



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 8th, 2018

Volume 26, Number 10

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Recently Completed Planning Studies

[Destination 2040 Long Range Transportation Plan](#)

[Toole Design Non-Motorized Mobility Study for Downtown Mobile](#)

A SARPC Board meeting has been announced for June 13th, if you are on the board please plan to attend. The US 45 Feasibility Study Advisory Committee met last week; see *Mobile MPO Updates*. A Senate Subcommittee has approved a FY2019 Transportation, HUD Appropriations Bill in *Legislative Updates*. There is some new transit planning funds in *Funding Opportunities*. *In the News*, The city of Foley has been selected to join the Main Street Program, and this week's *Just For Fun* is FAR out.

Don't forget to go vote next week!

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

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

www.mobilempo.org  check us out on FACEBOOK

Mobile MPO Updates

The Mobile MPO met recently

Two weeks ago, the Mobile MPO met and adopted several resolutions. There was a resolution adopting the WAVE Transit's Targets and Performance Measures as per the FAST ACT, as well as the agreement between the Mobile MPO and ALDOT concerning all other Performance Measures and Targets for Safety, System Performance and Freight, and Bridge and Pavement Condition. There were several amendments to the 2016-2019 Transportation Improvement Program (TIP) as well:

Bridge Funds

100049566 (CN) Replace Bridge, Bin 008714, SR-16 (US-90) Westbound over Tensaw-Spanish River.

Old Engineers Estimate: \$19,062,500.00; New Engineers Estimate: \$24,595,731.22

National Highway Funds

100068084 (UT) SR-158 Extension Lott Road Overpass and Jug Handle. Grade, Drain, Base, Pave and Bridge (EB Seabury Creek Tributary and Partial Lott Road); \$30,000, FY 2018

STP ATTRIBUTABLE FUNDS

(New Project) (PE) Airport Blvd, additional lanes from Snow Road to 1.46 miles West to just past Eliza Jordan Road, FY 2019, \$1,300,000

Interstate Maintenance Funds

[2018 Unified Planning Work Program](#)

100055398 (CN) Southwest Region, Mobile Area Sign Replacement on I-10, I-65 and I-165 from FY 2019 to FY 2021
\$5,601,338.92

[2016-2019 Transportation Improvement Program](#)

The Mobile County Engineer provided a tour to some Project Ranking Committee members of the new project being added to the Transportation Improvement Program; Airport Blvd, additional lanes from Snow Road to 1.46 miles West to just past Eliza Jordan Road. The Project Ranking Committee consisted of Mr. Ricky Mitchell, Mrs. Kellie Hope, Mrs. Kina Andrews, Hon. Margie Wilcox, and Mr. Edwin Perry. The score is based on objective points and subjective points. The new project scored a 58.4, which is a midrange to high number compared to the other projects of the TIP. This project is in the LRTP and is scheduled for funding as part of the next Pay As You Go Program.

[Origin Destination Study Using Cell Phones](#)

At the MPO meeting, Mr. Dan Dealy spoke on behalf of the Southern Rail Commission, with an update on passenger rail activity on the Gulf Coast.

Contact Us

Also, the 25 year Long Range Transportation Plan (LRTP) will have to be updated this summer to account for the I-10 Mobile River Bridge. When the Plan was adopted, it was not known if the Bridge was going to be a tolled facility or not. There are NEPA guidelines concerning tolled facilities and how they are to be treated in a MPO's LRTP. Specifically, the traffic volume adjustments because of the toll, the environmental justice considerations because of the toll, and an updated bicycle pedestrian considerations for the project.

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

The Mobile MPO's Bicycle and Pedestrian Advisory Committee (BPAC) met at the GM&O Building several weeks ago. Mr. Edwin Perry with ALDOT was on hand to give an update on Bike/Ped accessibility over the Mobile River. The meeting focused heavily on discussing the inclusion of Bike/Ped facilities on the proposed I-10 Mobile River Bridge. The Committee voted to amend the Bike/Ped section of the Long Range Transportation Plan to include: a detailed description of a Belvedere on the I-10 Mobile River Bridge; Bike/Ped Facilities on the Cochrane-Africatown Bridge; and the Value Added Options proposed by ALDOT with an additional Value Added Option "D".

Tom Piper
Senior Transportation
Planner
tpiper@sarpc.org

The Value Added Option "D" recommends a shared use path on the I-10 Mobile River Bridge span connecting to the Belvedere of the Base Bid to an elevator and stair tower on the east main span pier, and connecting the Bike/Ped path from the Battleship Memorial Park to the Eastern Shore. The LRTP will be modified later this summer, and will include a Value Added Option "D" to account for the connection to Daphne as part of the Bridge Project. We will keep you posted.

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Performance-Based Planning and Programming: A Report to Congress

MAP-21 required that USDOT prepare a report to Congress on the impact of the performance-based planning processes (PBPP) of MPOs within five years of the date the legislation went into effect. This report highlights some of the national progress on PBPP and data from case studies on the effectiveness of PBPP. [HERE](#)

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

FREIGHT DATA

As most of you know, the Mobile MPO has been trying to update its freight plan as an element to the Long Range Transportation Plan. We purchased data from INRIX to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information. To help validate the truck data, we are working with APM Terminals to try and nail down where the container trucks are coming from and going to. One day a quarter, APM Terminal will have on-board tablets for drivers to answer a series of questions in terms of where they came from, where is their return trip, if they came in from outside of Mobile County, which direction did they come from, etc; the data is exciting and interesting. Below is a flow map from the survey data in terms of container trucks going to the container terminal at Choctaw Point. Click the map to link to the survey results. <http://www.mobilempo.org/freightplanning.html>

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

Container Trucks Going To Choctaw Point



NEW SARPC Transportation Video



[HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

US 45 Feasibility Study

The US 45 Feasibility Study Stakeholders group met last week at the Toulminville Library, thank you for all that attended. There was a lot of great dialogue, and it seems that road diets, sidewalk improvements, bike lanes, is the direction the study should take. It was noted the impact of the Mobile Street project, that was one of Drew Davis' first projects with Volkert years ago. City of Mobile Councilmember Fred Richardson also noted the positive impact that the Mobile Street improvement made to the community, and compared it to the potential for US 45. We appreciate Councilmember Richardson's leadership role in this project.

Public Participation is an important part of this study, and the Advisory Committee was ready to get to work with churches to get the word out on the next meeting to engage the public.

The next meeting is scheduled to be on June 28th, and the time and location are still to be determined. Last week MPO staff, Volkert and CERM met with the City of Prichard City Council at Prichard City Hall. It was a very informative meeting and we gained some insight into the needs of the project.

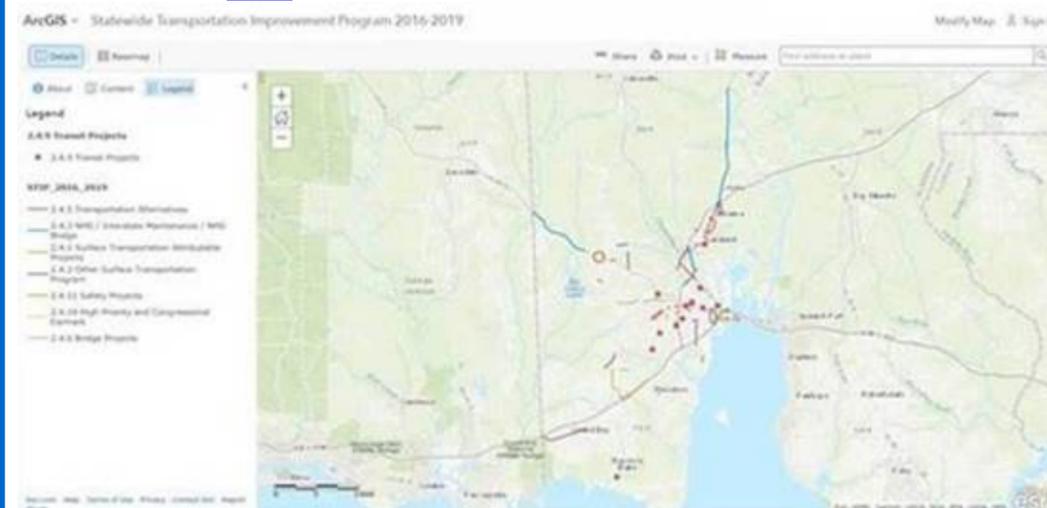
If you are interested in serving on the Advisory Committee, please contact Kevin Harrison. We will keep you posted on the progress of the Study. The presentation and futures dates can be found [HERE](#); we will keep you informed.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) 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 [Destination 2040](#). 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.

2016-2019 E-TIP [HERE](#)



Stay UP To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

Recent Scheduling Changes This Week for Mobile

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

Project : 100060154 (CN)

Federal aid number : NHF 0158 (505)

County : MOBILE

Project Description : SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE, DRAIN, BASE, PAVE, AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)

Old Target start date : August 31, 2018

New Target start date : December 07, 2018

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 : August 01, 2018

New Target start date : September 01, 2018

Project : 100065880 (CN)

Federal aid number : TAPMB TA16 (946)

County : MOBILE

Project Description : BIT AND SPUR ROAD PEDESTRIAN INFRASTRUCTURE IMPROVEMENT PROJECT IN THE CITY OF MOBILE

Old Target start date : December 15, 2018

New Target start date : June 15, 2018

Project : 100067396 (CN)

Federal aid number : TAPMB TA17 (949)

County : MOBILE

Project Description : ADDING CURB RAMPS AT VARIOUS LOCATIONS (WINCHESTER, HARMONY RIDGE SUBDIVISIONS IN SEMMES, BROCKTON PLACE, WESTCHESTER PLACE, ASHMOOR PLACE, AND PINE STATION SUBDIVISIONS IN MOBILE)

Old Target start date : December 15, 2018

New Target start date : June 15, 2018

Project : 100068084 (UT)

Federal aid number : NHF 0158 (505)

County : MOBILE

Project Description : SR-158 EXTENSION LOTT ROAD OVERPASS AND JUG HANDLE. GRADE, DRAIN, BASE, PAVE AND BRIDGE (EB SEABURY CREEK TRIBUTARY AND PARTIAL LOTT ROAD)

Old Engineers Estimate : \$30,000.00

New Engineers Estimate : \$360,000.00

Projects in Region Let May 25th, 2018

MULTIPLE COUNTIES

For constructing the Median Barrier Protection (Cable Guiderail Installation) on I-65 from the SR-59 Interchange to the Railroad Bridge at MP 75.500 (Site 1) and on I-65 from the SR-158 Interchange to north of the CR-41 Interchange (MP 16.900) in Saraland (Site 2). Length 45.698 mi. The Bracket Estimate on this project is from \$2,376,096 to \$2,904,118.

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

- For constructing the Interior Lighting on SR-42 (US-98) in the Bankhead Tunnel in Mobile. Length 0.641 mi. The Bracket Estimate on this project is from \$1,300,658 to \$1,589,693
- For constructing the Bridge Deck Replacement (Partial) on Airport Boulevard over I-65 in Mobile. Length 0.052 mi. The Bracket Estimate on this project is from \$256,844 to \$313,920.

BALDWIN COUNTY

- For constructing the Additional Lanes (Grading, Drainage, Pavement, Traffic Signals, and Traffic Stripe) on SR-181 from south of the intersection of SR-104 north of Fairhope to south of the intersection of CR-64 in Belforest. Length 3.979 mi. The Bracket Estimate on this project is from \$17,874,500 to \$21,846,611.
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the Dyas Creek Bridge to the Escambia County Line. Length 7.319 mi. The Bracket Estimate on this project is from \$8,461,432 to \$10,341,751.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-59 from the intersection of CR-12 in Foley to the junction of Windbigler Drive. Length 6.469 mi The Bracket Estimate on this project is from \$2,410,810 to \$2,946,546.
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-182 from the junction of West Lagoon Avenue to the East City Limits of Gulf Shores. Length 4.062 mi. The Bracket Estimate on this project is from \$1,383,581 to \$1,691,043.
- For constructing the Planing, Resurfacing, and Traffic Stripe on I-65 from the Dyas Creek Bridge to the Escambia County Line. Length 7.319 mi. The Bracket Estimate on this project is from \$8,461,432 to \$10,341,751 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Subcommittee Approves FY2019 Transportation, HUD Appropriations Bill

WASHINGTON, D.C. – The Senate Transportation, Housing and Urban Development, and Related Appropriations Subcommittee today approved its FY2019 appropriations bill with funding to advance transportation infrastructure development, housing assistance, and community development.

The FY2019 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act provides \$71.4 billion in discretionary spending for the U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and related agencies. The bill is \$1.1 billion above FY2018 enacted levels.

The subcommittee recommendation targets funding toward improving our nation's transportation and housing infrastructure, continuing to improve our air traffic control system, and maintaining rental assistance and community development programs. The measure will be considered by the full Senate Appropriations Committee on Thursday.

"This bipartisan bill is the product of considerable negotiation and compromise. I worked closely with Ranking Member Reed in drafting this bill, and we received input from 70 Senators with more than 800 requests, all of which we carefully evaluated," said U.S. Senator Susan Collins (R-Maine), chairman of the Senate Transportation, Housing and Urban Development Appropriations Subcommittee.

"The funding in this legislation will allow us to invest in our nation's infrastructure, while fully funding the renewal of housing assistance for low-income seniors and other vulnerable populations, such as teenagers and veterans who are homeless," she said.

Bill Highlights:

The bill prioritizes funding for critical transportation projects, programs to encourage economic growth and efficiency, and core housing programs for the nation's most vulnerable individuals.

Transportation – \$26.6 billion in discretionary appropriations for the U.S. Department of Transportation for FY2019. This is \$698 million below the FY2018 enacted level. Within this amount, priority is placed on programs to improve the safety, reliability, and efficiency of the transportation system.

- **BUILD Grants** – \$1 billion for Better Utilizing Investments to Leverage Development (BUILD) grants, previously known as TIGER grants.
- **Highways** – \$46 billion from the Highway Trust Fund for the Federal-aid Highways Program, consistent with the FAST Act. In keeping with the two-year budget agreement's emphasis on infrastructure investments, the bill provides \$3.3 billion in additional funding for highway programs, including \$90 million to eliminate hazards at railway-highway grade crossings and \$800 million for bridge repairs. The bill maintains flexibility for State Departments of Transportation to repurpose some stagnant project funding for current infrastructure projects.
- **Aviation** – \$17.7 billion in total budgetary resources for the Federal Aviation Administration (FAA), which fully funds all air traffic control personnel, including more than 14,000 air traffic controllers, and more than 25,000 engineers, maintenance technicians, safety inspectors, and operational support personnel.

The bill provides \$1 billion for FAA Next Generation Air Transportation Systems (NextGen) programs, and provides not less than \$168 million for the Contract Towers program. The bill also provides \$750 million in additional funding for airport improvements.

- **Rail** – \$2.8 billion for the Federal Railroad Administration (FRA). This includes \$1.9 billion to Amtrak for the Northeast Corridor and National Network, continuing service for all current routes. The bill provides \$262 million for FRA safety and operations, as well as research and development activities.

Additionally, the bill provides \$255 million for the Consolidated Rail Infrastructure and Safety Improvement grants program, \$300 million for Federal-State Partnership for State of Good Repair grants, and \$10 million for Restoration and Enhancement grants.

- **Transit** – \$13.5 billion for the Federal Transit Administration (FTA). Transit formula grants total \$9.9 billion, from the Mass Transit Account of the Highway Trust Fund, consistent with the FAST Act. In addition, \$800 million is provided from the general fund for transit infrastructure grants. The bill provides a total of \$2.6 billion for Capital Investment Grants (CIG), fully funding all current "Full Funding Grant Agreement" (FFGA) transit projects, as well as new projects that have met the rigorous criteria of CIG.
- **Maritime** – \$818 million for the Maritime Administration to increase the productivity, efficiency, and safety of the nation's ports and intermodal water and land transportation. The Maritime Security Program is funded at \$300 million.

The bill includes \$40 million for State Maritime Academies (SMAs) and an additional \$300 million for a new National Security Multi-Mission Vessel. This training ship is essential for the SMAs to provide the nation with a strong merchant marine workforce.

- **Safety** – The legislation contains funding for the various transportation safety programs and agencies within the U.S. Department of Transportation. This includes \$956 million in total budgetary resources for the National Highway Traffic Safety Administration and \$667 million for the Federal Motor Carrier Safety Administration. The bill also includes \$275 million for the Pipeline and Hazardous Materials Safety Administration to help address safety concerns related to recent pipeline and crude oil by rail accidents.

Housing and Urban Development (HUD) – \$44.5 billion in discretionary appropriations for the U.S. Department of Housing and Urban Development, an increase of \$1.8 billion above the FY2018 enacted level.

- **Rental Assistance** – HUD rental assistance programs provide housing assistance for nearly 5 million vulnerable families and individuals. Of those receiving assistance, 57 percent are elderly or disabled. This bill provides necessary increases to continue assistance to all families and individuals currently served by these programs.

Included in the bill is: \$22.8 billion for tenant-based Section 8 vouchers; \$7.5 billion for public housing; \$11.7 billion for project-based Section 8; \$678 million for Housing for the Elderly; and \$154 million for Housing for Persons with Disabilities.

- **Community Planning and Development** – \$7.8 billion for Community Planning and Development programs, \$99 million above the FY2018 enacted level. The Community Development Block Grant formula program is funded at \$3.3 billion; the Homeless Assistance Grants are funded at \$2.6 billion; the HOME program is funded at \$1.4 billion; and the Housing Opportunities for Persons with AIDS program is funded at \$375 million.
- **Emphasis on Homelessness** – \$2.6 billion for homeless assistance programs and includes several provisions to improve HUD’s delivery of housing and services to address particularly vulnerable populations, including veterans, youth, and survivors of domestic violence. The bill includes \$20 million for new family unification vouchers to prevent youth exiting foster care from becoming homeless. An additional \$80 million is provided for grants and technical assistance to test comprehensive efforts to end youth homelessness in urban and rural areas. In addition, the bill provides \$50 million for rapid rehousing assistance for domestic violence, and \$40 million for new HUD-Veterans Affairs Supportive Housing (VASH) vouchers.
- **Preventing Lead Hazards** – \$260 million to combat lead hazards, \$30 million above the FY2018 enacted level. These grants will help communities protect children from the harmful effects of lead hazard poisoning.

Federal Transit Administration issues the Private Investment Procedures (PIPP) Final Rule

Posted by the Office of Public Affairs

The U.S. Department of Transportation’s (U.S. DOT) Federal Transit Administration (FTA) issued the Private Investment Project Procedures (PIPP) Final Rule that describes new procedures aimed at helping the federal government develop more effective approaches to spurring private participation and investment in project planning, development, finance, design, construction, maintenance, and operations.

There are numerous opportunities where the private sector can engage in the public transportation industry, ranging from private operators participating in the planning and transportation improvement program process to a public-private partnership, in which a private firm participates in the design, building, finance, operation, and maintenance aspects of a transit facility. Other examples of private sector participation include Joint Development, Capital Leasing, and Third Party Contracting.

PIPP allows grantees the ability to identify FTA regulations, practices, procedures or guidance that may impede the use of a public-private partnership (P3) or private investment in that project. The FTA Administrator would have discretion to grant a modification or waiver of a

requirement if certain criteria are met. PIPP could not be used to waive any requirement under the National Environmental Policy Act (NEPA) or any other provision of Federal statute.

House Spending Bill Strikes at Piece of Trump Infrastructure Plan

By David Schultz

A bipartisan amendment added to a federal spending bill June 7 would block the Trump administration from fulfilling one of the items on its proposed \$1.5 trillion infrastructure plan.

The amendment, sponsored by Rep. Dan Newhouse (R-Wash.) and 19 other Republicans and Democrats, is the latest blow to the administration's hopes of seeing its infrastructure enacted into law.

The amendment would prevent the Energy Department from selling off the assets of its regional hydropower authorities to states, cities, or private companies. It was added to a House bill (H.R. 5895) that provides funding to the department and other agencies for the coming fiscal year.

Selling off hydropower assets "would amount to Congress abandoning an affordable solution for providing energy," Newhouse said during floor debate for the bill. "This ill-advised proposal is another federal attempt to fix something that isn't broken."

The amendment was one of many that lawmakers considered on the House floor as they moved toward a final June 8 vote on the spending bill.

The chamber adopted amendments to give more money to the Army Corps of Engineers for studies of flood risks in natural disaster-prone areas. The House also blocked efforts by Nevada lawmakers to scuttle the controversial Yucca Mountain nuclear storage project in Nevada.

The heart of the bill provides more than \$44 billion for the Energy Department, Army Corps of Engineers, and other agencies. The amount is over 20 percent more than what the Trump administration had asked for in its annual budget request.

Infrastructure Plan

Water resources legislation moving swiftly through the House and Senate (H.R. 8, S. 2800) contains few if any measures from Trump's infrastructure proposal. And even White House Press Secretary Sarah Huckabee Sanders has acknowledged that it's unlikely a comprehensive infrastructure bill will make it through Congress this year.

But the federal spending bill is far from final. Even if the House passes the bill with the hydropower amendment, it could get taken out when the House reconciles its version with the Senate's.

The Senate's version of this bill, which includes slightly less funding than the House version, was approved by its Appropriations Committee last month. Senate Majority Leader Mitch McConnell (R-Ky.) said he wants to bring this package of spending bills to the floor sometime later this month.

The House bill is part of a so-called minibus that packages the energy and water spending with measures funding military construction, veterans' affairs, and the legislative branch.

Doug Jones says Donald Trump's tariffs threaten Alabama's auto industry

BY ELIZABETH LAUTEN

Alabama U.S. Sen. **Doug Jones** sent a letter to U.S. Department of Commerce Secretary **Wilbur Ross** on Thursday, criticizing President **Donald Trump**'s proposed 25 percent tariffs on imported autos and auto parts into the United States.

The letter argues that rather than helping the United States economy or improving national security, the tariffs will cost jobs and threaten the growth of the automotive manufacturing sector in the Southeast.

"Auto manufacturers and suppliers employ nearly 200,000 of our constituents and that number is growing. These are good jobs employing American workers. Over the past several years the automotive industry, including foreign manufacturers, has invested billions in our states and created thousands of jobs," wrote Jones, along with Tennessee U.S. Sen. **Lamar Alexander**.

They continued, "We share with you and President Trump the goal of bolstering our nation's security and making sure that our trade policy is balanced and works for American workers and businesses. We are worried though that tariffs on the automotive industry will serve neither of these purposes, and instead put hundreds of thousands of American jobs at risk including many in our home states."

Jones and Alexander urges Ross' agency to reconsider the tariff.

Trump's auto tariff

President Trump is working with his administration in hopes of revitalizing America's industrial base and re-balancing America's trade relationships. To that end, the Trump administration is mulling a plan to impose the tariffs by undergoing an investigation through Section 232 of the Trade Expansion Act.

Section 232 allows Trump to impose trade restrictions that threaten U.S. national security, including levying tariffs on foreign goods that excessively displace domestic goods or cause loss of skills/investment or substantial unemployment.

"Big news coming soon for our great American Autoworkers. After many decades of losing your jobs to other countries, you have waited long enough," **Trump tweeted last month** before announcing the tariff.

Below is the complete text of the Jones/Alexander letter:

The Honorable Wilbur Ross
Secretary
United States Department of Commerce
1401 Constitution Avenue N.W.
Washington, D.C. 20230

Dear Secretary Ross:

We are writing in response to the Commerce Department's investigation under Section 232 of the Trade Expansion Act of 1962 into whether imports of automobiles, including SUVs, vans and light trucks, and automotive parts into the United States threaten our national security.

We share with you and President Trump the goal of bolstering our nation's security and making sure that our trade policy is balanced and works for American workers and businesses. We are worried though that tariffs on the automotive industry will serve neither of these purposes, and instead put hundreds of thousands of American jobs at risk including many in our home states.

Auto manufacturers and suppliers employ nearly 200,000 of our constituents and that number is growing. These are good jobs employing American workers. Over the past several years the automotive industry, including foreign manufacturers, has invested billions in our states and created thousands of jobs.

However, as a result of the Department's investigation, automotive companies are currently facing the threat of direct and retaliatory tariffs, which could mean hundreds of millions of dollars of additional costs. To absorb these costs, automotive companies in our state could be forced to either raise prices or cut costs. Either scenario directly translates into lost jobs for our constituents.

The Administration's 232 investigation centers on the national security impact of the automotive industry in the United States. We can assure you that reducing the size of our state's automotive manufacturing base will not bolster our nation's security.

In closing, we hope you will take into consideration the vital role the automotive industry plays in our states and the well-being of the tens of thousands of American workers who rely on this sector to make ends meet.

Funding Opportunities

Federal Transit Administration Announces \$25.8 million for Transit Planning in Communities Nationwide

Deadline July 23rd, 2018

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) announced today the availability of \$25.8 million in grant funds to support transit planning efforts in communities across the country. The competitive grant funds are provided through FTA's [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). A [Notice of Funding Opportunity](#) (NOFO) appears in today's Federal Register.

"It is important for communities and transit agencies to comprehensively plan their public transportation systems to improve mobility and access to transit," said FTA Acting Administrator K. Jane Williams. "This program is an excellent opportunity for cities and towns to maximize transit-oriented development around their transit systems and ensure they are capturing the value associated with transit."

The Pilot Program for TOD Planning provides funding to integrate land use and transportation planning efforts along eligible transit projects. The grants will fund comprehensive planning to support transit ridership, multimodal connectivity, and mixed-use development near transit stations. The Pilot Program for TOD Planning supports identification of infrastructure needs, engagement with the private sector and development of financial tools to encourage TOD implementation such as value capture.

Eligible applicants include FTA grantees that are either a project sponsor of an eligible transit project or an entity with land use planning authority in an eligible transit capital project corridor. To ensure that planning work reflects the needs of the local community, transit project sponsors and entities with land use planning authority must partner to conduct the planning work. The application period will close on July 23, 2018 at 11:59 p.m. Eastern time.

FTA's TOD Pilot Program was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and amended by the Fixing America's Surface Transportation (FAST) Act. The program is authorized through fiscal year 2020.

U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants will replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America’s infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

“BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits,” said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-federal revenue for future transportation infrastructure investments.

To reflect the Administration’s Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

[BUILD Grant Webinars](#)

May 29, [How to Compete for BUILD Transportation Grants – Rural/Tribal Applicants](#)

May 31, [Preparing a Benefit-Cost Analysis for a BUILD Application](#)

For 2018 BUILD Transportation Discretionary Grants, USDOT is offering a series of special topic webinars that delve into various aspects of the BUILD application process. These webinars are a great resource for anyone considering applying to BUILD this year or those preparing a BUILD application, as the webinars come from the funding source and share the expertise of USDOT to prospective applicants.

[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](#)

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration's Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America's Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through Grants.gov, the federal government's website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

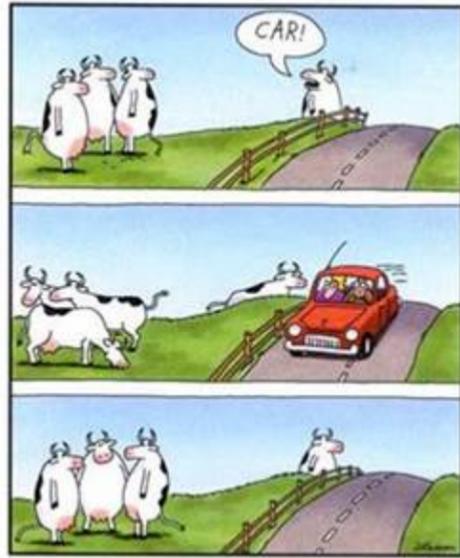
Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

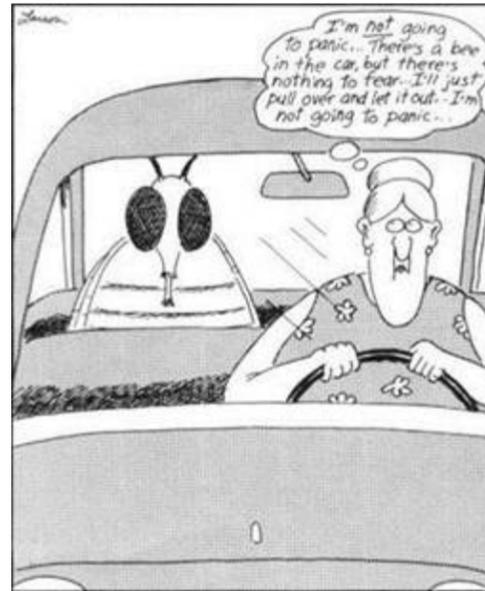
Prior to the date the qualifying (new or expanding) project is "placed in service," the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

To stay up to date on all of the many grants that are available click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

THE FAR SIDE *(just for fun)*





"Think about it, Murray... If we could get this baby runnin', we could run over hikers, pick up females, chase down mule deer—man, we'd be the grizzlies from hell."

In the News

Foley selected for downtown revitalization effort

by John Mullen

The city of Foley has been selected to join the downtown revitalization effort Main Street Alabama, a program City Planner Miriam Boutwell first heard about four years ago and began working for the designation.

"I attended the Alabama Downtown Laboratory in 2014 to learn more about this program," Boutwell said. "The city of Foley became a Network Community in 2015. Since that time city staff, elected officials and residents have attended various Main Street events and seen the results in other communities."

Main Street Alabama is a nonprofit following a national model focused on building stronger downtown communities. The program was launched more than 40 years ago and is used nationwide.

"When a community is ready for Main Street, the time-tested Four Point Approach works," Mary Helmer, state coordinator, said. "It brings jobs, dollars and people back to downtowns and neighborhood commercial districts."

Cities accepted into the program must present a plan for the downtown district and show the motivation to implement the plan. A simple love of the downtown area helps, too, Helmer said.

Boutwell said Foley scored big in all of those criteria.

"Our downtown is the heart of Foley," she said. "We are fortunate to have existing, established businesses as well as new businesses locating in downtown. There are many opportunities for our beautiful historic structures to become viable and a destination for locals and tourists."

To get started the city will establish a Main Street Board, which will be led by a Main Street director.

“The director will serve the downtown merchants to assist with their success and to recruit new businesses to open in vacant spaces,” Boutwell said. “The Main Street director and board will serve downtown property owners and business owners. Their skills will be specific to this area only, which will be a huge asset to downtown.

“Other benefits include the vast experience of the Main Street organization and their four-point approach of organization, promotion, design and economic vitality.”

The director is a paid position and the board will be made up of community volunteers, Boutwell said.

“Each city has individual needs and Main Street provides training, networking and educational opportunities to their Designated Communities,” she said. “With Main Street assistance, the local citizens can then set goals and implement program ideas to promote their downtown.”

The first year of the program will cost the city about \$65,000 and is planned for the 2018-19 budget year. That will pay the director’s salary, Main Street fees and startup supplies to run the board.

Foley is one of three cities selected this year for Main Street Alabama, along with Scottsboro in extreme northeast Alabama and South Huntsville near the Tennessee line in the center of the state. According to Main Street Alabama, the effort has added 488 new businesses, 1,932 jobs, \$283 million in private investments and \$74 million in public improvements, and volunteers have put in 61,000 hours of time since June 2014.

Meeting on Africatown Blueways Project scheduled June 16

The National Park Service’s Rivers, Trails and Conservation Assistance Program is pleased to announce the official launch of the Africatown Connections Blueway — a cultural, environmental, and community development project nearly two years in the making — on Saturday, June 16, 2018, under the Cochrane-Africatown Bridge in Plateau from 3 to 6 p.m.

The Africatown Connections Blueway Team is a coalition of local and regional organizations and citizens working in partnership with the National Park Service since 2016 to create the plan. The Blueway project connects the historic Africatown Community in the City of Mobile with Africatown U.S.A. State Park in the nearby City of Prichard, Alabama, via several key waterways: 10 miles of Chickasaw Creek, which flows through Prichard, the City of Chickasaw and unincorporated Mobile County; the Mobile River; and Three Mile Creek.

Its mission is to preserve the natural spaces, habitat, and waterways for the sustainability of healthy communities, for educational enlightenment, and for economic opportunities in both Mobile and Prichard, and points in between.

The celebration comes as the notes of Zora Neale Hurston’s interview with Cudjo Lewis 90 years ago has finally been turned into a book, currently a New York Times best-seller, *Barracoon: The Story of the Last “Black Cargo.”* It tells the harrowing tale of Lewis, the last known living slave to have come directly from Africa. Named Oluale Kossola, he was one of 110 people kidnapped and sold by the Kingdom of Dahomey (present-day Benin), then brought to Mobile aboard the *Clotilda*. Importing Africans for slavery had been illegal for 52 years when the *Clotilda* arrived in 1860. Its captain claimed to have burned and sunk the ship to hide the crime.

The Blueway project also comes as the Alabama Historical Commission continues its search for the *Clotilda*, which was thought to have been found in the Mobile River Delta earlier this year. Plus, the Africatown Community Development Corporation’s request for \$3.58 million from

the BP Oil settlement fund was approved to build a welcome center and tourism program that celebrate the unique history of Africatown, founded by Lewis and some of the other Africans brought by the Clotilda.

In an added boost, students from Mississippi State University's School of Landscape Architecture have created a very dynamic, multi-dimensional plan for the Blueway that can potentially revitalize the entire Africatown community.

Residents and supporters who have been part of planning the Africatown Connections Blueway are overjoyed at recent developments like these that strengthen their resolve to rebuild the neglected community.

"It's like the windows of heaven are finally opening up over Africatown and pouring out so many blessings at once," says Joe Womack, president of Africatown-C.H.E.S.S., itself a relatively new community-based organization. It is funded through a \$3.375 million grant from the Kellogg Foundation in partnership with the Deep South Center for Environmental Justice, the HBCU-CBO Gulf Coast Equity Consortium.

"We can't help but believe that these breakthroughs will help us preserve what's left of our beloved community. It's like being rewarded for decades of hard work that so many of people put into bringing Africatown back to wholeness and prosperity. If all our individual plans succeed collectively, then Africatown might be even better than it was when I grew up here," he says.

State condemns 17 tracts for Baldwin County bridge project

by John Mullen

Land condemnation cases in a controversial bridge and road project in south Baldwin County could stretch out for years, according to an attorney with six clients who have had land taken by the state.

"Of my six cases, two have been appealed to circuit court, where jury trials have been requested by both sides," attorney Warren Herlong said. "But they have just been appealed. I would not expect the jury trials to occur for a year or so."

But that part of the legal wrangling will not hold up the project, Herlong said. When a condemnation case is appealed in the Baldwin County Probate Court it goes before a three-person land panel to examine the offer by the state and issue its ruling on how much the state should pay the landowners.

"The state can proceed with the construction of the project if they pay into court the amount the probate court land commissioners award," Herlong said.

But whether or not the state can take the land is not up for debate. Herlong said that is going to happen.

"I'm representing a number of owners, and while I have filed a pleading that objects to the taking there really is no legal basis to object to the taking," Herlong said. "I'm not going to pursue that. What my clients have asked me to do is secure adequate, just compensation for their land being taken."

Herlong represents the Williams Joseph Evans Revocable Trust, Orlanda B. Clark-Perrault and Robert T. Perrault, the George Wallace family, Doyce and Shirley Ellenberg, Anthony and Patricia Diliberto, and Laura Waters Almaroad.

According to the Alabama Department of Transportation these are among 17 tracts of varying sizes that have been condemned by the state for the \$87 million project. Three of those have come to terms and one has signed an agreement without any court action. Nine are on appeal before a probate court land commission and four have been appealed to Baldwin Circuit Court.

Herlong says two of his cases have settled — the Perraults, who were originally offered \$369,600 for 3.98 acres, according to court documents. It was broken down into \$91,540 for the land at \$23,000 an acre, \$235,492 for structures, \$26,808 for site improvements and \$15,750 for damages and enhancements. The owners ended up receiving \$475,000.

“The Wallace property is currently pending in court and we’ve reached an agreement and plan to close by deed but not through the court system as we are doing with Perrault,” Herlong said. “At this time I would have to keep [the state’s offer] confidential.”

Two other cases are headed to circuit court — Ellenberg and the Evans family trust — and likely are a year out from being heard.

According to court documents, the state offered the Evans Trust \$737,150 — \$231,750 for property and \$505,400 for damages to remaining property involving 3.09 acres.

“Almaroad and Diliberto, there has been a probate court land commissioners hearing but we have not gotten the decision yet,” Herlong said. “Either side can then appeal that decision to the Circuit Court of Baldwin County. If either side requests a jury trial, then it is a jury trial as to the issue of just compensation. We always appeal and the state always does.”



STAFF REPORT

Have you got time for a short survey about transportation on the Eastern Shore?

The Eastern Shore Metropolitan Planning Organization (MPO) is soliciting input from the public regarding Public Transit and transportation in the Eastern Shore MPO Planning Area.

The survey can be found at <https://www.surveymonkey.com/r/PFQM3CP> and shouldn't take more than 7 to 9 minutes to complete.

The survey will be open from May 8 to July 11.

Paper copies of surveys and drop boxes are also located at the locations listed below:

- Fairhope: Baldwin County Satellite Courthouse, Public Library, Chamber of Commerce, BRATS Hub
- Daphne: City Hall
- Loxley: Town Hall
- Spanish Fort: City Hall
- Silverhill: Town Hall

· Robertsdale: BRATS Central Office, Baldwin County Central Annex

For more information regarding the transit survey, please contact the Eastern Shore MPO at 251-990-4643 or 251-990-4640.

Tariffs Threaten to Push Highway Project Costs Higher

The Trump administration's long-threatened imposition of tariffs on steel and aluminum imported from Canada, Mexico, and the European Union went into effect at midnight on May 31 – a move that is hiking construction costs for state departments of transportation across the country, especially for steel-intensive bridge projects, while also potentially forcing a redirection of funds away from future endeavors.

"The reality is we have a fixed source of federal funding, so as our topline costs go up, there is less money available for everything else," Shoshana Lew, COO at the Rhode Island Department of Transportation, explained to the AASHTO Journal. "It creates a domino effect in terms of project funding for us. So while we won't undo a current project, it does mean some projects down the road won't get funded."

Yet RIDOT also noted that, since the tariff issue became prominent nearly three months ago, it's already pushed steel prices higher. From March to April this year, the Producer Price Index (PPI) for semi-finished steel mill products jumped from 242.8 to 246.6; a one-month increase of 1.56 percent and a year-over-year increase of 4.89 percent.

Similarly, the PPI for all steel mill products increased from 195.5 in March to 201.7 in April; a 3.17 percent increase for the month and 7.4 percent year-over-year, the agency added.

In anticipation of steel price escalations, RIDOT said it is implementing a retroactive and reciprocal steel price escalation policy, which would allow for cost adjustments concerning steel purchases whenever prices fluctuate more than 5 percent. Because the steel price escalation is primarily the result of federal action—namely, the aforementioned actions of President Trump—RIDOT requested that the Federal Highway Administration allow it to use federal funds to make price adjustments on those RIDOT projects using federal funding to purchase steel.

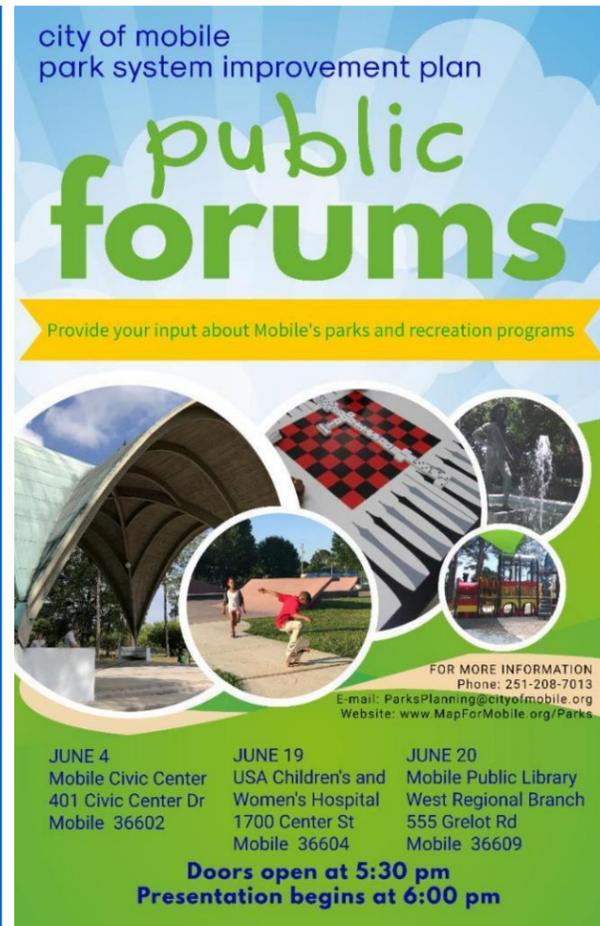
However, according to a 2016 survey by the American Association of State Highway and Transportation Officials, just 13 states had a steel price adjustment clause in their contracts.

Brian Turmail, spokesman for the Associated General Contractors of America trade group, noted to the AASHTO Journal that "many suppliers" anticipated that at least some of these new tariffs would go into effect and have been raising prices for some time as a result – particularly for steel products.

"Indeed, many of our member firms report the price they are paying for products like rebar has increased from between 15 and 20 percent during the past few months," he said. "These price increases are particularly difficult for firms that are engaged in fixed price construction contracts where they are forced to absorb these cost increases. Moving forward it is safe to assume that contractors will factor the recent, and likely additional, increases in steel and aluminum prices into their bids, raising the cost of all manner of construction, including infrastructure."

Turmail added that the "irony" of the situation is that by raising the cost of construction, the tariffs are more likely to depress demand for new steel and aluminum products rather than increase domestic production of those commodities.

"The better way to boost domestic steel and aluminum production is to put in place long-term dedicated funding for infrastructure projects that will demonstrate to manufacturers that there will be sufficient future demand to justify new production capacity," he explained.



The City of Mobile is hosting public forums in the month of June to gather feedback that will help guide the Parks and Recreation System Improvement Plan.

Citizens will have three chances to help shape the future of City parks for the next decade. Doors will open at 5:30 pm for each forum.

The formal presentation will begin at 6 pm with opportunities for feedback to follow. For more information, go to www.mapformobile.org/Parks.

When: June 4, 6 pm

Where: Mobile Civic Center, 401 Civic Center Drive

When: June 19, 6 pm

Where: USA Children and Women's Hospital, 1700 Center Street

When: June 20, 6 pm

Where: Mobile Public Library West Regional Branch, 555 Grelot Road

REGISTRATION IS OPEN!!
ALABAMA RECREATIONAL TRAILS

LEADERSHIP WORKSHOP

Thursday, June 7, 2018

8:00 AM to 5:00 PM

Orange Beach Community Center

27235 Canal Road

Orange Beach, Alabama 36561

A fun and informative gathering for those who plan, develop, and manage recreational trails in Alabama.

[FOR ADDITIONAL INFORMATION AND TO REGISTER CLICK HERE](#)

Transportation Research

Updated Report Tracks 209 Transportation Funding Bills in 39 States

by Carolyn Kramer

One-time funding measures, primarily bonds or general fund transfers, are the most popular type of state transportation investment legislation introduced since the start of 2018, according to the Transportation Investment Advocacy Center's™ (TIAC) latest tracking report.

Twenty measures to increase transportation infrastructure funding have been approved in 15 states, among a total of 209 bills considered in 39 statehouses tracked by TIAC.

Other popular funding mechanisms introduced this year include:

- Allowing local transportation funding, 41 bills in 14 states.
 - Providing non-fuel tax recurring revenue, including tolls, vehicle registration fees, and sales taxes, 36 bills in 17 states. Five bills in Kansas, Utah, Oregon and Connecticut were approved.
 - Increasing state motor fuel taxes, 25 bills in 11 states. Only one state- Oklahoma- approved a measure to increase the state gas tax. Oklahoma's 5 cents-per-gallon increase goes to the Roads Fund, which frees up General Fund revenue to be used for education purposes.
 - Establishing a study or task force to investigate the state's current transportation funding system and make suggestions for improvements to create more sustainable revenue sources, 18 bills in 13 states.
 - Altering electric and hybrid vehicle fees, 13 bills in nine states.
- While many state legislatures have adjourned for the year, 12 are still in session, and several— including Maine and Mississippi— are considering special sessions to address unfinished transportation funding proposals. Ballot measures are also pending in Missouri, Colorado, Connecticut, California, and Virginia.

Read the report to see more details about what is happening in each statehouse.

State Transportation Funding Trends to be Explored at July 18 Workshop

by Carolyn Kramer

Dozens of states have taken action to address transportation funding shortfalls over the past several years. Join fellow transportation advocates in Washington, D.C., on July 18 to learn about recent transportation investment trends and methods from Dr. Alison Premo Black, chief economist with the American Road & Transportation Builders Association. Dr. Black will explore state legislation introduced since 2013, as well as state and local ballot measures from the last decade, in order to provide analysis on new and recurring themes. She will also look ahead to provide a preview of November 2018 ballot measures.

Register for the **5th Annual “National Workshop for State & Local Transportation Advocates”** to hear real-life challenges and success stories of state transportation funding campaigns. Learn what states have raised or are trying to raise new transportation revenue, why they are doing so, what revenue streams they are exploring, who the major players are, and campaign tactics and strategies. Transportation investment champions from around the country will share best practices, playbook secrets and other keys to success in advancing state and local legislative and ballot initiatives that boost transportation infrastructure investment.

Other sessions include:

An update on federal transportation funding and efforts to permanently fix the revenue stream for the Highway Trust Fund;

In-depth exploration of short- and long-term transportation funding techniques being explored by states;

How states ‘set the stage’ for a transportation funding increase;

Advice from state lawmakers on succeeding in your transportation funding campaign;

Tips on uniting urban and rural interests in one campaign;

And more!

The Workshop is being held in conjunction with ARTBA’s 30th annual “Public-Private Partnerships in Transportation Conference.”

Space is limited! Register today to reserve your spot, or view more information about the Workshop on TIAC’s website.

ANNOUNCEMENT: Two External Webinars – Update to FHWA’s Community Impact Assessment Reference Guide, June 19 and New Best Practice Examples, June 26

The purpose of this message is to inform you of two upcoming webinars on our 2018 Update of the *Community Impact Assessment (CIA): A Quick Reference for Transportation* and new Example Best Practices, sponsored by FHWA’s Office Planning, Environment, and Realty. The webinars will highlight how the iterative CIA process helps practitioners to identify communities and evaluate the effects of transportation actions on quality of life. This process can help increase understanding of context, identify safety needs, and accelerate project delivery by incorporating community considerations early in the decision-making process. CIA also helps to improve analysis and documentation for NEPA, Civil Rights, and environmental justice.

The first webinar will discuss the background and purpose of the reference guide update, including new resources developed since the 1996 publication; provide an overview of the CIA process; and discuss new socioeconomic data sets, robust analysis tools, and innovative public involvement approaches. The second webinar will highlight five new CIA best practices in different States. The reference guide and the examples will be available soon at: <https://www.fhwa.dot.gov/livability/cia/>.

Please share this information with FHWA planning and environment staff, State DOTs, MPOs, and other contacts so that they can register for these informative webinars.

PRESENTERS

Community Impact Assessment: A Quick Reference for Transportation (2018 Update) – Tuesday, June 19

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Michael Grant, ICF
- Anne Morris, Anne Morris & Associates
- Tracee Strum-Gilliam, PRR Inc.

Community Impact Assessment: Example Best Practices – Tuesday, June 26

- Gary Jensen, Team Leader, FHWA Office of Human Environment
- Erik Frisch, City of Rochester
- Stephanie Blanco, Los Angeles Metro
- Anthony Davis, New Jersey Department of Transportation
- Pat Ivey and Jammie Robbins, North Carolina Department of Transportation
- Leslie Montgomery and Chris Hermann, Ohio Department of Transportation

WEBINAR LOGISTICS:

June 19, 2018

- 12:30pm - 2:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1701>

June 26, 2018

- 2:30pm - 4:00pm ET
- **Link to the webinar registration:** <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=1702>

For additional information, please contact Gary Jensen at 202-366-2048 or gary.jensen@dot.gov or Fleming El-Amin at 202-366-0233 or fleming.el-amin@dot.gov.

Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century

This work will deliver a historical review and contemporary analysis of the institutional structures and performance of MPOs, producing conclusions and lessons learned that are relevant to current challenges. This research will address ways in which MPOs can respond more nimbly and effectively to rapidly changing transportation demands, conditions, and technologies. It will provide a range of strategies and tools drawn from cases and practice in order to better equip MPOs and MPO-state partnerships in planning, maintaining, and improving transportation systems for U.S. metropolitan areas and the economies reliant on those systems.

Staff Contact: Harlan Miller, 202-366-0847

NTI has scheduled the following course:

Course: Transportation Planning Process

Schedule: Monday, July 23, 2018 – 8:30am – 4:00pm (Registration 8:00am)
Tuesday, July 24, 2018 – 8:30am – 4:00pm

Location: Pensacola City Hall (City of Pensacola Technology Resources Building)
222 W. Main Street
Pensacola, FL 32502
850-435-1603

Host: West Florida Regional Planning Council (wfrpc)

Developing Data Standards and Guidance for Transportation Planning and Traffic Operations—Phase 1

The objective of this study is to prioritize transportation planning and traffic operations standard areas and develop standards and/or guidance to be used and adopted by the transportation community. The five standard data areas or “bundles” to be evaluated for further standard development include travel time, demand, incident and work zones, and network and transit.

Staff Contact: [Jeremy Raw](mailto:Jeremy.Raw@dot.gov), 202-366-0986

National Dialogue on Highway Automation

FHWA launched a [National Dialogue on Highway Automation](#) this week. The program includes five upcoming workshops hosted around the country concerning different areas of highway automation. FHWA plans to include a broader range of stakeholders to inform FHWA's role in automation and national research, policy, and programs to aid in the development of the technology. The Launch Workshop will be in Detroit, Michigan on June 7. The first issue workshop, which will focus on policy and planning, will be in Philadelphia, Pennsylvania June 26-27.

Strategic Transit Automation Research Plan

FTA has published its final [Strategic Research Transit Automation \(STAR\) Plan](#). The STAR Plan outlines an FTA research agenda for transit bus automation over five years and provides a framework for the transit industry to pursue transit bus automation. Additionally, it defines activities in the areas of enabling research, integrated demonstrations, and strategic partnerships. The plan focuses on stakeholder engagement, knowledge transfer, and technical assistance to ensure that complementary work being done by the public sector, private sector, and academia is effectively communicated and leveraged.

[Identification of High Pedestrian Crash Locations](#)

This FHWA guidebook presents a process to help state and local agencies identify high pedestrian crash locations and includes a literature review, case studies, and other research needed to develop a five-step process.

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



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

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

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.



Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.

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