



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 3rd, 2020

Volume 34, Number 1

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The Mobile MPO will conduct it's MPO meeting by **VIDEO CONFERENCE** on April 22nd, 2020 at 10:00 AM via GOTOMEETING.COM; please see *Mobile MPO Updates*. Congress has passed The Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748), see Legislative Updates for an analysis of the CARES ACT. Also, see Funding Opportunities as there is 100% transit money available under the CARES ACT. The staff of the Mobile MPO has figured out how to fund the I-10 Mobile River Bridge in this week's *Just For Fun*. Check out some progress being made this week *In The News*.

The SARPC staff is currently working staggered days, and currently someone is always in the office. We are all receiving emails. If we are not in the office, our office phones have been forwarded to us. We are here.

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



www.mobilempo.org Check us out on FACEBOOK

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

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

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

Mobile MPO Updates

Mobile MPO Policy Committee Meeting

The Mobile MPO will conduct it's MPO meeting by **VIDEO CONFERENCE** on April 22, 2020 at 10:00AM via GOTOMEETING.COM. If you are not available to be present via video conference, I will still need a proxy from you; I need a quorum. There will be more communication on this as we get closer to the date. Please see the agenda items below. The meeting will be open to the public via Gotomeeting.

Mobile MPO Policy Board Meeting
Wed, Apr 22, 2020 10:00 AM - 11:00 AM (CDT)

Please join the meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/SARPC/mobile-mpo-policy-board-meeting>

You can also dial in using your phone.

United States: [+1 \(646\) 749-3122](tel:+16467493122)

Access Code: 567-878-165

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<https://global.gotomeeting.com/install/567878165>

AGENDA ITEMS

The agenda items include [the 2045 Long Range Transportation Plan](#) (with no I-10 Mobile River Bridge at this point), and several items to add to the Transportation Improvement Program (TIP).

- I sent you the link to the Plan in February, and those that requested hard copies have them (subsequent minor grammatical changes). The 2045 LRTP has been available online for review and at 40 locations around Mobile County for over a month, it has been advertised as being available, we have had a public meeting on it with minimal written comments (bike/ped), and reviewed the Plan with the TCC/CAC on March 4th with a recommendation to approve.
- The items to include into the TIP are:

FY 2019 Urban FTA 5310		Funding (fed)
Enhanced Mobility of Seniors & Individuals with Disabilities Funding		
100071593	The Independent Living Center-14 passenger bus and one ADA compliant mini-van	\$81,000
100071594	AltaPointe four small 14 passenger buses that are ADA compliant	\$149,844

Mobile, Alabama
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100071595	Via Health, Fitness, and Enrichment Center- one small ADA Compliant bus	\$45,600
100071596	The City of Satsuma – Operating Funds	\$31,675
100071599	SARPC Program Administration	\$31,736
<u>National Highway Funds</u>		<u>Total Funding (tot)</u>
100069998	Safety Project to Install Two Way Left Turn Lane and Bicycle/Pedestrian Friendly Shoulders on SR-16 (US-90) From the East End of Cochran Bridge to West of Bankhead Tunnel; Utilities	\$1,562,470
100069997	Safety Project to Install Two Way Left Turn Lane and Bicycle/Pedestrian Friendly Shoulders on SR-16 (US-90) From the East End of Cochran Bridge to West of Bankhead Tunnel; Construction	\$15,209,166.00

The 25 Year Long Range Transportation Plan (*Envision 2045*) is on the agenda for adoption. There was a public meeting concerning the LRTP *Envision 2045*, on January 29th with very limited comments. The draft plan, and all of the comments from the early public involvement can be found at www.Envision2045.org. If you would like a hard copy of the plan to review, please let me know. At this point, the I-10 Mobile River Bridge is not in the fiscally constrained LRTP, yet is a Visionary Project.

Also on the agenda is a transit Program of Projects for the FTA 5310 funding.



Envision2045
Invest in your transportation Future
Mobile, AL Metropolitan Area Long Range Transportation Plan
<https://www.envision2045.org/public-involvement.html>

The Mobile Metropolitan Planning Organization (MPO) is currently updating its Long Range Transportation Plan (LRTP) for the Mobile Urban Area. LRTPs are multimodal plans that set priorities for spending federal funds on transportation projects in the Mobile Urban Area over the next 25 years. Envision2045 is multi-modal in scope, and projects include improvements to highways, roads, bridges, transit facilities and service, bicycle and pedestrian routes, and related enhancements. 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.

SARPC conducted an online survey in 2019 to give the public a chance on to comment on what is most important in terms of transportation in the Mobile Urbanized Area, to help guide the 25 Year LRTP. **Click [HERE](#) for Full Results.**

A public input meeting on the draft *Envision 2045 LRTP* was held Wednesday, January 29th from 4:00 pm to 6:30 pm, providing the public a chance to provide input.

Participation and input is encouraged from the community. If you would like a chance to comment, you may send your comments to transportation@sarpc.org.

More information on the new plan can be found at <https://www.envision2045.org/> or by contacting Kevin Harrison, Director of Transportation, SARPC, at (251)433-6541 or kharrison@sarpc.org.

The MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY is underway



Over the years, the viability of transit in the underserved segments of Mobile County has been an important task to consider. The ability to connect those populations with daily needs and employment could be an important step in improving the quality of life for residents.

Recent advancements in technology have given rise to new transit opportunities, and the Mobile Metropolitan Planning Organization / South Alabama Regional Planning Commission are currently engaged in studying the feasibility of a demand response transit model for our County. The demand response transit model uses a technology system to connect those in need of a ride with the provider based on the most efficient route and timing of other riders as well.



An important step in determining the feasibility of such a system includes talking with important stakeholders in the county. To future these efforts, a stakeholder roundtable meeting was held earlier this week. It is our hope that participating in this roundtable will help our consulting group gather information on the populations in need of improved transit access in Mobile County.

SARPC staff and Goodwyn, Mills and Cawood met with the LeMoyné Citizen Advisory Panel (LCAP) and presented the study last month. It was somewhat well received, with mixed emotions about commuting for shift employees. The further we dig into discovering possibilities of transit outside the WAVE, the more challenges we seem to be finding.

Via is currently working on funding scenarios, and peer reviews. This week there were conversations with ALDOT, SARPC and VIA concerning funding scenarios.

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

The TIP represents a four year program (2020-2023) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area. The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out [HERE](#).

Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

About the project:

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

Mobile MPO Perspective

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

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

Recent Scheduling Changes This Week for Mobile

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

Project : 100068763 (CN)

County : MOBILE

Project Description : RESURFACING, WIDENING AND TRAFFIC STRIPE ON CR-33 (DAWES ROAD) FROM APPROXIMATELY 400 FT NORTH OF SCOTT DAIRY LOOP ROAD SOUTH TO APPROXIMATELY 850 FT SOUTH OF COTTAGE HILL ROAD - MCP 49-82-15

Old Target start date : July 31, 2020

New Target start date : August 28, 2020

Project : 100052457 Federal aid number : STPMB 7533 (601) County : MOBILE

Project Description : DAUPHIN STREET ADDITIONAL LANES FROM SAGE AVENUE TO WEST OF I-65 AT SPRINGHILL MEMORIAL HOSPITAL.

Urban Area : 067 MOBILE

Current Funding : \$200,000.00 Requested Funding : \$700,000.00

Project : 100071599 Federal aid number : UMTA TR20 County : MOBILE Scope : TR

Project Description : SARPC - PROGRAM ADMINISTRATION

Urban Area : 567 MOBILE

Target Start Date : 4/1/2020

Engineers Estimate : \$31,736.00

Project : 100071596 Federal aid number : UMTA TR20 County : MOBILE Scope : TR

Project Description : CITY OF SATSUMA OPERATING FUNDS (5310 FUNDS)

Urban Area : 567 MOBILE
Target Start Date : 4/1/2020
Engineers Estimate : \$63,350.00

Project : 100071595 Federal aid number : UMTAC TR20 County : MOBILE Scope : TR
Project Description : ACQUISITION OF ONE SMALL ADA COMPLIANT BUS FOR VIA HEALTH, FITNESS AND ENRICHMENT CENTER (5310 FUNDS)
Urban Area : 567 MOBILE
Target Start Date : 4/1/2020
Engineers Estimate : \$57,000.00

Project : 100071594 Federal aid number : UMTAC TR20 County : MOBILE Scope : TR
Project Description : ACQUISITION OF FOUR ADA COMPLIANT 14-PASSENGER BUSES FOR ALTAPOINTE (5310 FUNDS)
Urban Area : 567 MOBILE
Target Start Date : 4/1/2020
Engineers Estimate : \$187,304.00

Project : 100071593 Federal aid number : UMTAC TR20 County : MOBILE Scope : TR
Project Description : ACQUISITION OF ONE 14-PASSENGER BUS AND ONE ADA COMPLIANT MINI-VAN FOR THE INDEPENDENT LIVING CENTER (5310 FUNDS)
Urban Area : 567 MOBILE
Target Start Date : 4/1/2020
Engineers Estimate : \$101,250.00

Project : 100071652 Federal aid number : ATRP2-49-2020-442-RW County : MOBILE Scope : RW
Project Description : ADDITIONAL LANES ON SR-158 FROM MP 7.75 TO SPARTAN DRIVE
Urban Area : 067 MOBILE
Target Start Date : 4/1/2020
Engineers Estimate : \$15,000.00

South Alabama RPO Updates

HSCTP Public Meeting Postponed

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

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

Your participation is greatly appreciated.

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

Projects in Region Let April 3rd, 2020

MOBILE COUNTY

- For constructing the Micro-Milling, Resurfacing, and Traffic Stripe on I-65 from the I-10 Interchange in Mobile to the Main Street Overpass in Prichard. Length 8.696 mi. The Bracket Estimate on this project is from \$4,562,512 to \$5,576,403 .

BALDWIN COUNTY

None at this time

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 \$82,579 to \$100,930
- For constructing the Planing, Resurfacing, Curb & Gutter Installation, and Traffic Stripe on SR-3 (US-31) from north of the Burnt Corn Creek Bridge to a point north of the junction of Tiger Drive in Brewton. Length 2.849 mi. The Bracket Estimate on this project is from \$1,124,159 to \$1,373,972
- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-21 from south of the junction of CR-14 (Poarch Road) to 0.160 mile south of the I-65 Interchange. Length 0.585 mi. The Bracket Estimate on this project is from \$378,822 to \$463,004 .

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-15 (US-29) from the junction of SR-3 (US-31) in Brewton to 0.440 mile north of the East Brewton City Limits. Length 1.284 mi. The Bracket Estimate on this project is from \$441,758 to \$539,926 .

Projects in Region Let April 24th, 2020

MOBILE COUNTY

None at this time

BALDWIN COUNTY

None at this time

ESCAMBIA COUNTY

- For constructing the Bridge Repairs and Overlay (Grading, Drainage, and Pavement) on SR-41 over the Conecuh River to include the Demolition of Existing Bridges on SR-41 in Riverview. Length 0.826 mi. The Bracket Estimate on this project is from \$4,240,029 to \$5,182,258 .

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

Legislative Updates

Congress is in session.

U.S. DOT and EPA Put Safety and American Families First with Final Rule on Fuel Economy Standards

Tuesday, March 31, 2020

WASHINGTON – The U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) today released the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule setting corporate average fuel economy (CAFE) and CO2 emissions standards for model years 2021-2026 passenger cars and light trucks.

“This rule reflects the Department’s #1 priority—safety—by making newer, safer, cleaner vehicles more accessible for Americans who are, on average, driving 12-year old cars. By making newer, safer, and cleaner vehicles more accessible for American families, more lives will be saved and more jobs will be created, said U.S. Secretary of Transportation Elaine L. Chao. “Today, President Trump is keeping his promise to autoworkers made three years ago that he would reinvigorate American auto manufacturing by updating costly, increasingly unachievable fuel economy and vehicle CO2 emissions standards, and that is what the Safer Affordable Fuel-Efficient Vehicles Rule accomplishes.”

“We are delivering on President Trump’s promise to correct the current fuel economy and greenhouse gas emissions standards,” said EPA Administrator Andrew Wheeler. “Our final rule puts in place a sensible one national program that strikes the right regulatory balance that protects our environment, and sets reasonable targets for the auto industry. This rule supports our economy, and the safety of American families.”

The final rule will increase stringency of CAFE and CO2 emissions standards by 1.5% each year through model year 2026, as compared with the standards issued in 2012, which would have required about 5% annual increases. This is a change from the proposal issued in 2018. The majority of automakers are not meeting the 2012 standard without resorting to the use of credits. The final rule can be found at: www.NHTSA.gov/SAFE.

NHTSA is required by Federal law to set fuel economy standards at the maximum feasible level for both passenger cars and light trucks, for every model year. If NHTSA determines that standards previously set are no longer maximum feasible, NHTSA can amend them. In determining what levels of CAFE standards would be maximum feasible, the law directs NHTSA to consider four specific factors: technological feasibility; economic practicability; the effect of other motor vehicle standards of the Government on fuel economy; and the Nation’s need to conserve energy.

On April 2, 2018, the EPA issued the Mid-Term Evaluation Final Determination that found that the MY 2022-2025 CO2 emissions standards are not appropriate and should be revised. For

nearly two years, the agencies worked together to extensively analyze current automotive and fuel technologies, reviewed economic conditions and projections, and consulted with other Federal agency partners to ensure the most reliable and accurate analysis possible. The agencies also evaluated more than 750,000 public comments and held three public meetings.

The SAFE Vehicles Rule reflects the realities of today’s markets, including substantially lower oil prices than in the original 2012 projection, significant increases in U.S. oil production, and growing consumer demand for larger vehicles.

The SAFE Vehicles Rule increases U.S. competitiveness by reducing regulatory costs by as much as \$100 billion through model year 2029. According to NHTSA/EPA projections, it will also boost new vehicle sales through model year 2029 by up to 2.7 million vehicles. At a time of sudden economic uncertainty, the SAFE Vehicles Rule provides help for millions of American workers and thousands of businesses in the auto sector and related industries by cutting costs and increasing sales of safe new vehicles.

By reducing the average price of a new vehicle by about \$1,000, this right-sized rule will make it easier for Americans to afford to buy newer, cleaner, and safer vehicles.

The SAFE Rule will also help more Americans afford newer vehicles, which NHTSA’s research shows are safer than ever. About 3,300 fewer crash fatalities, 397,000 fewer injuries, and more than 1.8 million fewer vehicles damaged in crashes are projected over the lifetimes of vehicles built according to these new standards.

At the same time, the SAFE Rule continues to protect the environment by increasing stringency of CAFE and CO2 emissions standards over the next five years, ensuring that Americans will have a wide range of affordable, safe, and fuel-efficient vehicles to choose from. Under the SAFE Rule, the projected overall industry average required fuel economy in MYs 2021-2026 is 40.4 miles per gallon, compared to 46.7 mpg projected requirement in MY 2025 under the 2012 standards, and the new rule reduces the number of credits that are not associated with improved fuel economy. This rule is the largest deregulatory initiative of this administration. The agencies project that under these final standards, required technology costs

would be reduced by \$86 to \$126 billion over the lifetimes of vehicles through MY 2029. At the same time, the SAFE Vehicles Rule provides regulatory certainty by establishing one set of national fuel economy and CO2 emissions standards for passenger cars and light trucks.

Under the rule, new vehicles will continue to be required to meet the Clean Air Act's strict pollution standards, ensuring that air quality will be protected from smog-forming emissions. The rule will also see CO2 reductions year over year.

Analysis of the CARES Act

Congress has passed The Coronavirus Aid, Relief, and Economic Security (CARES) Act (H.R. 748) providing the country with \$2.3 trillion of aid to counter the physical and economic effects of the COVID-19 pandemic. Read NARC's summary of the legislation, including a table of top-level figures, and overviews of the legislation's primary areas of support, including support for state and local government, transportation, individuals, and businesses.

In total, the bill provides \$114 billion for transportation-related purposes, \$88 billion of which for aviation-related grants (as well as industry loans and loan guarantees). Of the remaining \$26 billion, most of that goes to transit (\$25 billion) and Amtrak (\$1+ billion).

Support for State and Local Government	
Coronavirus Relief Fund	~\$150 billion
SNAP, Family Services, and Housing	~\$42 billion
FEMA Disaster Assistance	~\$45 billion
Support for Transportation	
Transportation (Aviation [excluding loans & loan guarantees])	~\$42 billion
Transportation (Ground)	~\$26 billion
Support for Individuals	
Unemployment Benefits	~\$260 billion
Stimulus Checks	~\$290 billion
Tax Reductions for Individuals	~\$20 billion
Support for Education	
Education	~\$32 billion
Support for Health Systems	
Health-Related Spending	~\$180 billion
Support for Business	
Small Business Loans & Grants	~\$377 billion
Large Business Loans & Loan Guarantees	~\$510 billion
Business Tax Reductions	~\$280 billion
Miscellaneous	
Miscellaneous Spending	~\$25 billion
TOTAL	~\$2.3 trillion

Click [HERE](#) for a full analysis of the act from the National Association of Regional Councils.

Chair DeFazio Joins Colleagues to Discuss Infrastructure Priorities for a Future Economic Stimulus Package

April 01, 2020

Days after Congress passed the \$2.2 trillion CARES Act to provide resources for public health and help for millions of workers and families, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR) joined House Speaker Nancy Pelosi, House Majority Whip James Clyburn, and Chair of the House Committee on Energy and Commerce Frank Pallone on a press call to discuss potential next steps for a long-term economic recovery package. Chair DeFazio supports building upon the [Moving Forward infrastructure framework](#) he and fellow House Democrats released earlier this year in order to address some of the critical impacts and vulnerabilities in America that have been laid bare by the coronavirus.

A transcript of Chair DeFazio's remarks is available [HERE](#). An audio file can be found [HERE](#).

Funding Opportunities

U.S. Transportation Secretary Elaine L. Chao Announces \$25 Billion to Help Nation's Public Transportation Systems Respond to COVID-19

Thursday, April 2, 2020

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced [a total of \\$25 billion in Federal funding allocations](#) to help the Nation's public transportation systems respond to the Coronavirus Disease 2019 (COVID-19). Funding is provided through the Coronavirus Aid, Relief, and Economic Security (CARES) Act, signed by President Donald J. Trump on March 27, 2020.

"This historic \$25 billion in grant funding will ensure our nation's public transportation systems can continue to provide services to the millions of Americans who depend on them," said U.S. Transportation Secretary Elaine L. Chao.

FTA is allocating \$25 billion to [recipients of urbanized area and rural area formula funds](#), with \$22.7 billion allocated to large and small urban areas and \$2.2 billion allocated to rural areas. Funding will be provided at a 100 percent Federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.

Further, operating expenses incurred beginning on January 20, 2020 for all rural and urban recipients, even those in large urban areas, are also eligible, including operating expenses to maintain transit services as well as paying for administrative leave for transit personnel due to reduced operations during an emergency. Answers to [Frequently Asked Questions](#) about this funding are available on FTA's web site.

"We know that many of our Nation's public transportation systems are facing extraordinary challenges and these funds will go a long way to assisting our transit industry partners in battling COVID-19," said FTA Acting Administrator K. Jane Williams. "These Federal funds will support operating assistance to transit agencies, including those in large urban areas as well as pay transit workers across the country not working because of the public health emergency."

In addition to the \$25 billion funding allocation announced today, FTA has taken a number of steps to support the transit industry during this public health emergency, including [expanding the eligibility of Federal assistance](#) available under FTA's Emergency Relief Program to help transit agencies respond to COVID-19 in states where the Governor has declared an emergency. All transit providers, including those in large urban areas, can now use Federal formula funds under the Urbanized Area Formula Program and Formula Grants for Rural Areas Program for emergency-related capital and operating expenses. This includes the provision of personal protective equipment or special-purpose trips.

FTA also established an [Emergency Relief docket](#) that allows transit providers in States where the Governor has declared an emergency related to COVID-19 to request temporary relief from Federal requirements under 49 U.S.C. Chapter 53 as well as any non-statutory FTA requirements.

Additionally, FTA [recently announced](#) that it would provide a 30-day extension of the deadline for current competitive grant program funding opportunities, including: FTA's Grants for Buses and Bus Facilities Program; Passenger Ferry Grant Program; Accelerating Innovative Mobility (AIM) Challenge Grants; and Helping Obtain Prosperity for Everyone (HOPE) Program.

The U.S. Department of Transportation is working closely with the [Centers for Disease Control and Prevention \(CDC\)](#) and other Federal partners to provide guidance to the public transportation industry in response to the coronavirus (COVID-19). FTA has held regular conference calls with transit stakeholders and posted [Frequently Asked Questions \(FAQs\)](#) regarding COVID-19 on its web site.

U.S. Secretary of Transportation Elaine L. Chao Announces Availability of \$1 Billion to Upgrade American Infrastructure (deadline May 18, 2020)

Wednesday, February 19, 2020

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2020 discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

"BUILD grants will upgrade infrastructure across America, making our transportation systems safer and more efficient," said U.S. Transportation Secretary Elaine L. Chao.

As the Trump Administration looks to enhance America's infrastructure, FY 2020 BUILD Transportation grants are for planning and capital 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.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental sustainability, state of good repair, innovation, and partnership.

To better address the needs of rural America, which has historically been neglected, DOT intends to award 50% of BUILD Transportation grant funding to projects located in rural areas that deliver positive benefits for these communities, consistent with the Department's R.O.U.T.E.S. initiative. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State, as specified in the appropriations act.

To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2020 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on February 25, 2020. Further details will be made available at <https://www.transportation.gov/BUILDgrants>. The deadline to submit an application is May 18, 2020.

For more information, please visit <https://www.transportation.gov/BUILDgrants>.

Transportation Alternatives Program Grants

Deadline May 15th, 2020

The Mobile MPO has announced the availability of the Fiscal Year 2021 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$200,000 (federal). Applicants are welcome to submit more than one project.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

This year applications will only be accepted electronically. Applicants should email their complete application to transportation@sarpc.org.

Applications are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) no later than 12:00 p.m., Friday, May 15, 2020.

Electronic versions of the applications are available online at <http://mobilempo.org/TAP.html>

Project budgets should be itemized and completed by a Professional Engineer that is certified by the State of Alabama.

If you have any questions please call the SARPC Transportation Planning Department at (251) 433 6541.

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

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

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

The deadline for submission of FY 2021 TAP applications including support documentation is Friday, May 15, 2020 at 5:00 p.m.

Federal Lands Access Program

Deadline June 16, 2020

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

The Call for Projects application period opens March 16, 2020 and runs through June 16, 2020. An estimated total of \$1.5M will be available for programming in your State.

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

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

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

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

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

Opportunity Zones

EDA's Opportunity Zone Web Page

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

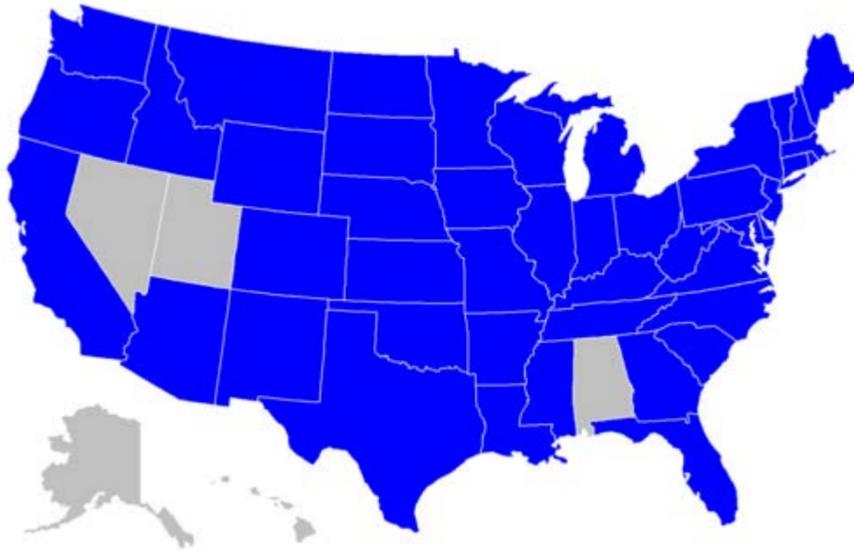
[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)

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

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

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

Can anyone guess what the map below depicts? Answer is below the map



If you said the gray states are the states with no lottery, you would have guessed correctly. Alabama's potential lottery \$ is going to our neighboring states. WHAT IS TAKING SO LONG? Since the CARES ACT is only a couple trillion dollars, it would only make sense to build the I-10 Mobile River Bridge to stimulate the Gulf Coast economy. I doubt this will happen... so we have a another solution.

Washington DC is not a state, they are a Federal District, and even they have a lottery. Baldwin County has been granted "HOME RULE STATUS" offering limited independence from the State of Alabama. BOOM! **THE BALDWIN COUNTY LOTTERY TO FUND THE I-10 MOBILE RIVER BRIDGE!!!!** Baldwin County is one of the fastest growing counties in Alabama, and has over 6 million visitors a year to its beaches. The entire state, including the Mobilians that use the Bridge, would flock to Baldwin County to play the Baldwin County Lottery every week. The Mississippi Lottery netted the state more than \$7.6 million in its first month, and Baldwin County is WAY better than Mississippi. This could BE the State of Alabama Lottery with online lotto sales!!!

Lotteries have been around for hundreds of years. Historian Neal Millikan using newspaper advertisements in the colonial era found at least 392 lotteries were held in the 13 colonies. Lotteries were used not only as a form of entertainment but as a source of revenue to help fund the colonies. The financiers of Jamestown, Virginia, for instance, funded lotteries to raise money to support their colony. These lotteries were quite sophisticated for the time period and even included instant winners. Not long after, each of the 13 original colonies established a lottery system to raise revenue, and we don't have one yet in Alabama in year 2020 (*all true, look it up!*).

Think about it, *Just For Fun*, this could work; step up to the plate Baldwin County, we need that bridge, funded with no tolls.

In the News

Check out some progress being made on our infrastructure this week

SR 181 Diverging Diamond [HERE](#)

<https://www.al.com/news/2020/04/diverging-diamond-interchange-races-toward-completion-despite-coronavirus.html>

SR 158 Extension [HERE](#)





SR 188

Motorists, expect a weekend closure for the lift bridge on SR-188 (Wintzell Ave.) in Bayou La Batre. Sat 4/4 - Sun 4/5 This closure will be to calibrate the new switches & locks. The closure will occur from 7am-5pm each day with an anticipated break between 11:30am-12:30pm.

Ziegler Blvd from Schillinger Road To Cody Road



Alabama's seaport expansion reaches another milestone

[Tim Howe](#) April 2, 2020

The Alabama Port Authority has finished its 400-foot container dock extension at the Port of Mobile. Completion of this project comes as funding secured by Senator Richard Shelby (R-AL) is now in place to dredge and widen Mobile Harbor by 2024. Within days wrapping up the project, the terminal simultaneously handled two container ships at the newly expanded berth, according to a release from the authority.

With a near constant flow of container ships coming into the port, the extension was part of a \$50 million Phase 3 expansion aimed at increasing terminal capacity and productivity.

This most recent modernization project is part of an overall \$450 million investment in marine and rail container intermodal terminals. "We continue to seek out and implement innovation and world class infrastructure to meet the needs of our carriers and shippers," said Jimmy Lyons, director and chief executive officer for the Alabama State Port Authority. "We're very pleased with both carrier and shipper confidence in our program as they continue to introduce larger ships, add capacity and increase volumes through the Port." The work serves as welcome improvements for terminal customers.

“We are very excited to complete this project which allows us to offer a significant increase in berthing windows to our customers,” Brian Harold, Managing Director of APM Terminals Mobile said. “This expansion also enables us to offer improved capabilities to quickly service vessels that may arrive ahead-of, or behind schedule.”

Construction on the Shelby-funded channel and harbor improvements is expected to begin later this year. Shelby foresees the massive project leaving a lasting impact on Alabama’s economic future.

“The completion of this transformative project is expected to stem immeasurable economic growth and will position Alabama and the Gulf Coast region for success for generations to come,” he remarked at the time of the allocation. “I am grateful to the Army Corps of Engineers for allocating the full federal share of the project cost and to the state of Alabama for providing the required matching funds. I look forward to its completion and the resulting impact.”

Shelby ensured \$274,300,000 would be allocated for the work on Alabama’s seaport.

The Alabama State Port Authority owns and operates the state of Alabama’s deep-water port facilities at the Port of Mobile, and its public facilities handle more than 26 million tons of cargo annually.

Trump's ambitious infrastructure vision faces Senate GOP roadblock

BY [ALEXANDER BOLTON](#) - 04/02/20

[President Trump](#) faces a clash with Senate Majority Leader [Mitch McConnell](#) (R-Ky.) and other Senate Republicans over the president’s desire for a \$2 trillion infrastructure spending bill, something he promised during his 2016 campaign.

McConnell has criticized Speaker [Nancy Pelosi](#) (D-Calif.) for proposing a big infrastructure package, saying she wants “to practice what [former Obama White House chief of staff] Rahm Emanuel famously said after the financial crisis in 2008: ‘Never let a crisis go to waste.’ ”

“In other words, seize upon crisis to try to makes systemic or policy changes you couldn't otherwise pass,” McConnell told “The Guy Benson Show” on Tuesday.

But Trump has signaled support for a \$2 trillion infrastructure spending package.

“With interest rates for the United States being at ZERO, this is the time to do our decades long awaited Infrastructure Bill,” Trump tweeted on Tuesday. “It should be VERY BIG & BOLD, Two Trillion Dollars, and be focused solely on jobs and rebuilding the once great infrastructure of our Country!”

Treasury Secretary [Steven Mnuchin](#) told CNBC Wednesday that he is in discussions with House Democrats on putting together an ambitious package, only days after Trump signed into law a \$2 trillion economic relief bill that will substantially increase the federal debt.

“We’ve been discussing this for the last year with the Democrats and the Republicans. I’ve had ongoing conversations with [Richard Neal](#) on this. And we’ll continue to have those conversations,” he said, referring to the chairman of House Ways and Means Committee and Massachusetts Democrat. To read the full article, click [HERE](#)

Lawmakers look to infrastructure spending to help economy recover from coronavirus

by [Ian Duncan](#), Updated: April 1, 2020

Even as he issued a stay-at-home order for residents Wednesday to slow the spread of the novel coronavirus, Florida Gov. Ron DeSantis said the pandemic offered an opportunity to speed up construction on normally snarled roads, and announced that he would advance some \$2.1 billion in infrastructure projects.

It's a silver lining in the pandemic that many states are finding. With cars off the road as people are told not to venture out, crews are continuing their work and getting more done than usual.

"You look at some of the most busy thoroughfares, and sometimes it's a trickle," said DeSantis, a Republican, reflecting on what he's seen as he's traveled around the state in recent weeks. "I think there's an opportunity to take advantage of that."

In an economy that is increasingly shutting down, construction remains one relatively bright spot, declared essential by federal and state officials. Leaders in Washington signaled this week that they are looking to steer more money to infrastructure projects as a way to help the economy recover from the damage the virus has wrought.

Supporters of the idea say ramping up spending on transportation could help put people into work with dollars guaranteed to be spent inside the United States, while tackling a backlog in maintenance work that acts as a drag on the economy. To continue reading, click [HERE](#).

Highway Users urges White House to make infrastructure construction “essential”

BY [LIZ CAREY](#) | APRIL 1, 2020 |

A group of transportation infrastructure advocates urged the White House to make the infrastructure construction industry an “essential” job during the COVID-19 pandemic.

American Highway Users Alliance, a coalition of 300 organizations including companies, trade associations, safety advocacy groups, and motoring clubs, asked the White House to ensure infrastructure construction jobs are identified as essential to the country, like grocery stores jobs and health care workers.

The letter, also addressed to Treasury Secretary Steve Mnuchin and Acting Homeland Security Secretary Chad Wolf, asked that the White House issue guidance to consider the construction industry an “essential industry,” which would exempt infrastructure construction workers from stay-at-home orders.

“As states and local governments continue to issue quarantine and stay-at-home orders to attempt to stem the spread of coronavirus, we ask for additional guidance from the Administration regarding what qualifies as ‘essential infrastructure’ and ‘essential businesses and services,’” Laura

Perrotta, president and CEO of Highway Users, said. “We urge the federal government to allow for exemptions for ‘essential infrastructure’ that enables workers to leave their homes to provide services or perform duties relating to operations and maintenance of ‘essential infrastructure.’ Such work would include roadway and highway construction, projects, and maintenance.”

Perrotta said that the construction projects being worked on are vital to ensuring that Americans get the products and services they need – like food, medical supplies, and mail. Continued work on roads would also contribute to the safety of those who are still going to work each day.

“Materials, equipment, safety devices, and roadway improvements are all necessary, especially during this critical time,” she wrote. “Stopping work on these vitally important projects will have lasting ramifications for our economy, our companies, and our people. Our roadways must be open for business for our truckers, our emergency and medical services, and for the men and women who must continue to get to work. Furthermore, the trucking industry is relying on “essential infrastructure” to ensure food, water, goods, medical supplies, mail, and packages get to Americans who so desperately need them.”

2020 Census: Who’s reporting, who’s not

Posted by [Gabriel Tynes](#) | Apr 1, 2020 |

It’s April Fool’s Day, but this is no joke. According to a statement from Gov. Kay Ivey, if Alabama’s count in the 2020 Census falls shy of the 72 percent participation rate recorded in the 2010, “the state would likely experience reduced representation in Congress, the loss of millions of dollars in Census-derived community funding, and reduced economic development opportunities.”

April 1 is also Census Day, and Ivey’s statement today reiterated warnings elected officials and policymakers have been sounding for almost a year. But officials are more concerned now, as the COVID-19 pandemic may distract some from participating. But ironically, the state’s long-term economic recovery from the crisis may very well depend on its representation in the Census.

“The COVID-19 pandemic shows the importance of state representation on a national level. If we lose a representative due to a low Census count, that would mean one less voice advocating for Alabama’s needs during critical times in the future,” Ivey wrote.

Similarly, Kenneth Boswell, chairman and director of the Alabama Department of Economic and Community Affairs (ADECA) and chairman of the state’s Census effort, said, “though the hearts and minds of Alabamians rests on the unprecedented health emergency we are currently battling, we must remember that our Census results are vital to our collective future.”

Boswell also emphasized that responding now will minimize the need for the Census Bureau to send Census takers out into communities to follow up door-to-door once social distancing restrictions are lifted.

As the Public Affairs Research Council of Alabama (PARCA) noted in [a report published last week](#), the self-response rate, sometimes called the initial response rate, is the percentage of households that respond to the initial request to participate. It does not indicate the total percentage of households counted. Households that do not respond to this initial request receive additional requests and, ultimately, a knock on the door from a Census worker.

According to the data through March 31, roughly 39.4 percent of Alabamians have self-responded to the Census online or by mail, which is 1 percent above the national average. But the Baldwin County response rate sits below both averages at 34 percent, while Mobile County is about on par with the national average at 38.6 percent.

Among municipalities in the two counties, Satsuma (population 6,154 in 2017) currently has the highest response rate at 49.6 percent, while Orange Beach (population 6,029 in 2017) currently has the lowest response rate at 10.2 percent. Coastal communities including Dauphin Island and Gulf Shores have similarly low rates of 12.7 percent and 21.3 percent, respectively.

Dauphin Island Mayor Jeff Collier said today he was surprised to hear of the low response rate in his town of 1,269 people, but it could be due to the number of non-residents who own property along the beach.

“We’ve talked about the Census in our monthly Town Crier and sent out mass emails about it, so we’ve been very proactive in our community, but whether or not that yields results that’s a whole other thing,” he said, while noting he’d send another email today after he learned of the low results. “I even went up to Montgomery when the governor had the Census kickoff campaign, and I feel good that the town has been very supportive and encouraging of the effort. I filled mine out and it only takes four or five minutes.”

Collier said based on his own estimates, he expects the town to gain 200-300 permanent residents in the 2020 Census, which has been evidenced by a “tremendous surge in new homes” over the past few years. He also said the island is dependent upon accurate Census numbers for federal funding, which is not limited to projects like road construction and beach nourishment.

Alabamians can participate in the 10-question Census online at www.my2020Census.gov, by phone at 1-844-330-2020 or by paper form — all without coming into contact with a Census taker. All participants’ information is protected by strict federal law.

Due to COVID-19, the U.S. Census Bureau has [formally announced adjustments](#) to its original Census 2020 timeline, and Gov. Ivey and Chairman Boswell are in close contact with representatives monitoring the situation daily.

Additional information on Census 2020, Alabama-specific statistics, local community resources and Alabama Counts! campaign assets can be found at census.Alabama.Gov.

Frontier leaves Mobile early due to COVID-19

Posted by [Dale Liesch](#) | Apr 1, 2020 |

Frontier Airlines has left the Mobile market sooner than expected due to the ongoing COVID-19 crisis, Mobile Airport Authority President Chris Curry confirmed to Lagniappe.

Frontier was expected to stop flights to and from Denver International Airport later this month, but Curry said the airline flew for the last time from Mobile's Downtown Airport on Friday, March 27 — some two weeks before its scheduled departure.

"They cut their schedule by 90 percent and only left 10 percent," Curry said. "Since they were planning on leaving here anyway, they left two weeks early."

In its last week in operation at the downtown airport, Frontier showed a 20-percent drop in its load factor, according to Curry. On Monday, March 23, Frontier's A320s leaving Mobile were 60 percent full and by Friday, the planes were taking off at only 40 percent of their capacity.

Lagniappe has reached out for comment from Frontier, but has yet to hear back.

At the moment, no commercial flights are using the new downtown terminal and, for now, it will be hard for MAA officials to lure new airlines to the facility. Before COVID-19 created a major financial problem for airlines, MAA had been attempting to lure other low-cost carriers to the new airport at the Brookley Aeroplex.

"That business has been halted for now because we don't know which airlines will be around when this is over," Curry said.

However, Curry did say it's possible the new terminal, which has a smaller footprint than the Mobile Regional Airport in West Mobile, could entice one of the city's three "legacy" carriers to move to the smaller location in order to save money.

"It's less expensive to operate out of the downtown airport because of fees and other charges," he said. "It's a smaller footprint so the space requirements will be different."

Despite the lack of commercial activity at Brookley, the airport has become a popular parking lot for American Airlines planes awaiting maintenance at ST Aerospace, according to Curry. When contacted by ST, MAA officials allowed American Airlines to park the planes it plans to perform maintenance, overhauls and repairs on. MAA made its shortest runway available for a fee.

"We've coordinated to shut that down for at least a 90-day period," he said.

The runway has space to park 22 Boeing 777 aircraft and more than 10 narrow-body jets, like Airbus A321s. American Airlines is parking 20 of its 777s and 10 A321s on the runway now.

Curry said MAA has extended an offer to airlines to park unused jets at Bates Field as well, adding that the Mobile Regional Airport would have space for 15 aircraft.

Transportation Research



U.S. Department
of Transportation
Federal Highway
Administration

ModalPEX:

the multimodal freight peer exchange

This May, the Federal Highway Administration's Office of Operations will hold a national peer exchange focused on helping State DOTs, MPOs, and their partners plan and deliver multimodal freight projects—and you are invited!

Attending ModalPEX will help you:

- Identify best practices in selecting, prioritizing, and delivering multimodal infrastructure and how to incorporate these concepts into State Freight Plans during the next round of required plan updates;
- Learn innovative multimodal freight data analyses strategies;
- Improve your understanding of multimodal freight networks/supply chains via bus tour of several Memphis freight facilities; and
- Network with your freight stakeholders and peers.

Formal details and RSVP request forthcoming.

Contact: Tiffany Julien (tiffany.julien@dot.gov; 202-366-9241)
DJ Mason (dj.mason@dot.gov; 617-494-3968)

SAVE THE DATE
MAY 12
University

Retiring American FactFinder: March 30

The U.S. Census Bureau has retired American FactFinder (AFF), its statistics and information search engine after 20 years. AFF will remain as an archive system for data and functionality that are not yet available in data.census.gov until March 30, 2020.

After March 30, 2020, our American FactFinder will be decommissioned and no longer available.

Alabama Center for Business and Economic Research April 2020

A note from our office:

During these complex times, CBER remains committed to serving you and helping you navigate the COVID-19 landscape. Currently, we are following UA's directive to telecommute and social distance, but CBER is continuing to work hard to provide you with insightful data and information. Please reach out to us at [205-348-6191](tel:205-348-6191) or uacber@culverhouse.ua.edu with any project needs. We are here to serve you!

COVID-19's Impact on the Economy

In the midst of the uncertainty caused by the COVID-19 pandemic, CBER's experts are here to offer some insight. Sam Addy, Ph.D. and Ahmad Ijaz, CBER's Executive Director & Director of Economic Forecasting, weigh in with what we can expect from our local and national economies in the coming months. Click [here](#) to read more.

CBER Shines in 2020 Census Count Review

Thanks to the hard work of CBER staff, 200 group quarter addresses and 21,470 housing units were added to the Census Bureau's Master Address File for Alabama to include people who otherwise would not have been counted during the 2020 Census. Read more about the 2020 Census Count Review [here](#).

Q2 2020 ABCI Results Released April 15

The second quarter 2020 Alabama Business Confidence Index (ABCI) results will be available April 15. Business leaders throughout Alabama are invited to register and participate in this unique forecasting tool. Find more details on the [ABCI webpage](#).

Sustainable Highway Construction Guidebook

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

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

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

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

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

Project: [Project Information](#)

DOI: [10.17226/25698](#)

Project Number: 10-91A

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

TRB Publication Type: [NCHRP Report](#)

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

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

Read about our partner's roles in Opportunity Zones:

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

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

South Alabama Opportunity Zones



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

Transportation Dictionary

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

Search Tips

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

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