economic and social disruption.

“The long-term vision that helped establish the current Interstate system nearly 65 years ago is needed again today,” said Dave Kearby, TRIP’s executive director. “In order to rebuild the nation’s economy, maintain personal and commercial mobility, and improve quality of life, adequate transportation investment and a sustainable, long-term funding source for the federal surface transportation program must remain a priority.”

Carnival Announces New Ship for Mobile

Some good news out of Carnival Cruise Line today. Officials have announced that the Carnival Sensation will move from Miami to Mobile and take up itineraries previously assigned to Carnival Fantasy and Carnival Fascination. Passengers on the earlier ships provided an important boost to the downtown economy; staying in hotels, dining in restaurants and shopping with our merchants

“We are thrilled over this news from Carnival as it says a great deal about the confidence that Carnival has in Mobile,” says David Clark, President & CEO, Visit Mobile. “The collaboration between our elected officials, stakeholders and community with Carnival has been a tremendous success and we look forward to keeping up that momentum to promote cruising from our destination.”

The date of the return of cruisers to Mobile is uncertain since the CDC's No Sail order is in effect at least until September 30th. However, we look forward to their return as soon as it is safe to sail again.

Americans' risk of dying in motor vehicle crash rose for third consecutive month amid coronavirus lockdowns: data

BY [JUSTINE COLEMAN](#) - 07/23/20

Data analysis found Americans were at a higher risk of dying in a motor vehicle crash for the third consecutive month in May as much of the country remained in coronavirus lockdown, according to a [National Safety Council](#) (NSC) report.

The council determined that the rate of motor vehicle fatalities per miles driven jumped 23.5 percent compared to May 2019.

The increased rate of deaths comes as the number of miles driven fell 25.5 percent in May compared to last year, with the total number of deaths decreasing 8 percent.

“At a moment when the country should be reaping a safety benefit from less traffic, the roads are riskier, threatening to reverse traffic safety gains made over the last few years,” the NSC said in a statement.

The death rate per 100 million miles driven reached 1.47 in May, compared to 1.19 in May of last year.

As of May, several stay-at-home coronavirus orders remained in effect, making roads less crowded. Many jurisdictions also scaled back safety enforcement.

As businesses continue to reopen now, NSC President and CEO Lorraine Martin recommends employers “reiterate the need for safe streets” and “safe workplace transportation,” as crashes remain the leading cause of workplace deaths.

“Employers can make a real difference in improving safety on our roadways, helping to protect their employees, as well as other road users,” Martin said in the release.

The NSC named six states with “notable increases” in the number of roadway deaths in the first five months of 2020: New Hampshire, Connecticut, Louisiana, Missouri, Arkansas and North Carolina.

The council also declared that nine states experienced drops in the number of deaths: Tennessee, Wyoming, Mississippi, Maryland, Michigan, South Carolina, Pennsylvania, Arizona and Florida.

Transportation Research

Virtual Peer Exchange on "Using Virtual Public Involvement to Enhance Engagement with Traditionally Underserved Communities"

The virtual peer exchange will take place on Monday, August 17 from 1:30-3:00 PM ET. Please read the email below for more information about this webinar.

REGISTRATION INFORMATION: Please register for the virtual peer exchange using the link below. **For those external to USDOT and if you have not previously created a user account with FHWA's Collaboration Portal, you will need to create an account before you can register.**

- Date: Monday, August 17, 2020
- Time: 1:30-3:00 PM Eastern Time
- Registration Link: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2448>

U.S. Transportation Secretary Chao Releases Pathways to the Future of Transportation

Thursday, July 23, 2020

WASHINGTON – One year after announcing the launch of the Non-Traditional and Emerging Transportation Technology (NETT) Council, U.S. Transportation Secretary Elaine L. Chao today released *Pathways to the Future of Transportation* – a policy document that is intended to serve as a roadmap for innovators of new cross modal technologies to engage with the Department.

“Pathways to the Future of Transportation guidance on new, cross-modal technologies will help address legitimate public concerns about safety, security and privacy without hampering innovation,” said U.S. Transportation Secretary Elaine L. Chao.

This policy document is the U.S. Department of Transportation’s first step in providing a clear path for innovators of new cross modal technologies to engage with the Department. It lays out a process for innovators and stakeholders to approach the Department with their plans and proposals for emerging technologies.

Secretary Chao announced the creation of the NETT Council last year as an internal deliberative body to identify and resolve jurisdictional and regulatory gaps that may impede the deployment of new technologies, such as potential advances in tunneling technology and hyperloop. Pathways to the Future of Transportation intends to help private sector innovators understand the purpose, structure, and function of the NETT Council; lay out the principles guiding the Department’s policies and posture toward transformative technologies; and deliver a high-level overview of the federal framework for supporting non-traditional and emerging technologies.

DOT will publish a Request for Comment on Pathways to the Future of Transportation, which will allow the public to comment and provide feedback on the document. More information on the NETT Council’s work can be found at <https://www.transportation.gov/nettcouncil>.

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](#).

Opportunity Zones

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.