



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, October 4th, 2019

Volume 32, Number 1

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The Mobile MPO has developed a Transportation Planning Survey

A survey has been created to supplement our existing public participation portion of the 2045 Long Range Transportation Plan (LRTP). The LRTP is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle/pedestrian networks in the Mobile urban area. Answers to this survey are noncommittal, but will serve as a baseline for public input and further data analysis. Please take a few minutes to take our survey [HERE](#).

There's lot of talk about a new Transportation Bill in Washington. (*See Legislative Updates*). Funding for Opportunity Zones is available through EDA (*See Funding Opportunities*). Airbus dodges Tariffs and the Mobile Bay Channel Widening move forward, *in the News*. Mr., Rob Middleton of Mobile was elected by the SARPC Board of Directors to serve as an at-large citizen position to fill the vacancy due to the passing of long-time SARPC Board Member Norman J. Walton, Jr. He will also be filling the vacancy on the Mobile MPO's Policy Committee. We welcome Mr. Middleton and look forward to working with him.

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



Envision2045

Invest in your transportation Future

Mobile, AL Metropolitan Area Long Range Transportation Plan

Please help up by providing input on your transportation priorities and projects for the Mobile Urbanized Area. The Mobile Metropolitan Planning Organization(MPO) is seeking your input via an online survey. The Mobile MPO, comprised of locally-elected officials, sets regional transportation policy and determines where to allocate federal funds.

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Envision2045 is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle and pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to alternative modes. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region.

The South Alabama Regional Planning Commission(SARPC) invites decision makers, stakeholders, and members of the general public to participate in the survey. SARPC is seeking feedback on transportation major infrastructure projects, initiatives and policies. Transportation priorities such as congestion, freight, transit, roadways, bicycle and pedestrian, and other transportation modes will be addressed in the 2045 Long Range Transportation Plan.

Your comments can help SARPC's planners to develop a wide-ranging, action-oriented transportation plan. The Envision2045 plan being developed will also serve as a basis for allocating limited federal money aimed at roadways, bridges, and public transportation facilities.

To complete the survey, please visit: <https://www.envision2045.org/>.

Please contact Kevin Harrison at kharrison@sarpc.org with any questions or requests for further information.

MPO MEETING

There was a Mobile MPO meeting recently. Staff received 88 comments concerning the Transportation Improvement Program (TIP) prior to the Tuesday, August 20th noon deadline for comments. The comments were presented to the MPO Policy Board members that afternoon prior to the MPO meeting on August 21st. A motion was made and approved by the Mobile MPO to "table" any projects that had tolling as a revenue source pertaining to the I-10 Mobile River Bridge and Bayway Project. The next meeting of the Mobile MPO will be determined at a later date. The tabled item was subject to the outcome of the October 7th meeting of the Alabama Toll Bridge and Tunnel Authority, which has been canceled by Governor Ivey. We will keep you posted.

MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY

Recently the consultant selection committee listened to presentations from the three shortlisted firms concerning *Mobile Area Demand Response Transit System Feasibility Study*. The groups that presented were, Burk-Kleinpeter, Mott-MacDonald, and VIA Mobility. All firms did a great job at presenting, and were scored and ranked by the committee. The consultant selection committee selected VIA Mobility to perform the study. VIA Mobility has partnered with local group Goodwin Mills and Cawood as a sub consultant. We would like to get the study under way as soon as the new fiscal year begins and are currently in contract negotiation. We will keep you posted.

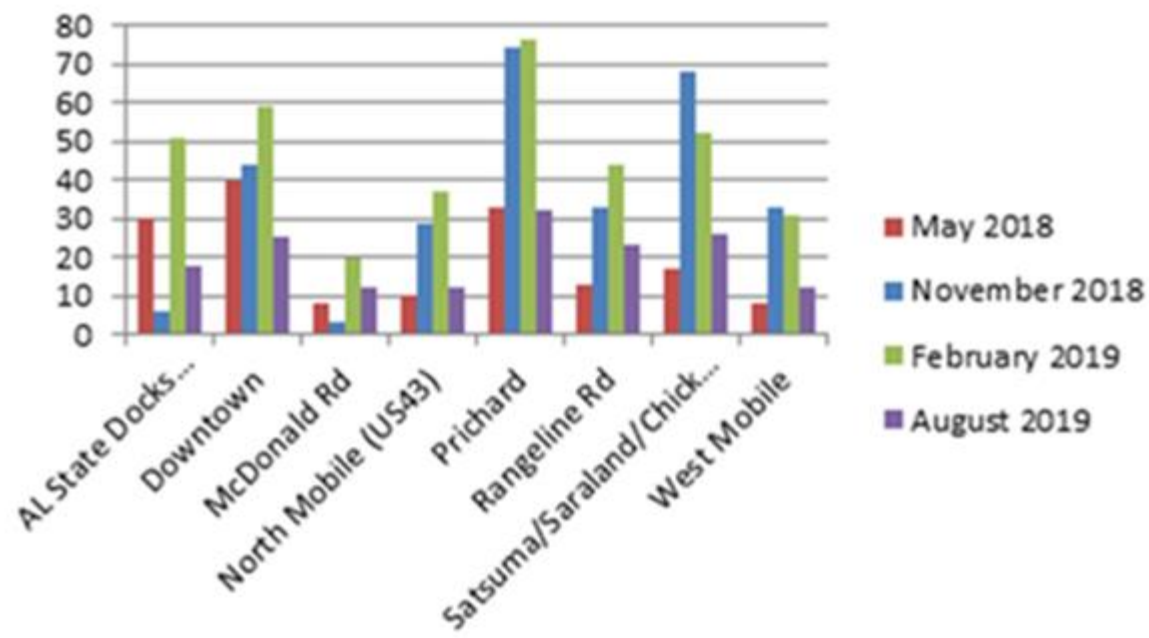
Click on link below to see the Scope of Work
[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

If you would like to be part of this study, please call Kevin Harrison for details.

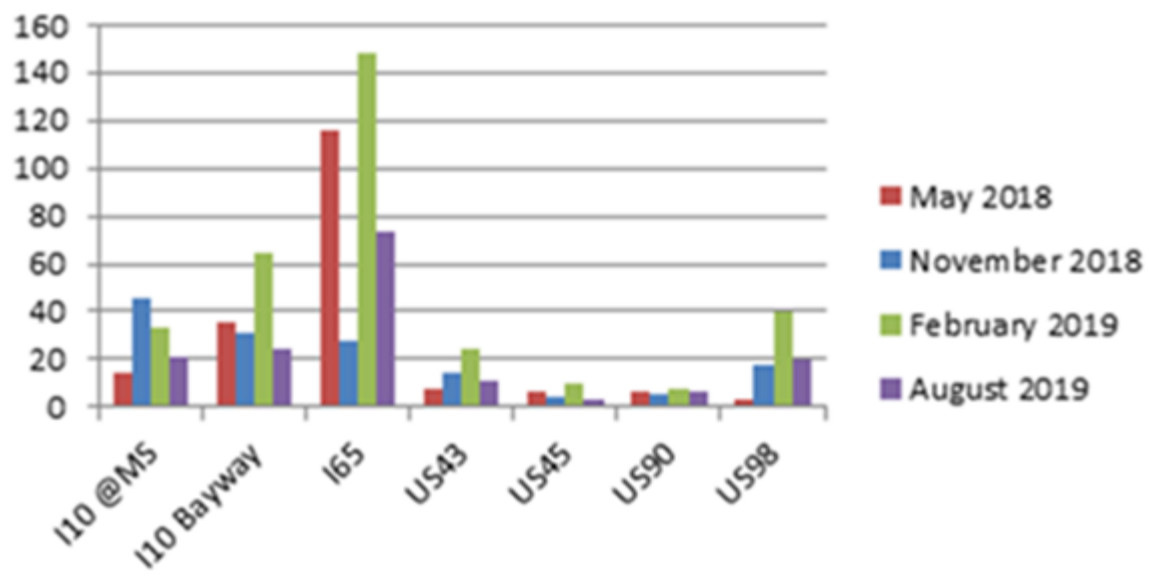
FREIGHT DATA

APM Terminals has provided us with their fourth quarterly survey report. Just as last quarter, for two days APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model.

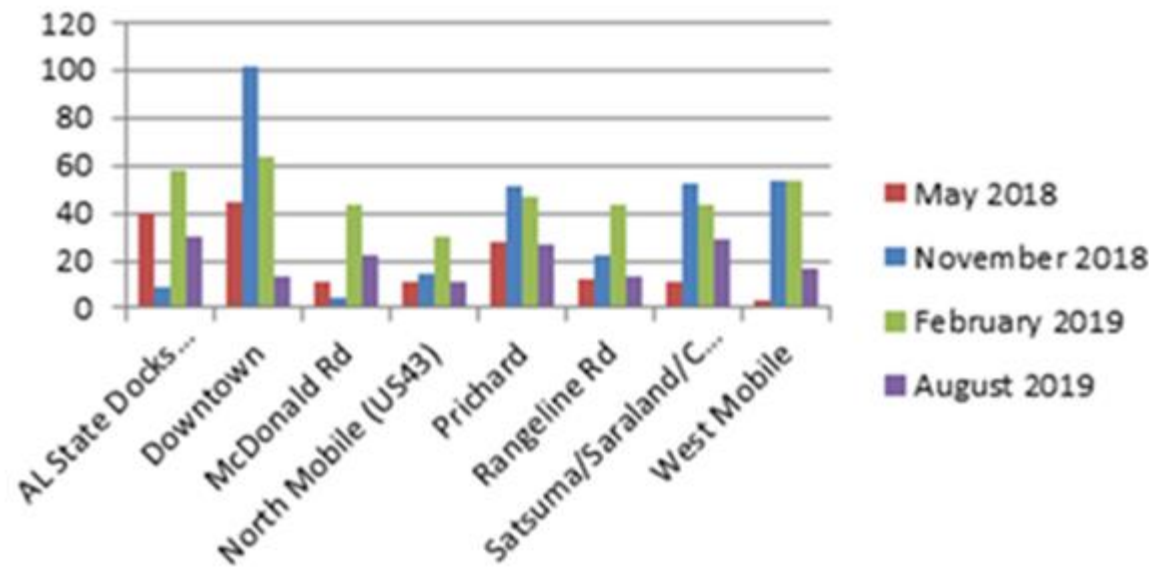
Trips Originating within Mobile County



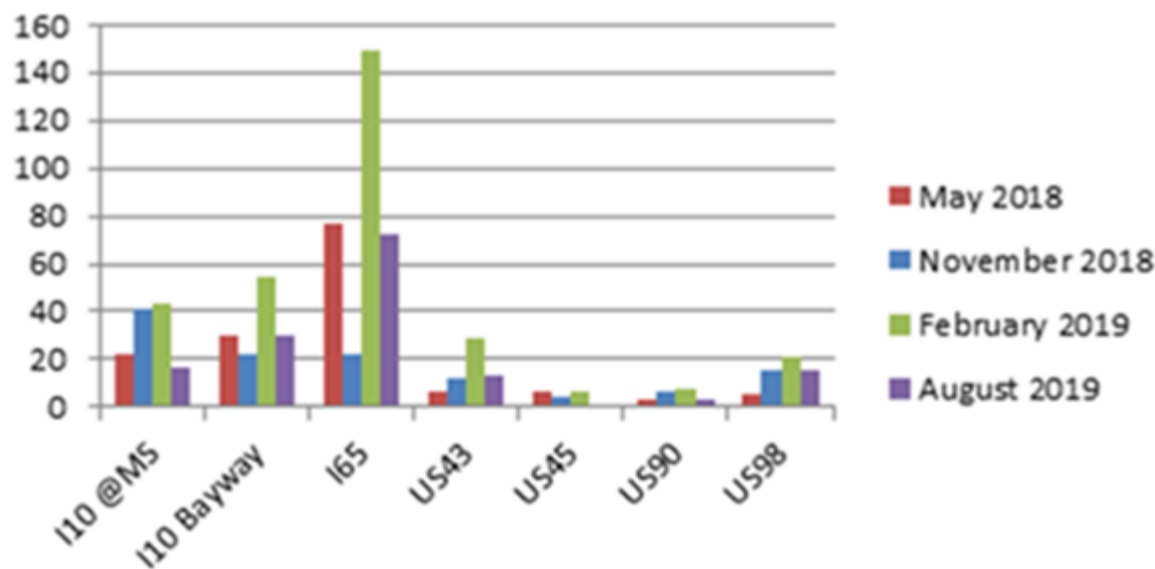
Where Trips Originating outside of Mobile County Are Entering



Where Trips are Dropping Off within Mobile County



Where Trips Dropping Off outside of Mobile County are Exiting



[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 [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 [HERE](#).

Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

About the project:

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

The Alabama Department of Transportation on August 28, 2019 ceased project development efforts on the proposed Mobile River Bridge & Bayway.

Recent Scheduling Changes This Week for Mobile

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

Project : 100070541 (FM)

Federal aid number : STPAA 0188 (504)

County : MOBILE

Project Description : RESURFACING ON SR-188 FROM FRANKLIN ROAD TO LAKELAND DRIVE

Old Engineers Estimate : \$815,659.00

New Engineers Estimate : \$1,230,683.34

Project : 100068297 (FM)

Federal aid number : NH 0193 (506)

County : MOBILE

Project Description : RESURFACING ON SR-193 FROM SR-163 TO HIGGINS ROAD

Old Engineers Estimate : \$1,616,232.00

New Engineers Estimate : \$2,849,753.32

Project : 100067957 (FM)

Federal aid number : STPAA 0188 (505)

County : MOBILE

Project Description : RESURFACING ON SR-188 FROM LAKELAND DRIVE TO THE IRVINGTON BAYOU LA BATRE HIGHWAY

Old Target start date : January 31, 2020

New Target start date : January 29, 2021

Project : 100056130 (UT)

Federal aid number : BRF 0016 (522)

County : MOBILE

Project Description : REPLACE BRIDGE, BIN 008714, SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER. (SUFF=49.7, STATUS=SD)

Old Target start date : October 01, 2019

New Target start date : November 01, 2019

Project : 100049566 (CN)

Federal aid number : ACBRF 0016 (522)

County : MOBILE

Project Description : REPLACE BRIDGE, BIN 008714, SR-16 (US-90) WESTBOUND OVER TENSAW-SPANISH RIVER. (SUFF=49.7, STATUS=SD)

Old Target start date : January 31, 2020

New Target start date : February 28, 2020

Project : 100037215 (CN)

Federal aid number : DBMB-STPMB 7550 (600)

County : MOBILE

Project Description : ZEIGLER BLVD ADDITIONAL LANES FROM ATHEY RD TO FOREST HILL DR

Old Target start date : January 31, 2020

New Target start date : February 28, 2020

Project : 100067957 (FM)

Federal aid number : STPAA 0188 (505)

County : MOBILE

Project Description : RESURFACING ON SR-188 FROM LAKELAND DRIVE TO THE IRVINGTON BAYOU LA BATRE HIGHWAY

Old Engineers Estimate : \$1,255,420.00

New Engineers Estimate : \$1,187,113.51

South Alabama RPO Updates

Rural Planning Organization (RPO) Meeting

The South Alabama Regional Planning Commission (SARPC) had a meeting of the Rural Planning Organization (RPO) Committee last Thursday, September 19, 2019 at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama.

Items discussed were current and future transportation projects in the rural areas of our region by the ALDOT Southwest Regional Office.

Other items on the agenda included:

- Adoption of the minutes of the previous meeting
- Review and adoption of the Fiscal Year 2020 Work Program (available for review online at <http://www.mobilempo.org/RPODocuments.html>)
- Updating the RPO Transportation Plan with Project List (attached and available for review online at <http://www.mobilempo.org/RPODocuments.html>)

Projects in Region Let September 27th, 2019

ESCAMBIA COUNTY

For constructing the Safety Improvements (Pavement Markers, Pavement Markings, and Traffic Stripe) on CR-4 (Bradley Road) from the intersection of SR-15 (US-29) to the Covington County Line. Length 17.746 mi. The Bracket Estimate on this project is from \$161,519 to \$197,413 .

MOBILE COUNTY

For constructing the Additional Lanes (Grading, Drainage, Pavement, Traffic Signals, and Traffic Stripe) on CR-656 (Zeigler Boulevard) from the intersection of CR-372 (Schillinger Road) to the intersection of CR-429 (Cody Road) west of Mobile. Length 1.433 mi. The Bracket Estimate on this project is from \$8,706,751 to \$10,641,584 .

BALDWIN COUNTY

For constructing the Guardrail Installations on CR-87 over the Styx River (Site 1); on Hoyle Bryars Road over I-65 (Site 2); and on Scrange Road over Horseneck Creek (Site 3). Length 0.287 mi. The Bracket Estimate on this project is from \$188,741 to \$230,683 .

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

Legislative Updates

Congress is in session.

In Search of Bipartisanship, Congressional Leaders Point to Transportation Bill

[Eugene Mulero](#) October 3, 2019

The ongoing impeachment inquiry of President Donald Trump in the U.S. House of Representatives threatens to halt the legislative agenda for the rest of the year and possibly longer, but a comprehensive transportation policy bill is still on the table as the issue remains one of the few vestiges of bipartisanship on Capitol Hill.

“We’re hoping that we can renew our conversations about infrastructure; building the infrastructure of America,” Speaker Nancy Pelosi (D-Calif.) told reporters Oct. 2 on Capitol Hill before giving an update about the inquiry.

Days earlier, Senate Majority Leader Mitch McConnell (R-Ky.) had offered a similar view.

“We’re going to do a transportation bill, maybe later this year,” the leader said during a television interview, emphasizing the legislation would likely authorize transportation programs for four or five years. “It probably won’t be as bold as the president was talking about, because it would inevitably, if it were that bold, involve a whopping gasoline tax increase, which is very regressive. It hits medium- and low-income people very hard.”

Trump, whose team has not proposed an infrastructure plan this year, told reporters at the White House soon after Pelosi’s comments that the speaker “should worry about infrastructure,” a reference to the congressional agenda.

A committee in the Senate this summer reported a five-year bill designed to reauthorize a five-year highway law that expires September 2020. The measure would boost infrastructure resilience policy while aiming to further streamline the environmental permitting process.

The bill, however, does not propose a fix for a federal highway account’s looming funding crisis. The congressional tax-writing committees have jurisdiction over that account.

Last month, Rep. Peter DeFazio (D-Ore.), chairman of the transportation committee, told Transport Topics he intends to consider a highway reauthorization bill by early next year.

This recent emphasis on transportation from the key players in Congress drew a mix of reactions from industry stakeholders, funding advocates, analysts and observers who, for the most part, call on leaders to legislate on infrastructure policy.

American Trucking Associations has proposed the Build America Fund, which consists of adopting a 20-cents-per-gallon fee on motor fuels collected at the wholesale rack. That revenue would be phased in over four years at 5 cents annually. ATA estimates that if enacted, the fund would generate \$340 billion in about a decade.

Various reports have identified thousands of structurally deficient bridges, growing congestion along freight corridors and inoperable transit systems.

Marcia Hale, president of the Building America's Future advocacy group, told Transport Topics that she believes members of Congress would welcome a robust debate on ways to improve connectivity across transportation networks, as well as proposals for modernization projects. Yet, the unresolved matter of identifying a sustainable source of funding for such efforts remains the main impediment. "It would be very difficult to get the House bill done but not because of impeachment. Just because it's hard," she said. "The more plausible thing to expect is that there will be a series of extensions like we've been through before. But, I don't think it's impossible to get this done."

Jeff Davis, senior fellow at the Eno Center for Transportation, expects Congress to, at a minimum, work on federal funding legislation meant to avoid a shutdown of federal agencies. Notwithstanding the impeachment inquiry, he had low expectations that lawmakers would advance infrastructure measures, or other major policy bills. "Even if this weren't happening in the House, I didn't have any high hopes for anything happening this fall, anyway," he told TT.

Lawmakers return Oct. 15 from their fall recess. Federal funding authority for the government expires in late November.

The U.S. Chamber of Commerce endorses a fuel tax increase as a way to resolve the looming insolvency of the Highway Trust Fund. The account relies on revenue from the federal tax on diesel (24.4 cents per gallon) and gas (18.4 cents), neither of which has increased in years. But McConnell's negative remarks about increasing the fuel tax were a disappointment to Ed Mortimer, vice president of transportation infrastructure at the Chamber. "If Leader McConnell and others come up with a way that is long-term and sustainable that doesn't add to the deficit, we're willing to work with them to come up with that solution. We haven't seen that solution yet. But we're very open to the leader in the sense that he continues to want to address the infrastructure issue."

He added, "At the end of the day, we're going to work with the leader and the other senators on a bipartisan basis to get something that can get enacted into law."

If Congress were to proceed with temporary extensions of the federal highway law, Mortimer said it would amount to "terrible public policy" with the potential of halting big-ticket projects in states.

"There's always things going on in Washington. There's always headwinds," Mortimer added. "But there is no reason why the Congress cannot act on this issue of infrastructure."

GOP lawmaker: We're past point of doing separate infrastructure bill

BY [JULIA MANCHESTER](#) - 09/27/19

Rep. [Rodney Davis](#) (R-Ill.) said on Thursday that separate legislation addressing infrastructure in the House will likely not be passed in the near future, citing a lack of leadership on the issue.

"We're already past the point of doing a separate infrastructure bill," Davis, who is the ranking member on the House Transportation and Infrastructure Subcommittee on Highway and Transit, told The Hill Editor-in-Chief [Bob Cusack](#).

The remarks were made at The Hill's Future of Mobility Summit, which was sponsored by Qualcomm, Uber, the Edison Electric Institute, and the National Parking Association.

"If folks were serious about that at the leadership levels, and the White House levels, that would have had to be done by August," he continued.

[President Trump](#) faced major opposition by members of his own party earlier this year when he expressed support for a \$2 trillion deal on the matter with Democrats.

Republicans called the deal too ambitious and said they are against any deal that adds to the deficit.

Davis did express optimism about the surface transportation reauthorization measure, which would aid highways, but warned that impeachment could suck the air out of any movement on the issue.

"So as we move into the surface transportation debate, I hope it doesn't get sidetracked, but history shows us that impeachment will suck the energy and the air out of everything out here in Washington," he said. "I hope we can sit down and really begin the process of putting the details together of a surface transportation reauthorization."

Washington was taken by storm this week after Speaker [Nancy Pelosi](#) (D-Calif.) launched a formal impeachment inquiry into Trump amid a whistleblower complaint alleging Trump applied political pressure to Ukraine to investigate former Vice President [Joe Biden](#) and his son Hunter Biden.

Transportation & Infrastructure Committee Leadership Requests Updates on Grade Crossing Data

After the fatal 2015 [Metrolink](#) train derailment in Oxnard, California, the National Transportation Safety Board (NTSB) sent letters to 14 companies detailing their recommendation that highway-railroad at-grade crossing geographic data be incorporated into their navigation services, applications and devices. Only two of original reports have been closed by NTSB. On September 19th, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR), and Chair of the Railroads, Pipelines, and Hazardous Materials Subcommittee Daniel Lipinski (D-IL) sent a letter to the remaining 12 companies seeking information on what steps they have taken to incorporate data into their navigation services, applications, and devices that can help prevent accidents at highway-railroad at-grade crossings. The recipients include: Apple; Google; HERE; INRIX; MapQuest; Microsoft; Omnitrac; OpenStreetMap; Sensys Networks; StreetLight Data; Teletrac Navman; and United Parcel Service. Properly implementing the NTSB's recommendation would have noticeable positive impacts on safety.

Highway Trust Fund, Infrastructure Investment Focus Of House Budget Hearing

editor@ashto.org September 27, 2019

A September 25 hearing held by the House of Representatives Committee on the Budget examined the need for increased across-the-board infrastructure funding – including more money for roads and bridges – while also touching on the need to beef up revenue flows into the Highway Trust Fund and repeal the [\\$7.6 billion rescission](#) in Federal-aid highway contract authority schedule for July 1 next year.

Carol Ellinger Haddock, director of the city of Houston's public works division, [testified](#) on behalf of the American Society of Civil Engineers and emphasized the need to increase motor fuel taxes as a way to boost surface transportation funding for the future.

"We need to fix the Highway Trust Fund; the federal government has always been a leader in strengthening our nation's surface transportation system and ASCE is on record supporting a 25-cent increase in the federal motor fuel tax increase," she said. "We also face a looming crisis with the FAST [Fixing America's Surface Transportation] Act rescission – a \$7.6 billion annual reduction that will affect all 50 states."

The American Association of State Highway and Transportation added in written testimony submitted by Rep. Seth Moulton, D-Mass., into the hearing's record that "the planned FAST Act rescission next summer is already starting to impact project construction, which will delay mobility, quality of life, and economic benefits provided by these projects if unaddressed soon."

AASHTO said that if the rescission is not repealed, "it will reduce the baseline investment level for highway contract authority programs by \$75.7 billion over the next 10 years."

Rep. John Yarmuth, D-Ky., chairman of the House Budget Committee, stressed in his [opening statement](#) that more funding is necessary to improve the nation's infrastructure as a whole.

"If we, as a Congress, want to prepare our economy and our nation for a rapidly changing future, we must dramatically improve and modernize our infrastructure," he said. "A strong economy depends on strong infrastructure to function effectively. Unfortunately, according to the ASCE's 2017 Infrastructure Report Card, our overall infrastructure grade is a D+, meaning that it's in poor condition and at risk."

Rep. Yarmuth added that, from 2016 to 2025, American households are expected to lose, on average, \$3,400 in income every year due to infrastructure deficiencies.

"Despite all these costs, federal infrastructure spending has been on the decline and has failed to come anywhere close to meeting growing needs," he said. "If we want American businesses and workers to succeed, we need to start investing in bold structural changes that will strengthen our economy and prepare us for the future."

Ranking Member Rep. Steve Wommack, R-Ark., added that "infrastructure is part of the core foundation of the America we all know, vital to mobility of families, businesses and our economy. It is vital that infrastructure keeps pace with the nation it supports."

But he added that “we have to rethink how we plan, fund, and build infrastructure,” noting that “government red tape and burdensome permitting regulations have also throttled progress. While it is important to ensure we protect the environment, we must do so in a way that makes these projects more feasible.”

Professor Richard Geddes, director of the Cornell Program in Infrastructure Policy at Cornell University added [in his testimony](#) that “there is widespread agreement that the United States is spending too little on its infrastructure.”

He noted that the Congressional Budget Office estimated that combined federal, state and local spending on infrastructure was – calculated in current 2019 dollars – \$441 billion as of 2017, which is “well below estimates of the spending needed to keep infrastructure in a state of good repair.”

He also argued that delivering projects would be enhanced through a streamlining of the National Environmental Policy Act or NEPA process.

“There is widespread agreement that the process requires reform,” Geddes said. “For example, a highway project may require 10 different federal agencies considering 16 separate permitting decisions to obtain approval. State and local governments often have their own permitting requirements.”

He added that the “One Federal Decision” approach to permitting – an approach included in the Senate Environment and Public Works Committee’s surface transportation funding reauthorization bill [adopted](#) by the panel in July – could help speed up the completion of critical transportation projects.

“Our analysis of data on 1,269 projects indicates that the time from Notice of Intent or NOI, the formal announcement of intent to prepare an Environmental Impact Statement, or EIS, to Record of Decision or ROD – the official recording of a Federal agency’s decision concerning the proposed action – has increased from about four years in 2010 to over five [years] presently,” Geddes explained. “Over 7 percent of the projects in our data set were delayed for more than 10 years [and] two projects were even delayed for more than 20 years.”

That is why he believes the “One Federal Decision” approach “would help reduce the substantial uncertainties – and thus costs – currently surrounding NEPA project approvals.”

CAP Supports GOMESA Amendment

[October 1, 2019 News & Events](#)

The Gulf of Mexico Energy Security Act (**GOMESA**) of 2006 created a revenue-sharing model for oil- and gas-producing gulf states. Under GOMESA, Alabama, Mississippi, Louisiana and Texas receive a share of revenue from oil and gas drilling in federal waters that help address coastal restoration, hurricane protection and watershed management programs in coastal Alabama.

CAP supports the continuation of federal payments to Alabama, Mobile and Baldwin counties from the 2006 Gulf of Mexico Energy Security Act (GOMESA) in 2020 federal budgets and the use of GOMESA funds for their intended purposes within Coastal Alabama.

Currently, 50 percent of GOMESA revenues go to the federal government and 37.5 percent is shared among Gulf states. CAP supports legislation amending GOMESA to increase the percentage of federal oil and gas revenues made available to Coastal Alabama and other Gulf States.

After a moratorium on new oil exploration was lifted in 2006, GOMESA was passed to prevent overharvesting and create the revenue-sharing program that has generated millions of dollars for coastal communities every year and is expected to keep growing.

Alabama collected \$21 million through GOMESA in 2018 alone, while Baldwin County saw \$2.4 million and Mobile County received \$2.8 million. The original legislation dictates the lion’s share of the local funding — around 80 percent — goes directly to the state government.

Senators Bill Cassidy (LA) and Doug Jones (AL) are sponsoring Senate Bill 2418–Conservation of America’s Shoreline Terrain and Aquatic Life (COASTAL) Act to strengthen the current offshore energy revenue sharing program under the Gulf of Mexico Energy Security Act (GOMESA) and to create a new revenue sharing program for future offshore energy production in Alaska.

Under current law, Gulf states only receive a 37.5 percent share of revenues from energy produced in federal waters compared to states that receive 50 percent from onshore energy production on federal land. This change proposal would simply swap those numbers while continuing to set aside the remaining 12.5 percent for a Land and Water Conservation Fund.

This bill would also remove the \$500 million revenue-sharing cap the original GOMESA legislation self-imposed through the year 2055.

The COASTAL Act would also increase the revenue available for the Land & Water Conservation Fund’s financial assistance to states. Under current law, the Land & Water Conservation Fund receives 12.5 percent of revenues generated in the Gulf of Mexico. However, cumulative dollars available to GOMESA states and the Fund are capped at \$500 million. The COASTAL Act solves this issue by eliminating this cap.

The legislation also protects GOMESA payments from future sequestration cuts and makes oil and gas leases from 2000-2006 eligible for future GOMESA payments to Gulf coast states. According to the Department of Interior, in 2018 Gulf Coast states could have received an additional \$247 million for environmental protection were more offshore leases GOMESA eligible.

CAP continues to support GOMESA and advocates for the COASTAL ACT to be approved.

Funding Opportunities

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.

FTA 5310 Funds for the Mobile Urban Area

Fiscal Year 2020 Mobile Urban Area FTA 5310 Grant Applications Now Available

The 5310 funds are for Enhanced Mobility for Seniors and Individuals with Disabilities. The South Alabama Regional Planning Commission is the designated recipient for the Mobile Urban Area. The application for FY2020 funds can be found on the Mobile MPO website [HERE](#). For more information, email mwilliamson@sarpc.org.

Here is the schedule for the competitive application process.

DATE	ACTIVITY
August 30 th , 2019	Program Announcement and dissemination of grant applications
September 10 th , 2019 at 10:00 am	Information Session – GM&O Building at 110 Bearegard Street, Mobile, AL 36602 (2 nd floor training room)
October 11 th , 2019 by NOON	Deadline for submission of applications
October 2019	Selection committee convenes to review applications
TBA	Awards Announced
TBA	Grant application to FTA vis TRAMS
TBA	Vehicle Order Submission

For more information, email mwilliamson@sarpc.org

Pilot Program for Transit-Oriented Development (TOD) Planning 2019 Notice of Funding

Date Posted: 9/18/2019 Date Closed: 11/18/2019

Opportunity ID:

FTA-2019-010-TPE

Grant Program:

[Pilot Program for Transit-Oriented Development Planning – Section 20005\(b\)](#)

Opportunity Announcement TXT:

<https://www.govinfo.gov/content/pkg/FR-2019-09-18/html/2019-20192.htm>

Opportunity Announcement PDF:

<https://www.govinfo.gov/content/pkg/FR-2019-09-18/pdf/2019-20192.pdf>

Details:

09/18/2019. Notice of Funding Opportunity (NOFO): Notice of Funding Opportunity for the Pilot Program for Transit-Oriented Development (TOD) Planning. The Federal Transit Administration (FTA) announces the availability of approximately \$19.19 million in Pilot Program for TOD Planning funding to support comprehensive planning associated with new fixed guideway and core capacity improvement projects. FTA may award amounts ranging from \$250,000 to \$2,000,000. Synopses and full announcement are posted on Grants.gov site as opportunity [FTA-2019-010-TPE](#). Proposals must be submitted electronically through the Grants.gov website by 11:59 p.m. Eastern Time on November 18, 2019.

Summary: The Pilot Program for TOD Planning provides funding to local communities to integrate land use and transportation planning in new fixed guideway and core capacity transit project corridors. As required by statute, any comprehensive planning funded through the pilot program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations. The statute also requires that the planning work be associated with a new fixed guideway or core capacity transit project as defined in Federal transit statute (49 USC 5309(a); also see the NOFO for the definitions).

Consistent with statutory direction, FTA is seeking comprehensive planning projects covering an entire transit capital project corridor, rather than proposals that involve planning for individual station areas or only a small section of the corridor. To ensure that planning work reflects the needs and aspirations of the local community and results in concrete, specific deliverables and outcomes, FTA is requiring that transit project sponsors partner with entities with land use planning authority in the transit project corridor.

[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](#)

FTA Providing \$19.2M In Comprehensive Planning Grants

The Federal Transit Administration is making \$19.2 million in grant funding available to support “comprehensive planning” for public transit projects by encouraging ridership, improving transit access, or supporting economic and mixed-use development near public transportation projects.

The agency issued a [Notice of Funding Opportunity](#) on September 18 for that grant money, noting that applicants must be an FTA grantee; either a project sponsor of an eligible transit project or an entity with land use planning authority in the project corridor. The deadline for grant applications is November 18.

“Convenient and safe access to public transportation for all is a priority for FTA,” said FTA Acting Administrator K. Jane Williams [in a statement](#) – adding that these grants are being offered through the agency’s [Pilot Program for Transit-Oriented Development](#) or TOD planning.

“This program is an excellent opportunity for communities to plan transit-oriented development that improves mobility for citizens and captures the value associated with new transit projects,” she said.

Last year, FTA said it awarded \$16.6 million in grants to 20 organizations for such comprehensive planning efforts, such as making zoning changes to encourage development along a proposed bus rapid transit line in Indianapolis and conducting an analysis of multi-modal access to stations along a proposed light rail line in Maryland.

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

Exclusive TSA Pre-Check Allows Passengers To Fly Without Waiting For Airplane

ARLINGTON, VA—Saying the program will drastically cut wait times for those who qualify, the Transportation Security Administration on Thursday introduced an exclusive new pre-check membership that permits travelers who pass a background check and pay a fee to fly without waiting for an airplane. “For years, TSA pre-check has allowed fliers to bypass long security lines, but with our latest program, eligible U.S. citizens can also avoid the many hassles and delays of planes at the airport,” said TSA spokesperson Grant Scott, adding that members will no longer have to endure the long waits associated with boarding a commercial aircraft, taking off, the flight time itself, landing, and deplaning. “For a fee of \$200, any traveler determined to be a low risk will now be able to proceed directly from the security line to their gate, through the jet bridge, and on to their destination without any hindrance whatsoever. No more planes, and no more delays caused by mechanical problems or the weather. Plus, your membership is good for five years.” At press time, sources confirmed several members of the new pre-check program had taken to social media to complain about the wait times they faced upon arrival on the tarmac.

In the News

US to Put Tariffs on European Planes, Whiskey After WTO Ruling

The price of scotch, French wine, cheese and other European exports is about to go up in the U.S. after the Trump administration announced new tariffs on billions of dollars of EU products starting Oct. 18.

President Donald Trump got the go-ahead from the World Trade Organization to impose tariffs on as much as \$7.5 billion worth of European exports annually in retaliation for illegal government aid to Airbus. The award is the largest in WTO history.

However, there was relief for some firms as the U.S. removed leather goods from its original proposed list and measures on wine and spirits weren't as severe as some expected. Shares of European luxury companies gained after an Oct. 2 slide on concerns about tariffs and falling sales in the key Hong Kong market. LVMH gained as much as 2.4%, Kering SA ticked up as much as 1.7%, and Hermes International by 1.4% in European trading Oct. 3.

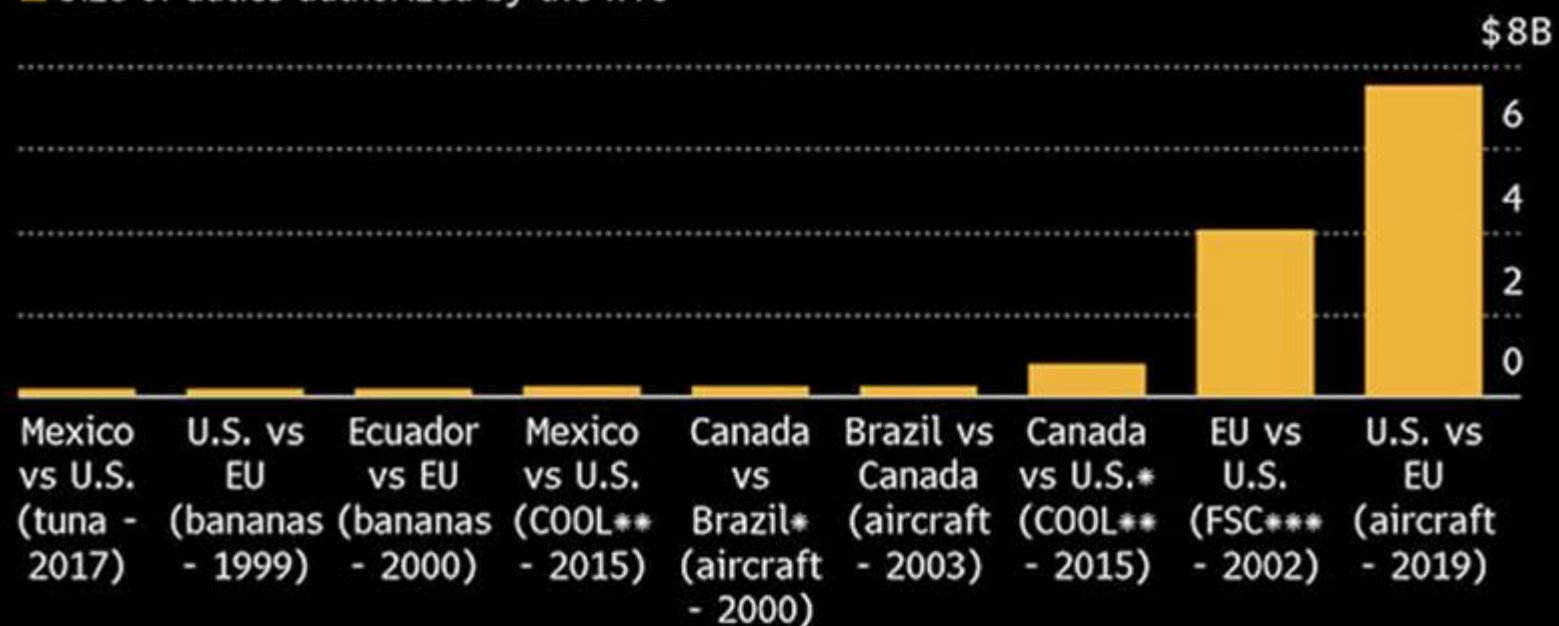
Washington has requested the WTO meet Oct. 14 to formally authorize the tariffs, and the duties would then take effect Oct. 18, according to the U.S. Trade Representative's Office. The goal of the Trump administration in imposing retaliatory duties is to persuade the European Union to reach a negotiated settlement, according to a senior U.S. trade official who briefed reporters Oct 2.

The U.S. plan includes a 10% tariff on large civil aircraft from France, Germany, Spain and the U.K. It will also slap 25% levies on a range of other items including Irish and Scotch whiskeys, wine, olives and cheese, as well as certain pork products, butter and yogurt from various European nations.

Record Award

U.S. gets go-ahead to impose tariffs on \$7.5 billion worth of EU exports

■ Size of duties authorized by the WTO



Source: World Trade Organization

Note: *Awarded in C\$; **=certain country of origin labeling; ***=foreign sales corporations

Bloomberg

The exclusion of leather goods spares luxury labels such as Givenchy and Louis Vuitton. Though wine and spirits produced by LVMH and Diageo PLC are among those affected by the levies, the 25% tariff was lower than analysts' worst-case scenario. Remy Cointreau SA and Pernod Ricard SA dodged a bullet with the omission of cognac and champagne. Overall, the U.S. tariff list "represents a light touch and we would expect positive reaction for European spirits companies," Jefferies analyst Edward Mundy wrote in a note.

The new U.S. list does spare some Airbus parts including sections of fuselage that are used to assemble A320s for American buyers at a plant in Mobile, Ala. State officials in Alabama had lobbied for parts used by the plant to be spared.

"Finally, after 15 years of litigation, the WTO has confirmed that the United States is entitled to impose countermeasures in response to the EU's illegal subsidies," U.S. Trade Representative Robert Lighthizer said. "We expect to enter into negotiations with the European Union aimed at resolving this issue in a way that will benefit American workers."

The ruling Oct. 2 is a milestone in the WTO's longest-running dispute that will further test transatlantic relations, which have deteriorated under Trump's "America First" approach to international ties. It's also an example of Trump getting a favorable ruling from an organization he has threatened to pull out of.

The U.S. is already in a trade war with China, and any wider flareup of tit-for-tat tariffs with Europe could threaten a fragile global economy. The WTO on Oct. 1 cut its trade growth forecast for this year to the weakest level in a decade, warning against a "destructive cycle of recrimination."

The Trump administration had been considering a particularly damaging trade weapon known as "carousel" retaliation, which would enable the U.S. to regularly shift around the targeted goods, people familiar with the deliberations said last month. That would increase trade uncertainty and pain for European businesses.

A senior USTR official who briefed reporters Oct. 2 said that the Trump administration has the authority to periodically revise the retaliatory targets and tariff rates.

The EU will retaliate against any Airbus-linked tariffs when the WTO rules early next year on the bloc's dispute over U.S. subsidies to Boeing, according to European Trade Commissioner Cecilia Malmstrom.

She added that the bloc is ready to work with the U.S. on a "fair and balanced solution for our respective aircraft industries."

Airbus warned that tariffs on its aircraft and components would come as a blow to the U.S. aerospace industry, with some 40% of its procurement coming from American suppliers.

The company also urged the Trump administration to take account of the forthcoming WTO decision on Boeing, saying those reciprocal tariffs could exceed the value of the U.S. sanctions. CEO Guillaume Faury repeated calls for a negotiated settlement to the dispute.

The WTO has repeatedly ruled that Toulouse, France-based Airbus unfairly benefited from launch aid loans and other trade-distorting subsidies for two Airbus models, the A380 and A350WXB.

“Europe is facing tariffs today because Airbus has refused for years to comply with WTO rulings,” Boeing said in an email. “Unfortunately, Airbus’s non-compliance will negatively impact European Member States, industries, and businesses completely unrelated to Airbus’s actions, as well as Airbus’s airline customers.”

Opportunity Zones Program

The Opportunity Zones program is a new alternative economic development program established by Congress in the Tax Cuts and Jobs Act of 2017 to foster private-sector investments in low-income rural and urban areas. This is a new program with many moving parts. The Alabama Department of Economic and Community Affairs presents this brochure to give you a basic overview of the program and how it is being implemented in Alabama. (Click [HERE](#) for more information)

STAR ID: What you need to know about new driver’s license requirement

Updated Oct 03, 2:42 PM; Posted Oct 03, 6:00 AM



ALEA

The deadline for STAR ID is Oct. 1, 2020.

By [Leada Gore | lgore@al.com](#)

The clocks is ticking towards the [deadline for Alabama’s STAR ID](#).

Here’s what you need to know about STAR ID and how it could change travel in the future:

The basics

Starting Oct. 1, 2020, every air traveler will be required to present a REAL ID-compliant license or other acceptable form of identification for domestic air travel. The STAR ID (STAR stands for Secure, Trusted and Reliable) will also be required for entrance to some government facilities, such as military bases.

What is a REAL-ID compliant license?

A REAL-ID compliant license is one that meets and is issued by a state that complies with the REAL ID Act’s security standards.

What’s the REAL ID Act?

In the wake of the Sept. 11, 2001 attacks, Congress passed the REAL ID Act in 2005. The law set additional standards for state-issued identifications, such as drivers licenses. The STAR ID meets all the requirements set under the REAL ID Act.

How long have STAR IDs been around in Alabama?

Alabama started issuing STAR IDs in 2011 but, as of last week, only 450,000 have been issued.

Will the new ID look different?

The STAR ID will look like a regular driver’s license but will have a star on the top of the card.

Where do I get a STAR ID?

STAR IDs are only issued at Alabama Law Enforcement Agency Driver’s License exam offices. County license and probate judges o ffices will provide renewals for STAR IDs but won’t issues new ones.

What do I need to get a STAR ID?

STAR ID applicants must present four documents to verify their identity, date of birth, Social Security number and address. Acceptable documents include:

To verify identity and date of birth

Valid, unexpired United States Passport

Certified Birth Certificate

Consular Report of Birth Abroad (Form FS-240, DS-1350, or FS-545)

Valid, unexpired Permanent Resident Card (Form I-551) issued by Department of Homeland Security or Immigration and Naturalization Service
Unexpired employment authorization document (EAD) issued by DHS (Form I-766 or Form I-688B)
Unexpired Foreign Passport with a valid, unexpired U.S. Visa affixed, accompanied by the approved I-94 form documenting the applicant's most recent admittance into the U.S.
Certificate of Naturalization issued by DHS (Form N-550 or N-570)
Certificate of Citizenship issued by DHS (Form N-560 or N-561)
If the applicant's name has changed from the document due to things such as marriage, adoption court order, etc., an official document verifying the change is required.

To verify Social Security number

Social Security card
United States Military Form DD 214
Medicare/Medicaid Identification Card (if Social Security Number is followed by the letter A)
W-2 Tax Form

To verify address, applicants must supply any two of the following documents:

Voter Registration Card
Residential mortgage control
Current lease or rental agreement for housing
Proof of payment of residential property tax (homestead)
Previous year tax returns bearing applicants address
Vehicle registration bearing applicants name and address
Utility bill (water, gas or electric) less than 90 days old
Any state or federal court documents indicating residence address
School enrollment documentation
Defense Department Form 214 (Report of Separation)
Sex offender registration documents
Current homeowners insurance policy with name and address
Social Security benefits statements/summary mailed to physical address
U.S. or state government check or other document mailed to applicants physical address
Military orders documenting duty station and place of residence.

What if I don't have a STAR ID? Can I still fly?

Yes, other forms of identification are acceptable. According to the TSA, adult passengers 18 and older will be required to show:

U.S. passport
U.S. passport card
DHS trusted traveler cards (Global Entry, NEXUS, SENTRI, FAST)
U.S. Department of Defense ID, including IDs issued to dependents
Permanent resident card
Border crossing card
[You can see more acceptable IDs here.](#)

According to the TSA

A weapon permit is not an acceptable form of identification. A temporary driver's license won't suffice, either.

'Really big deal for Mobile': Reaction of praise, relief over Trump's tariff plan for Airbus

Updated Oct 04, 2019; Posted Oct 03, 2019

By [John Sharp | jsharp@al.com](#)

Alabama lawmakers are praising the latest news that Mobile's Airbus plant was spared from the brunt of tariffs issued against imported European Union products by the Trump Administration.

The move is being widely heralded as "good news" for Mobile and its workforce of approximately 1,000 employees. And at least one tariff expert believes the decision may have ultimately saved Mobile's Airbus plant from potential closure.

"This is a really big deal for Mobile," said Steve Livingston, associate director of the Business and Economic Research Center at Middle Tennessee State University, who authored a much-read report in that state [analyzing the effects of possible tariffs on all sectors of the Tennessee economy](#). "If the tariffs had been imposed, for a while the plant would continue to operate because of back orders. But as those ran out, it's survival would have been in question. At this tariff rate, Airbus just isn't competitive in the U.S., and the likelihood of retaliation from the EU further closes is options."

George Talbot, spokesman for Mobile Mayor Sandy Stimpson, said the mayor's administration was notified of the plan late Wednesday.

"We are grateful for that outcome, which strengthens the business case for building aircraft in Mobile," he said.

Alabama Gov. Kay Ivey, in a statement to [AL.com](#), said about the move, "Mobile is poised to be (among) the top four cities in the world for aerospace manufacturing, and this news certainly helps us remain on track to accomplish that milestone in under a decade." Some Alabama officials credited their connections with the Trump Administration for removing the aircraft parts from the list of taxable items.

“This is great news for Alabama and all of the hard-working Americans associated with Airbus Mobile,” said U.S. Sen. Richard Shelby, R-Tuscaloosa, and chairman of the powerful Senate Appropriations Committee. “I am pleased my discussions and engagement with the (Trump) Administration helped reach this conclusion, preventing these tariffs from impacting the local plant and related jobs along the Gulf Coast.”

U.S. Rep. Bradley Byrne, R-Fairhope, called the decision not to impose a 10% tariff on airplane parts imported to Alabama – fuselages and other airline sections – as a “massive win for Alabama workers.” The tariff list includes \$7.5 billion of imported EU goods that include imported airplanes, but does not list airplane parts that had been included [in a preliminary list from the U.S. Trade Representative’s office in early April.](#)

That list sparked concern in Mobile, where Airbus operates its largest North American manufacturing plant at the Aeroplex at Brookley south of downtown.

“(The decision) is a major win for citizens of Alabama and our country,” Byrne said, thanking Shelby, Gov. Kay Ivey and Mobile Mayor Sandy Stimpson working with the Administration the issue.

U.S. Sen. Doug Jones, D-Birmingham, said he felt “relieved” that tariffs are not being imposed on the aircraft parts assembled in Mobile.

Jones said, “tariffs on Airbus’ Mobile production lines would have caused unnecessary harm to Alabama workers and would have created a domino effect for the American airlines that rely on their product.”

[The list from Trade Representative’s office](#) did include hefty 25% tariffs on agricultural products, wines, Italian cheeses and Irish and Scotch whiskies.

Jones urged the president to “reconsider issuing broad and costly new tariffs” from U.S. allies in Europe at a time when “we should be looking for ways to strengthen both those diplomatic relationships and the global economy.”

Richard Aboulafia, an aviation analyst for the Teal Group based in Virginia, called Trump’s decision to exempt airplane parts utilized in Alabama while taxing imported wines and whiskey, as [smart politics.](#)

“They get to look tough on trade, but the red states (Alabama in particular) don’t really get hurt, so there’s no damage to Trump’s political base,” said Aboulafia. “Blue states, which are far bigger consumers of imported Bordeaux, Parmesan and Scotch whiskey, feel far more of the pain. These states weren’t going to vote for Trump anyway.”

Livingston, the Middle Tennessee State professor, said the risk of job losses also was a political factor.

“I’m sure the Alabama and Mobile lobbying efforts were heard,” he said. “If the Trump strategy is to use trade policy to save manufacturing jobs, it would be politically difficult to refuse an exemption that would save (thousands) of them, don’t you think? But also don’t discount the influence of the big U.S. commercial airline companies – the cost of plane orders they have already placed was going to be immense.”

The World Trade Organization authorized the \$7.5 billion in tariffs against EU products after [finding that Airbus had benefited from illegal subsidies in a legal case that has lasted for about 15 years.](#)

The EU vows to retaliate with its own tariffs on American products while it awaits a separate WTO ruling next year on a complaint that Boeing – the chief rival to Airbus – also receive improper government subsidization.

Aboulafia said a 25% tariff on luxury goods “guarantees EU retaliation,” but its impact won’t be devastating for Airbus.

“As numerous equities analyst reports have noted, Boeing is far more dependent on jet exports to Europe than Airbus is on exports to the U.S.,” he said.

But while tariff worries over Airbus seem to be diminishing, other manufacturing sectors – namely, automakers – continue to face looming concerns about a 25% tax on foreign automobiles and auto parts.

The recent tariff announcement didn’t include auto parts, but it did include a \$7.5 billion tax against EU goods.

[Trump is nearing a November deadline](#) to decide whether to impose tariffs on foreign automobiles and auto parts. The worries have sparked pointed brushback this year from auto manufacturing leaders, including Toyota’s Jim Lentz, who warned that a plan to assess tariffs could cause his company to reconsider up to \$750 million in U.S. investments in five Southern states.

Toyota and Mazda are involved in a joint venture to build a \$1.6 billion manufacturing plant in Huntsville that is expected to generate 4,000 jobs in the years to come. [The plant is expected to be operational by 2021.](#)

Judith Adams, spokeswoman for the Alabama State Port Authority, said the state still has concerns about agricultural products, steel and lumber.

“Here at the port, iron/steel exports are down about 18% over the same time period last year,” said Adams. “Our grain business is not looking good at all this year. The big word is uncertainty.”

Alabama State Port Authority (ASPA) and the U.S. Army Corps of Engineers sign the Mobile Harbor Pre-Construction, Engineering and Design Agreement

The Alabama State Port Authority (ASPA) and the U.S. Army Corps of Engineers on Wednesday signed the Mobile Harbor Pre-Construction, Engineering and Design Agreement, establishing the construction parameters to deepen and widen Alabama’s deep-water seaport.

“This agreement is a critical step toward realizing the port’s ability to accommodate the larger ships serving the world’s major trade lanes, while improving vessel transit efficiencies and safety in our port,” said ASPA Director and CEO Jimmy Lyons. The project will deepen the existing Bar, Bay and River Channels Bar, by 5 feet (ft) each to a project depth of 50 ft, (15.24m), with additional depths for wave allowances, advanced maintenance, and allowable over depth for dredging (total depths of 56, 54, and 54 ft, respectively). The project also includes widening the Bay Channel by 100 feet (328.08m) for three nautical miles to accommodate two-way vessel traffic and other safety improvements. Construction on the modifications is expected to begin in late 2020.

Rubber Ducky Regatta

Saturday, Oct. 5th

Cooper Riverside Park

The Rubber Ducky Regatta will make a splash by dropping 10,000 rubber ducks into the Mobile River at Cooper Riverside Park. The "adopted" ducks will race to the finish line where the lucky ducky's adopter can win a cruise for two on the Carnival Fantasy! Along with other great prizes from local favorites, the event will include sweet treats, kids' activities, and the race itself! You do not need to be present to win. All proceeds will benefit Ronald McDonald House Charities of Mobile, which houses families with seriously ill and injured children being treated at area hospitals. By adopting a rubber ducky not only will you have a chance to win prizes, but you will be providing funds for a safe haven to all the families who stay at the Ronald McDonald House while their child is receiving treatment.

The event kicks off at 10 a.m. on Saturday, October 5, and the race will begin at 11 a.m. The Rubber Ducky Regatta invites all families in the surrounding areas to enjoy a morning of family-friendly fun at Cooper Riverside Park in downtown Mobile. Admission for the Rubber Ducky Regatta is free to attend and any remaining rubber duckies will be available for adoption prior to the race.

Transportation Research

New TCRP Report on Tactical Transit

Date: October 03, 2019

The Transit Cooperative Research Program (TCRP) has released Report 207: Fast Tracked: A Tactical Transit Study. This report considers projects that are: implemented on a fast timeline and often on a smaller than usual budget, use impermanent or low-cost materials, iterates design over time, is part of a longer-term effort, or accelerates implementation. These projects borrow from the concept of Tactical Urbanism, making quick and small changes while still completing long-term planning.

Although this report does not explicitly consider projects in rural and non-metropolitan places, the criteria for Tactical Transit are in alignment with the “Idea Friendly” method of rural development espoused by SaveYourTown for community and economic development projects and might be adaptable to rural transportation projects.

A thorough look at how state DOTs use online public involvement

One of the most exciting opportunities offered to government agencies by social media was the potential to increase how well they communicated with the general public. After more than 10 years of Facebook and Twitter, and dozens of other social media channels, the question is worth asking: Are we any better at engaging with the public than we were at the turn of the century?

NCHRP

SYNTHESIS 538

NATIONAL
COOPERATIVE
HIGHWAY
RESEARCH
PROGRAM

Practices for Online Public Involvement



A Synthesis of Highway Practice

The National Academies of
SCIENCES - ENGINEERING - MEDICINE
NATIONAL RESEARCH BOARD

The National Cooperative Highway Research Program recently published a look at common state department of transportation [practices related to online public involvement](#).

State departments of transportation, and other state and local transportation agencies have long used social media channels to communicate about road conditions, transit disruptions, weather impacts, project meetings and safety messaging. In fact, we celebrate many of their efforts here at Talking Transportation, highlighting the bold, the funny, the thoughtful and the impacting.

For the sake of brevity, I'll suggest that government agencies are doing a good job of sharing information about the basic elements of operating a transportation system.

But I think there are serious questions about whether the online world has much improved the specific process we call "public involvement."

A recently completed research synthesis report offers some interesting insight into the question. The [National Cooperative Highway Research Program Synthesis 538 "Practices for Online Public Involvement"](#) is comprised of a thorough literature review and the results of an extensive survey of state department of transportation officials.

[Regional Planning and Health: How MPOs Are Using Regional Transportation Planning to Advance Health](#)

Wednesday, October 9, 2:00 PM ET

Metropolitan Planning Organizations (MPOs) are some of the most influential agencies that most people have never heard of. In this free webinar, the first of two on MPOs and health, we will provide an overview of MPO long-range regional transportation planning and how MPOs can include health in these processes.

[FHWA New Webinar Series: Sustainable Pavement Systems](#)

Thursday, October 17, 2:30 PM ET

The FHWA launched the Sustainable Pavements Program in 2010 to advance the knowledge and practice of sustainability related to pavements. The overall objective of the program is to increase the awareness, visibility, and the body of knowledge of sustainability considerations in all stages of the pavement life cycle. This is a 10-part free webinar series which also offers professional development credit hours.

ADECA seeks public input into 2020 Census Grant Program

With the 2020 Census drawing closer, the Alabama Department of Economic and Community Affairs is seeking public input for a grant program to assist with local outreach efforts.

Alabama's goal for the 2020 Census is to obtain high participation in every Alabama community, municipality and county. ADECA issued the Request for Information related to \$1 million in funding allocated to the agency in the 2020 Education Trust Fund budget for the 2020 Census Grant Program. The RFI is available on the [ADECA website](#). The public comments about the grant program will be accepted in writing until 5 p.m. on Friday, July 12.

The one-time grant funding is to be expended by ADECA, in coordination with the State Department of Education, to assist local community outreach efforts designed to encourage Alabama residents to complete the 2020 Census count. All grants will be awarded by Dec. 31 in preparation for the census count in March and April 2020.

After the public comment period, ADECA will work to design the full process and establish deadlines for this grant program which will provide funding assistance to help with local, grassroots outreach efforts, specifically those in hard-to-count areas and groups. The agency will host a grant application workshop once all the procedures are in place and applications are ready to be accepted.

Direct link to Request for Information:

document: <http://adeca.alabama.gov/about/Documents/2020%20Census%20Grant%20Program%20RFI.pdf>

ADECA has set the date for the 2020 Census Grant Program application workshop on Wednesday, September 4 at 10 a.m. and again at 1:30 p.m. in the Alabama Center for Commerce in Montgomery. At this workshop, we will release the details of the grant program and give an overview. The application period is planned to open on the same day as the workshop.

Please note that preregistration is required and seating is limited. ADECA will also record the workshop and post the video to www.census.alabama.gov for those unable to attend.

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.