



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, June 26<sup>th</sup>, 2020

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## In This Issue

- MOBILE MPO UPDATES
- SOUTH AL RPO UPDATES
- PROJECTS LET JUNE 26th, 2020
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

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The State TAP Deadline is next Wednesday, Grants for transit through the FTA 5310 Elderly and Individuals with Disabilities Program are available, and the USDOT has grant funding for rail, see *Funding Opportunities*. In *Legislative Updates*, things are heating up in Washington over the \$1.5T Infrastructure Plan. ) *In The News*, is bleak this week, in fact, you might just want to avoid reading that whole section... This week's *Just For Fun* is... a brainteaser.

The SARPC staff is currently working remotely. Our phones, emails, are seamless and if you need us we are here.

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

[www.mobilempo.org](http://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

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

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

### Mobile MPO Policy Committee Meeting Held

The Mobile Metropolitan Planning Organization (MPO) met virtually using GOTO Meeting on Wednesday, April 23<sup>rd</sup>, 2020. This was the first time a Mobile MPO meeting was conducted in this manner, and was executed without any problems. There were test meetings to make sure our MPO members were familiar with the technology. It ended up being a largely attended meeting that included the press, and members of the public attending online. Items on the agenda included the adoption of the Long Range Transportation Plan. The Plan is required to be adopted every 5 years, and the deadline was March of 2020 for this plan. The March 25<sup>th</sup> meeting was postponed until the April 22 meeting due to the COVID -19 virus.

The LRTP is multimodal in scope, and is based on public input, and a travel demand forecast model. In 2019, an online survey was conducted with almost 150 respondents. Questions ranged from where is the worst congestion, what roads need improvements, problems with the transit systems, etc. There were a lot of comments about the I-10 Mobile River Bridge and the potential for tolls. Prior to the online survey, staff also conducted a South Alabama Freight Forum, which was an opportunity to hear from large manufacturers and trucking companies, to find out what the top issues are concerning the movement of freight in South Alabama. The Bicycle / Pedestrian plan was updated, and the public transit section was authored by the Wave Transit, less the Demand Response Transit Study currently being conducted (see below).

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

### The MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY

SARPC staff is continuing to meet (virtually) with Via, and Goodwyn, Mills, and Cawood, for the feasibility study. The current health crisis has affected the potential outcome of the study. The intent of the study was to find potential local sponsors to match federal funds to create a transit system to operate throughout Mobile County to connect with WAVE Transit. The sponsors would have provided assistance through subscriptions or contracts for commuter trips. The current price of gasoline, and the threat of contracting virus on buses, may put a strain on ridership of a new system. However, there are still people in need of transportation, and there is some thought that regardless of the price of gasoline, there will be an increased number of distressed people due to the economy, that will need transportation. This may be the perfect time to consider transportation throughout Mobile County.

Please review the Tasks 1, 2 and 3 that are underway [HERE](#).

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

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

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

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### Recent Scheduling Changes This Week for Mobile

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

No Changes this week

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## South Alabama RPO Updates

### DRAFT 2021 RPO Work Program is now available for review.

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

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## Projects in Region Let June 26<sup>th</sup>, 2020

### MOBILE COUNTY

None at this time

### BALDWIN COUNTY

None at this time

### ESCAMBIA COUNTY

None at this time

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

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## Legislative Updates

*Congress is in session*

### House Democrats Release Text of H.R. 2, a Transformational Infrastructure Bill to Create Jobs and Rebuild America

June 22, 2020

The Moving Forward Act invests in our nation's roads, bridges, transit, rail, schools, housing, broadband, drinking and wastewater systems, postal service, clean energy sector, health care infrastructure and much more

[Bill Text](#) | [Section-by-Section](#) | [Fact Sheet](#)

**Washington, DC** - Today, Chair of the House Committee on Transportation and Infrastructure Peter A. DeFazio (D-OR) was joined by Education and Labor Committee Chairman Robert C. "Bobby" Scott (D-VA), Financial Services Committee Chairwoman Maxine Waters (D-CA), Energy and Commerce Committee Chairman Frank Pallone, Jr. (D-NJ), Ways and Means Committee Chairman Richard E. Neal (D-MA), Oversight and Reform Committee Chairwoman Carolyn B. Maloney (D-NY), and Natural Resources Committee Chairman Raúl Grijalva in releasing the text of H.R. 2, the Moving Forward Act. The Moving Forward Act marks a transformational investment in American infrastructure that will **create millions of jobs**, take **bold action on the climate crisis**, and **address disparities** in urban, suburban, and rural communities across our country.

The more than \$1.5 trillion proposal rebuilds U.S. communities with infrastructure and innovation that is smarter, safer, and made to last.

Among the many provisions of the Moving Forward Act:

- o **The INVEST in America Act, a nearly \$500 billion investment to rebuild and reimagine the nation's transportation infrastructure** by fixing our crumbling roads and bridges, improving safety, reducing gridlock, and putting the U.S. on a path toward zero emissions from the transportation sector by cutting carbon pollution, investing in public transit and the national rail network, building out fueling infrastructure for low- and zero-emission vehicles, and deploying technology and innovative materials. The INVEST in America Act is fueled by American workers and ingenuity thanks to strong Buy America provisions and labor protections.
- o **Invests in schools with the *Reopen and Rebuild America's Schools Act*, which funds \$130 billion in school infrastructure targeted at high-poverty schools** with facilities that endanger the health and safety of students and educators. This investment will help students get back to school and create more than 2 million jobs to help workers get back to work.
- o **Addresses structural challenges and upgrades child care facilities** by leveraging a 5-year, \$10 billion federal investment to generate additional state and private investments in making sure that child care settings are safe, appropriate, and able to comply with current and future public health directives.
- o **Invests over \$100 billion into our nation's affordable housing infrastructure** to create or preserve 1.8 million affordable homes. These investments will help reduce housing inequality, create jobs and stimulate the broader economy, increase community and household resiliency in the face of natural disasters, improve hazardous living conditions, and increase the environmental sustainability of our housing stock.
  - o **Protects access to safe drinking water** by investing over \$25 billion in the Drinking Water State Revolving Fund and other programs to ensure all communities have clean drinking water and to help remove dangerous contaminants like PFAS from local water systems.
  - o **Modernizes our energy infrastructure for a clean energy future** by investing more than \$70 billion to transform our electric grid to accommodate more renewable energy, expand renewable energy, strengthen existing infrastructure, help develop an electric vehicle charging network, and support energy efficiency, weatherization, and Smart Communities infrastructure.
  - o **Delivers affordable high-speed broadband Internet access to all parts of the country** by investing \$100 billion to promote competition for broadband internet infrastructure in unserved and underserved communities, prioritizing those with persistent poverty. Gets children connected to remote learning, closes broadband adoption and digital skills gaps and enhances payment support for low-income households and the recently unemployed.
  - o **Modernizes the nation's health care infrastructure** by investing \$30 billion to upgrade hospitals to increase capacity and strengthen care, help community health centers respond to COVID-19 and future public health emergencies, improve clinical laboratory infrastructure, support the Indian Health Service's infrastructure, and increase capacity for community-based care.
- o **Modernizes and strengthens the United States Postal Service** by investing \$25 billion to modernize postal infrastructure and operations, including a zero emissions postal vehicle fleet, processing equipment and other goods.
- o **Promotes new renewable energy infrastructure** by incentivizing the development of wind and solar on public lands and building a workforce for offshore wind.
- o **Promotes investments in our communities** by spurring private investment through the tax code, through a revitalized Build America Bonds program, expansions of Private Activity Bonds, and significant enhancements to the New Markets Tax Credit and the Rehabilitation Tax Credit.

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## How the \$1.5 trillion infrastructure bill would impact rural America

By SIERRA DAWN McCLAIN Capital Press

House Democrats Monday published a roughly 2,300-page, \$1.5 trillion infrastructure plan.

The bill, called H.R. 2, or the "Moving Forward Act," would inject billions of dollars into road and bridge repairs, broadband development, school upgrades, water projects and rural communities.

The bill passed through committee along party lines and is slated for floor action before July 4.

Farm groups have expressed excitement about how the bill would meet rural infrastructure needs, but they have also voiced concern that some portions of the bill could hurt rural America.

"Overall, we're in favor of an infrastructure bill. This meets rural needs. But in its current version, it would probably do a lot more harm than good," said Andrew Walmsley, director of congressional relations for the American Farm Bureau Federation.

If passed, the legislation would pour \$494 billion into roads, bridges and transit over five years. It would also dole out \$25 billion for drinking water, \$100 billion for broadband internet, \$70 billion for clean energy projects, \$100 billion for low-income schools, \$30 billion to upgrade hospitals, \$100 billion for public housing and \$25 billion for the Postal Service.

Leaders on both sides of the political aisle say it's unclear how the bill will be paid for. In a speech this week, House Ways and Means Chairman Richard Neal talked of using some blend of private equity bonds, government-subsidized bonds and "some borrowing."

Walmsley said the Farm Bureau is concerned about more deficit spending. The Farm Bureau, he said, advocates other options, such as raising the federal gas tax.

But before the bill gets funded, Walmsley said it needs to be altered.

In a letter to the House Committee on Rules, the Farm Bureau and seven industry groups expressed concern about Section 4408 of the bill, which they said would increase costs for truckers, farmers and manufacturers by requiring a 167% increase in minimum motor carrier liability coverage from \$750,000 to \$2 million.

Walmsley said he is also concerned because the bill calls for a review of "ag exemptions," which might be erased if reviewed. One example is the 150-air-mile exemption, which allows agricultural haulers to travel freely within 150 air miles of the source without adhering to federal hours of service regulations.

"Green" measures in the bill, such as requiring states to meet greenhouse gas emissions goals, have also raised the hackles of industry groups and GOP lawmakers.

Susan Howard, program director for transportation finance at the American Association of State Highway and Transportation Officials, or AASHTO, said the bill has been "really contentious." More bipartisan legislation, she predicted, would sooner make it to the president's desk.

Congress has a few alternative infrastructure bills to consider. GOP representatives have introduced a highway bill of their own. And in the Senate, the Environmental Works Committee approved an infrastructure bill, S. 2302, last July that will roll to the Senate floor this session.

Congress passed the last major infrastructure bill, Fixing America's Surface Transportation Act, in 2016. That package expires Sept. 30, 2020, so Congress is racing the clock.

"Getting the bill done on time is really important for every state and every area, both rural and urban," said Howard of AASHTO.

Rural advocacy groups agree getting a bipartisan infrastructure plan passed is urgent.

Rural healthcare experts say the pandemic exposed the need for improved internet, especially with the rise of "telemedicine." Rural educators say broadband will also aid with "distance learning."

Mark Hayes, spokesman for Rebuild Rural Coalition, a group of 250 organizations advocating for rural infrastructure investments, told the Capital Press Section 1307 of the bill, called the "rebuild rural grant program," will also funnel \$250 million in grants for rural projects.

The biggest need, many say, is funding for rural transportation infrastructure.

"Farmers and ranchers depend on rural roads, highways and bridges to move their products to market. So does the integrity of our food supply chain," Zippy Duvall, president of the American Farm Bureau Federation, said in a statement.

Rocky Moretti, director of policy and research at TRIP, a national transportation research nonprofit, said rural roads nationwide are in dangerous condition.

According to a May 2020 TRIP study, in much of the West, one in five rural roads are in "poor" condition and fatalities are more than twice as likely on rural roads compared to urban streets.

Data show the nation's rural transportation system already faces a \$211 billion funding backlog. Add to that COVID-19. According to the U.S. Department of Transportation, vehicle travel fell by 41% in April alone. Because of the decrease in gas taxes and toll fees, TRIP estimates that over the next 18 months, state transportation revenues will plummet at least 30% — about \$50 billion.

"If we can get a reasonable, bipartisan version of this infrastructure plan, we need it," said Walmsley of the Farm Bureau. "Rural America needs it."

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## Highway-rail grade crossings get attention in infrastructure bill

[Joanna Marsh](#) Tuesday, June 23, 2020

The latest iteration of the surface transportation and infrastructure bill has additional provisions for highway-rail grade crossings amid constituent and emergency responders' concerns about long wait times at blocked crossings.

The new provisions spelled out in the INVEST in America Act include a comprehensive review of the [U.S. Department of Transportation's \(DOT\) national highway-rail crossing inventory](#), which would verify inventory data using mapping technologies and other means.

Another new provision are revisions on how the federal government collects data on suicides occurring at railroad crossings and railroad rights of way. The revisions would enable the federal government to require fatality data from state and local agencies, the railroads and other entities.

Meanwhile, other provisions remained intact in the bill, which the House Transportation and Infrastructure Committee passed on June 18 and then on June 22 [were folded into a larger, trillion-dollar package called the Moving Forward Act, or H.R. 2](#).

These provisions include penalties for blocking a rail crossing for more than 10 minutes except for certain conditions and the development of a strategy by the DOT that would discuss the following: the public's and local public service officers' roles in addressing blocked crossings; the role that technology and positive train control can play in identifying blocked crossings; and the use and application of data collected on blocked crossings; among other issues There are also provisions on grants promoting rail crossing safety.

A number of Congressional leaders have been grappling over how to handle blocked crossings in light of longer freight trains. In February, the [U.S. House Committee on Transportation and Infrastructure held a hearing](#) addressing the issue of blocked crossings, and in March, Rep. Dan Lipinski (D-Illinois) introduced a bill that set a time limit for blocking a grade crossing.

Last week, the [American Short Line and Regional Railroad Association criticized](#) the inclusion of the blocked crossing time limit in the bill, saying that such an update would reduce network efficiency. The group also said its short line railroad members work with local communities and customers to avoid blocked crossings.

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## Szabat Highlights USDOT Priorities In Senate Testimony

[editor@ashto.org](mailto:editor@ashto.org) June 19, 2020

In testimony before the Senate Committee on Commerce, Science, and Transportation on June 16, Joel Szabat – nominee for Under Secretary of Transportation for Policy at U.S. Department of Transportation – highlighted key current and future focus areas for the agency.

Those “focus areas” include autonomous vehicle testing and the preservation of the 5.9 gigahertz wireless communication spectrum for transportation needs.

“A priority of mine, in support of Secretary [Elaine] Chao’s vision, is to continue to work to safely integrate emerging technologies, including drones and other autonomous vehicles, into our existing national aviation and surface transportation networks,” he explained in [his testimony](#) during the nomination hearing.

“We are in the process of endorsing a standardized list of advanced driver assistance systems terminologies this year through the ‘Clearing the Confusion’ initiative,” Szabat added. “By the end of this year we will release the fourth iteration of our autonomous vehicle federal guidance.”

To that end, the USDOT noted in a [statement](#) on June 15 that nine companies and eight states agreed to be the first participants in a new program designed to improve the safety and testing transparency of automated driving systems.

Dubbed that Automated Vehicle Transparency and Engagement for Safe Testing or “AV TEST Initiative,” this voluntary program is designed to provide an online, public-facing platform for sharing automated driving systems testing activities and other safety-related information with the public, USDOT said – noting that online mapping tools may show testing locations at the local, state, and national levels, as well as testing activity data, which may include dates, frequency, vehicle counts, and routes.

“As technology rapidly alters the face of transportation it is our duty to keep pace,” Szabat emphasized. “Nobody yet knows what the ‘new normal’ will be, when the threat of the coronavirus recedes. Changes in how we live and work will also drive changes in transportation. [That’s why] the Office of the Under Secretary oversees or coordinates the work of hundreds of outstanding research scientists, engineers, statisticians and economists [who] are already looking into what changes might emerge, so we are better prepared for them if they do.”

He also noted that the USDOT’s Office of Research and Technology is taking a “lead role” in securing transportation communication needs.

“In that capacity, we recommended against the introduction of new broadband that would interfere with the Global Positioning Satellite system and tested 11 potential backup technologies,” Szabat said. “We have also advocated for the preservation of the 5.9 Ghz ‘[Transportation Safety Band](#)’ to allow for the emergence of new technologies, with a plan to deploy connected vehicle technology in 5 million vehicles in five years.”

The preservation of that “safety band” has been a key goal of the American Association of State Highway and Transportation Officials as well.

AASHTO warned the Federal Communications Commission in [a March 2 letter](#) that permitting unlicensed devices to operate in the 5.9 GHz spectrum is “wrong and misguided” and will “put future safety and mobility improvements” at risk.

“Paramount to state DOTs is both eliminating the nearly 37,000 fatal vehicle crashes which occur on our roadways each year as well as the safe deployment of connected and automated vehicles,” the organization said in its [23-page letter](#). “Without the full 5.9 GHz spectrum available to use for connected vehicle technologies it will be significantly more difficult to eliminate these fatal vehicle crashes.”

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## Trump's push for major infrastructure bill faces GOP opposition

BY [ALEXANDER BOLTON](#) - 06/17/20

[President Trump](#)’s election-year push for a \$1 trillion infrastructure spending bill to boost the struggling economy faces strong opposition from Senate Republicans.

GOP senators are warning that Trump’s expected proposal is too “rich” and would be a “heavy lift” in Congress, especially considering significant policy differences between Senate Majority Leader [Mitch McConnell](#) (R-Ky.) and Speaker [Nancy Pelosi](#) (D-Calif.).

House Democratic leaders have vowed to approve a surface transportation bill with a price tag around \$500 billion over five years by the end of this month, which could put pressure on the GOP-led Senate. The House Transportation Committee is scheduled to start marking up that bill Wednesday.

McConnell has repeatedly warned about the impact of the surging federal deficit on future generations and has put the brakes on passing another expensive coronavirus relief bill. McConnell’s more pressing priority, say GOP senators, is to move a five-year reauthorization of the Highway Trust Fund estimated to cost \$287 billion, well below the \$1 trillion plan Trump is currently considering.

But even that modest plan is having trouble moving ahead because of internal disagreements over how to pay for it.

Senate Finance Committee Chairman [Chuck Grassley](#) (R-Iowa), who is in charge of coming up with a plan to pay for the surface transportation reauthorization bill, said members of his panel still need to come up with ways to cover \$93 billion — a big chunk — of its price tag.

Asked about a news report that Trump is getting ready to unveil a new \$1 trillion infrastructure spending proposal, Grassley said whatever bill Senate Republicans come up with “could be a lot less.”

At the very least, the Senate GOP plan “won’t be over that,” he added.

If the House and Senate are able to pass their respective surface transportation bills, the final measure — and the ways to pay for it — would be ironed out in conference.

Several Senate Republicans poured cold water on Trump's call for another huge spending measure.

Sen. [Pat Toomey](#) (R-Pa.), a member of the Finance Committee, said, "I think that's a very heavy lift."

Senate Budget Committee Chairman [Mike Enzi](#) (R-Wyo.), who is also a senior member of the Finance panel, said the priority should be addressing the coronavirus pandemic directly and noted that a large portion of the \$2.2 trillion CARES Act as well as the \$484 billion interim coronavirus relief legislation passed in April has yet to be spent.

"For the last few days I've been talking about not paying for the national parks' infrastructure. A trillion is a lot more than the \$17 billion we're talking about there," he said, referring to the Great American Outdoors Act, which is still pending on the Senate floor.

"Nothing we're doing right now is fiscally responsible," he said, although he acknowledged that proponents of additional spending think it's "economically responsible" to pump hundreds of billions of additional dollars into the economy.

"I'm much more inclined to stick to solving the virus problem," Enzi said.

McConnell in late April quashed the idea of including an infrastructure component in the next round of coronavirus relief legislation.

"Infrastructure is unrelated to the coronavirus pandemic that we're all experiencing and trying to figure out how to go forward," he told Fox News at the time.

"We need to make sure that whatever additional legislation we do is directly related to this pandemic," he added.

Trump's plans to move a major infrastructure package before the election received fresh attention Tuesday after Bloomberg News reported that his administration is preparing a \$1 trillion proposal.

News of the plan largely caught GOP senators by surprise.

When Trump tweeted in late March that he wanted a "VERY BIG & BOLD" infrastructure package costing \$2 trillion, Republican senators mostly ignored the request.

Sen. [John Cornyn](#) (R-Texas), another member of the Finance panel, said the administration is going about it backward by coming up with a \$1 trillion price tag before laying out what it would be spent on.

"You don't start with the price tag. You start with what it is you want to accomplish and figure out what that is. Seems to me to be the opposite way to approach this by starting it with how much money you're willing to spend," he said.

Sen. [Rob Portman](#) (R-Ohio), also a Finance Committee member, said "the trillion dollars may be a little rich."

But Portman said there are potential areas of common ground.

"I think there are areas where we can do something. Rural broadband is very popular among many of my colleagues," he said.

He noted there are ongoing disagreements over how to pay for the Highway Trust Fund reauthorization, which Senate GOP leaders had planned to move this year before the COVID-19 pandemic wreaked havoc with the schedule.

"It's already been passed out of committee, the question is how to pay for it," he said.

The Environment and Public Works Committee approved the Senate highway bill in July, and it has languished since.

Bloomberg reported that Trump's plan is being developed by the Department of Transportation and would set aside money for roads, bridges, 5G wireless and rural broadband. [Elaine Chao](#), who is married to McConnell, is Trump's Transportation secretary.

Given the difficulty of coming up with ways to pay for a \$287 billion highway bill, a \$1 trillion infrastructure initiative would likely add significantly to the federal deficit, which the Congressional Budget Office projects will reach \$3.7 trillion in 2020.

A \$1 trillion plan from the administration would double the \$500 billion green infrastructure bill that House Democrats rolled out earlier this month.

Sen. [Lisa Murkowski](#) (R-Alaska) is one of a group of Senate Republicans who supports moving a big infrastructure plan.

She said part of the problem is a lack of coordination between the Senate and House.

"The question is, 'What does it look like? Where do we put it? Is it something within the next [COVID-19] relief? Is it a stand-alone?'" she said.

Murkowski said she and other colleagues argue the best strategy is to combine the highway reauthorization bill that passed out of committee last year with the water infrastructure act that the Environment and Public Works Committee approved in May.

The water infrastructure legislation would provide \$17 billion in new federal authorizations for infrastructure projects.

She said those two items could be combined with her American Energy Innovation Act, which stalled on the floor in March. The bill would have created incentives to develop energy efficiency improvements, supported wind and solar technologies, and promoted new energy storage technologies.

Senate Appropriations Committee Chairman [Richard Shelby](#) (Ala.) is another Republican proponent of a new infrastructure spending bill.

"I've advocated that for years," he said. "I wish we had already done it."

"It could be, long-term, as meaningful as anything we could do, but I want to see the particulars," he added when asked about Trump's \$1 trillion proposal.

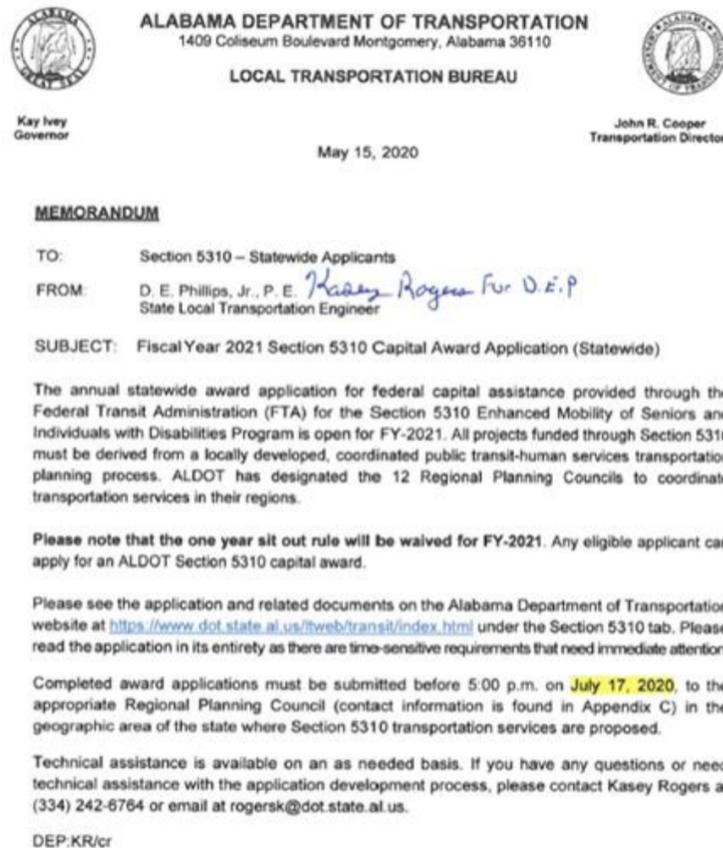
Shelby said he hasn't had any recent conversations with senior administration officials about the expected plan.

## Funding Opportunities

### Fiscal Year 2021 Section 5310 Capital Award

**Application(statewide) is now open** (deadline is 5:00PM, July 17<sup>th</sup> at SARPC office)

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



## USDOT announces more than \$291M in grants available for rail projects

The U.S. Department of Transportation (USDOT) is now accepting applications for more than \$291 million in grants for railroad capital projects.

Wednesday, the USDOT issued a Notice of Funding Opportunity for the Federal-State Partnership for State of Good Repair Grant Program that will allocate funds to help repair or rehabilitate intercity passenger railroad assets.

"This Administration has continuously emphasized the importance of investing in the safety and efficiency of our Nation's rail infrastructure, and these federal dollars will help make grade crossings safer and enhance service reliability," said U.S. Transportation Secretary Elaine L. Chao.

The money stems from the Fiscal Year 2020 Partnership Program, as well as from funds that were left over from the Partnership Program's Fiscal Year 2019 funding.

Eligible projects will support the repair, replacement, or rehabilitation of qualified railroad assets to reduce the backlog of maintenance issues while improving intercity passenger rail performance.

"All eligible parties should take full advantage of this opportunity to leverage private, state, and local investments that boost capital projects, including those that enhance safety in track and equipment and improve safety at highway-rail grade crossings or otherwise grade-separate rail intersections," said FRA Administrator Ronald L. Batory.

The department said that grants will be awarded on a competitive basis, taking into consideration the project's objectives, how the project leverages federal funds, how the project uses innovative approaches to enhance safety, and how the grant recipients are held accountable for achieving specific outcomes. The federal share of the project's funding must not exceed 80 percent, the department said.

Applications are due no later than 5 p.m. EST, July 27.

## New CDBG GRANT Program

## To Address COVID-19 Impacts (currently no deadline)

The Alabama Department of Economic and Community Affairs (ADECA) is in the process of developing a special Community Development Block Grant (CDBG) grant program to address COVID-19 impacts.

DETAILS: Currently, no application deadline, grant ceilings or other program details have been finalized.

MORE DETAILS WILL BE PROVIDED AT A LATER DATE; however, please download the guide below to get started and identify potential partners as needed.

[CLICK HERE](#) to download the Quick Guide to CDBG Eligible Activities to Support Infectious Disease Response that will assist applicants to begin thinking about possible project needs.

Please note that applications to the CDBG program must be in the name of a local government as the applicant/grantee.

Partnerships and agreements with other agencies/entities, etc. can be developed as necessary. CDBG projects must also benefit primarily low and moderate-income people and this requirement will likely remain for the new funds.

### RESOURCES/ADDITIONAL INFORMATION:

The Department has technical assistance providers that may be available to assist grantees in their implementation of CDBG Funds for activities to prevent or respond to the spread of infectious disease.

Please contact your local CPD Field Office Director to request technical assistance from HUD staff or a TA provider.

Submit your questions to:

[CPDQuestionsAnswered@hud.gov](mailto:CPDQuestionsAnswered@hud.gov)

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

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

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## EDA CARES ACT RECOVERY ASSISTANCE

### OVERVIEW

The Coronavirus Aid, Relief, and Economic Security (CARES) Act, [signed into law](#) by President Donald J. Trump on March 27, 2020, provides the Economic Development Administration (EDA) with \$1.5 billion for economic development assistance programs to help communities prevent, prepare for, and respond to coronavirus.

EDA CARES Act Recovery Assistance, which is being administered under the authority of the bureau's flexible [Economic Adjustment Assistance](#) (EAA) (PDF) program, provides a wide-range of financial assistance to communities and regions as they respond to and recover from the impacts of the pandemic.

On May 7, 2020, Secretary Wilbur Ross made EDA's CARES Act Recovery Assistance funding available with the announcement that EDA had published an Addendum to its FY 2020 Public Works and Economic Adjustment Assistance Notice of Funding Opportunity. EDA intends to deploy its CARES Act funding as quickly, effectively, and efficiently as possible, and in a manner that meets communities needs.

### RESOURCES

- [EDA CARES Act Recovery Assistance Frequently Asked Questions](#)
- [Scope of Work for EDA Economic Development Districts and EDA Indian Tribe Planning Grant Recipients\\*](#)
- [Specific Award Conditions: Economic Development Districts and Indian Tribes\\*](#)
- [Specific Award Conditions: Revolving Loan Fund Awards\\*](#)
- [EDA's CARES Act Recovery Assistance Revolving Loan Fund Award Flexibilities Frequently Asked Questions](#)
- [Scope of Work for University Center Grantees\\*](#)
- [Specific Award Conditions: University Centers\\*](#)
- [EDA regional office contacts](#)
- [coronavirus.gov](https://www.coronavirus.gov)
- [coronavirus.gov/smallbusiness/](https://www.coronavirus.gov/smallbusiness/)
- [CDC.gov/COVID19/](https://www.cdc.gov/COVID19/)
- [USA.gov/coronavirus/](https://www.usa.gov/coronavirus/)

\* As stated in the CARES Act Recovery Assistance Addendum to the PWEAA NOFO, EDA may invite existing grantees, such as Economic Development Districts and Tribes currently in receipt of Partnership Planning awards, operators of existing EDA funded Revolving Loan Funds, and EDA-funded University Centers, to apply for supplemental awards. These standard Scopes of Work and Specific Award Conditions are for use with these supplemental awards only. Existing grantees who are eligible to apply for these awards will be contacted individually for instructions on how to apply.

Applications are now being accepted for EDA CARES Act Recovery Assistance. Please see the [Notice of Funding Opportunity](#) and apply today! For up-to-date info on COVID-19, visit [www.coronavirus.gov](https://www.coronavirus.gov).

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

### New Deadline July 1, 2020

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

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

The deadline for submission of FY 2021 TAP applications including support documentation has been extended until Wednesday, July 1, 2020 at 5:00 p.m.

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## 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.

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## [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](#)

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To stay up to date on all of the many grants that are available visit [www.grants.gov](http://www.grants.gov).

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

Have you ever been asked the question: If you had to pick a super power what would it be? Most would answer with the ability to fly, or potentially the ability to turn invisible. What about the ability to teleport? Teleportation has always been a centerpiece for many works of science fiction, "Beam me up Scotty". But how does this technology relate to our modern day understanding of teleportation? And is it possible?

Unlike science fiction, teleportation is still leaps and bounds away technologically from ever making an appearance. Transporting matter from one realm of space to another is a daunting task. Throughout the years though three forms of teleportation have been proposed: state, teleportation, energy teleportation, and particle teleportation. State teleportation proposed by Bennet et al in 1993, is a theory that a state particle could be teleported to another distant particle, but in reality, the two particles do not actually move at all. In 2008, M. Hotta proposed the possibility to theoretically teleport energy by the exploitation of energy fluctuations on a quantum scale. There have been some papers on this but no actual experiments. But the biggest breakthrough was in 2016, when Y. Wei proposed that "particles themselves could teleport from one place to another." This is also referred to as particle teleportation. Physicists are in the process of verifying this experimentally.

The problem with all of these ideas is that once a person is broken down into the millions of atoms they are made up of, how do you put them back together without killing them? With that in mind here's a brainteaser of what just might happen should we ever take this to the next step. It's a cytogram.

X IFDFLCTIFE ACWF CBF BXSAI,  
VXIA TCB RBE UXE RBE WFS.  
TCB UICDF WFSSJ'U AFRTI RVRJ  
RBE X SCI UXEBFJ'U DFS.

# In the News

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## COVID-19's impact felt on gas tax revenue in Alabama

by Lauren Walsh June 22nd 2020

Reduced driving during the month of April put a dent in Alabama's gas tax collections.

Alabama County Commission Association Director Sonny Brasfield says gas tax distributions were down 25 percent from March to April.

"That's a substantial decrease in revenue if you carry that forward for the remaining months in this fiscal year but we don't believe that's how things will play out," said Brasfield. "We're confident that what we saw in April was the result of the state being in a different position than we are today."

George Sternberg is one driver who says he's spending a lot less time on the road.

"Not going out week after week, we've saved a considerable amount of money," Sternberg said.

Reggie Edwards estimates he's saved \$300 on gas, the last couple months.

"I went from driving to work everyday to working at home so I didn't drive at all," Edwards said.

The cost saving for many families is a dip in revenue for the state.

Jefferson County Deputy County Manager for Infrastructure Cal Markert says current road projects have not been impacted. He says they have actually moved faster from less traffic on the road.

But he says a drop in gas and sales tax will impact future plans.

"We may have to just stagger the starting of some of them, but right now it could be a reduction in the number and cost of road projects next year," said Markert. "We're going to have to cut back a little bit."

Brasfield expects traffic to keep picking up, and for summer collections to make up for much of April's decline.

"At this point, I don't think there's been a widespread move by counties to take their foot off the gas so to speak," Brasfield said.

AL-DOT spokesman Tony Harris told ABC 33/40, "We are still reviewing April and May numbers, which are down from a year ago, but it's too early to determine what effect, if any, it may have on ALDOT's planned projects. Traffic volumes appear to have returned to normal, so that's a very good factor."

Alabama's gas tax is set to rise again in October, by two cents per gallon.

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## ASCE Report: COVID-19 impact on infrastructure "dire"

BY [LIZ CAREY](#) | JUNE 26, 2020

Already at a crisis point prior to COVID-19, America's infrastructure faces "dire" new challenges during the COVID-19 pandemic, a new report from the American Society of Civil Engineers (ASCE) has found.

Released Wednesday, the report found that the pandemic has had an impact on roads and transit systems, but also drinking water systems, inland waterways, energy systems, parks, ports, schools, and wastewater infrastructure.

"Prior to the COVID-19 pandemic, our nation's infrastructure was already in a crisis," ASCE President K.N. Gunalan said. "Each American household was already losing at least \$3,400 each year in disposable income due to poor and outdated roads, bridges, electric grid, water systems and more—systems that are critical to the public's health, safety and welfare. I encourage Congress to review this report and its solutions, and make infrastructure investment a priority in their immediate response and long-term economic recovery strategy so that we can get Americans back to work and use this opportunity to rebuild more resiliently."

According to the report, COVID-19 has caused a decrease in commercial water use, as well as lowered the number of drivers on the road and the number of travelers using public transit and airports. Additionally, local and state governments have had to adjust their budgets to account for decreasing income, causing fewer tax dollars being available for parks, schools, and other publicly-owned infrastructure.

The report cited several instances of lost revenue, including:

- An estimated \$23.5 billion lost in airport revenue due to a 95 percent decline in domestic air travel;
- Projections that state Departments of Transportation will see a 30 percent decline in revenue in the next 18 months;
- Approximately 17 percent reduction in revenue in the drinking water sector, including more than \$5 billion in losses from increased customer delinquencies, coupled with suspension of water service disconnections; and
- Dramatic reduction in people using transit systems, like a 75 percent reduction in riders on the PATH commuter rail system in New Jersey and New York and an 85 percent reduction in Metrorail ridership in Washington, D.C.

To combat this, the report said, Congress should provide billions to the country's infrastructure investment. Many of the report's suggestions, such as \$10 billion to the nation's airports, \$50 billion to state DOTs to address repairs to roads, bridges and transit systems,

a multi-year surface transportation reauthorization that addresses the Highway Trust Fund and \$60 million for the High Hazard Potential Dam Rehabilitation Program, were included in H.R. 2, the Moving Forward Act.

The report also suggested that Congress address federal drinking water and wastewater systems by providing assistance to ratepayers and providing water utilities with federal relief to combat revenue losses, as well as working to streamline the permitting processes. The report also recommended that Congress include the Rebuild America's School Infrastructure Act into any future economic relief package.

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## **New WOTUS Rule Goes into Effect in 49 States**

The Trump Administration's new "Waters of the U.S." (WOTUS) rule, the Navigable Waters Protection Rule, takes effect today in all states but Colorado. A federal judge on Friday declined to put the administration's rule on hold, clearing the way for it to be put into effect nationwide. A few hours after that ruling, a federal judge in Colorado halted enforcement of the rule in that state. These conflicting rulings notably indicate a return to the confusion that has marked enforcement of WOTUS over the past few years and which the new rule aimed to address.

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## **Census Bureau Still Behind in Counting Rural Areas**

The Census Bureau has restarted efforts to count people in rural areas of the country amid renewed fears that they may not count everyone. The agency initially planned to drop off census questionnaires at the door of every rural household without traditional mail service. However, nearly all active counting operations in March were pulled back to help prevent the spread of the coronavirus. That puts high stakes on the counting efforts of rural households, Native American reservations, and places struck by natural disasters such as Puerto Rico. Seventeen states are slated to gain or lose a congressional seat after this year's count, according to an EDS analysis, with margins as slim as 3,000 people. The Census Bureau said in a statement it had completed more than 96 percent of the questionnaire drop-off process in rural areas. It next plans door-to-door counting efforts to follow up with people who have not responded.

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## **Mayors, policy leaders release playbook for infrastructure**

BY [LIZ CAREY](#) | JUNE 25, 2020

Mayors from across the country called for a restructuring of infrastructure investment that would stimulate the economy and create thousands of good jobs.

Called "America's new Playbook on Infrastructure," the book goes beyond the call for investment into infrastructure and urges the federal government to overhaul how infrastructure is financed. According to the New Partnership on Infrastructure that released the book, local government needs and autonomy need to take priority for infrastructure investing to be effective in stimulating the economy.

"Justice for all is only possible when all Americans have access to economic security. That is the fundamental principle behind this Playbook and its call for infrastructure investment to be an essential component of our nation's recovery policy," said Mayor Eric Garcetti of Los Angeles, Calif., who co-founded and is Advisory Council Chair of Accelerator for America, which leads the Partnership. "Infrastructure investment can and should play an essential role in not just recovering from the current crisis, but building a future that is far better than the pre-COVID status quo."

According to the Partnership, the Playbook was developed around the principles that the country must not just recover, but rebuild; that local innovation, aligned with federal policy, should be the driving force for recovery; that growth in small and minority-owned businesses will support community growth while breaking the cycles of racial inequity and that funding for local, good-paying jobs will grow America's workforce quickly.

The playbook was formed after the Partnership interviewed mayors and appointed officials on the front lines. Having conducted the interviews since March, the playbook looks at infrastructure investment through the lens of COVID-19.

The Partnership was created in February to present ideas on infrastructure to Democratic presidential candidates during a forum in Las Vegas. However, the group was re-tooled after the COVID-19 crisis hit in March.

The Partnership said it believes infrastructure investment is essential to accelerating America's economic recovery, estimating that for every \$1 billion of investment in the country's roads, bridges, transit systems, and utilities, 22,000 jobs are created.

"Instead of trying to build back exactly what we had, how do we build back a fairer place, one that has more opportunities for more people?" said Mayor Andy Berke of Chattanooga, Tenn.

Among the recommendations in the playbook are:

- Establishing a national training center for infrastructure workforce development
- Incentivizing state and local agencies to hire small businesses.
- Creating and expanding federal grant incentives that drive innovation.
- Reducing the burden of environmental review without compromising environmental stewardship.
- Clearing regulatory hurdles that restrict cities from installing fiber optic cable.
- Providing long-term operational funding through stimulus dollars
- Focusing recovery dollars on State of Good Repair

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## **Our Next Infrastructure Crisis: Broken Sidewalks**

[SANDY SMITH](#) | JUNE 17, 2020

This week, the big story in urban transportation has to do with its basic building block: the city sidewalk. The COVID-19 pandemic has brought with it renewed appreciation of the role sidewalks play in a functioning urban transportation system — and the realization that right now, many of them can't even handle what they were supposed to do before so many people took to them or required social distance.

In some parts of the country, however, even building a new sidewalk would trigger an environmental review process that adds time and cost to the project. Some California legislators, noting that pedestrian and bike transportation improvements bring environmental benefits with them that almost always exceed their costs, have proposed that such projects bypass environmental review so they can get underway faster, saving even more money.

And finally, the need for social distance has made a common feature on public transit suddenly scarce, namely, seats on buses and trains. As more riders return to transit, they may find that seats they once could get easily are now filled when their conveyance arrives. The Long Island Rail Road now has an app for that — it tells riders how many seats are available on the next train to arrive at their station.

#### **The Next Big Infrastructure Challenge: Fixing Broken Sidewalks**

If, as the Chinese proverb goes, “the journey of a thousand miles begins with a single step,” might it not be worthwhile for our cities to make sure we can take that first step without tripping and falling?

The COVID-19 pandemic has brought to the surface an infrastructure crisis that's been festering right under our feet for decades: Sidewalks that can't carry even the traffic they were built to handle safely, let alone the greater numbers using them since the outbreak. A June 16 Bloomberg CityLab feature examines [“The High Cost of Bad Sidewalks.”](#) What a suddenly much larger number of city-dwellers have discovered (anew) as COVID-19 has turned them into walkers is: Not only do we not have enough sidewalk space to carry all the walkers safely, the sidewalks we do have are in bad shape.

It turns out that our sidewalk infrastructure crisis has been a century in the making. Before the automobile, a greater portion of city street space was devoted to moving foot traffic, but as auto use climbed, cities, with help from the Feds, reshaped their streets in order to move more cars along them, including making sidewalks narrower. Newer cities that have largely developed in the Auto Age have even done away with them for the most part: The article notes that in Austin, barely half the city's 5,000 miles of streets had sidewalks on them as of 2017.

Compounding the problem in popular city neighborhoods is the spread of sidewalk dining. This key contributor to urban vitality nonetheless eats valuable sidewalk space, rendering narrow sidewalks in cities like Philadelphia barely passable.

Then there's the question of paying for construction and repairs. In many cities, including Minneapolis, Philadelphia and San Jose, sidewalk maintenance is the responsibility of the adjacent property owner, even though the sidewalk is public space. This requirement makes comprehensive sidewalk maintenance and improvement a hit-or-miss affair in those cities, but one such city, Denver, developed a workaround in the form of a \$4 million sidewalk-improvement grant program to property owners in low-income neighborhoods.

But even those cities like Boston and Washington that maintain sidewalks directly find cobbling together the money needed to fix and build new sidewalks something of a challenge — ironically, because the costs are so low. Repairing or building a mile of sidewalk runs in the tens of thousands of dollars, a rounding error in the project budgets of the highway projects state transportation departments favor. And because sidewalk projects also consume less labor, there's not much of a constituency for them within state or even city transportation departments.

Investing in sidewalks, however, pays off big time not only in ensuring first- and last-block access to other modes of transportation but in neighborhood livability and especially community health: the article cites a 2009 study in the Journal of Preventative Medicine that found that urban residents across 11 countries were more likely to get at least 30 minutes of daily physical activity if they lived in a neighborhood with sidewalks on most streets. The study's authors called sidewalk improvements a “practical and effective policy for encouraging physical activity.”

This, the article argues, should make investing in sidewalks a federal case. That's because the federal government is not constrained by the balanced-budget requirements written into most state constitutions and could most easily allocate the money needed for a crash program of sidewalk expansion and repair.

## Transportation Research

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### [U.S. DOT Virtual Summit Series on Pedestrian Safety Announced](#)

**Date:**

June 25, 2020

**Topics:**

[Bicycle& Pedestrian](#), [News](#), [News Homepage](#), [Safety](#)

The United States Department of Transportation invites a diverse group of transportation safety stakeholders to participate in the **U.S. DOT Summit on Pedestrian Safety – Virtual Series**. The Summit will include the following three webinars:

**Webinar 1 – Opening Session: Introduction and Taking Action on Pedestrian Safety: Safe Systems Approach**

Wednesday, July 8, 2020, 1:00 – 2:30 p.m. (EDT)

**Webinar 2 – Taking Action on Pedestrian Safety: Consider Risk: When, Where, Who and How**

Wednesday, July 15, 2020, 1:00 – 2:30 p.m. (EDT)

**Webinar 3 – Closing Session: Taking Action on Pedestrian Safety: Next Steps**

Tuesday, July 28, 2020, 1:00 – 2:00 p.m. (EDT)

Space is limited, so advance registration is required by July 2, 2020 and can be completed at [www.pedestriansafetysummit.com](http://www.pedestriansafetysummit.com).



Office of Technical Services



## Statewide and Metropolitan Transportation Programming

[FHWA-NHI-151055](#)

The National Highway Institute (NHI) is pleased to announce the launch of the new transportation planning course:

[FHWA-NHI-151055 - Statewide and Metropolitan Transportation Programming](#)

Are you a transportation planning or programming professional interested in learning about metropolitan transportation improvement programs? If so, this web-based training is for you!

This new course provides introductory-level information on the process and requirements for developing and implementing metropolitan Transportation Improvement Programs (TIPs) and Statewide Transportation Improvement Programs (STIPs). The training includes administrative modifications and amendments, public involvement, financial planning and performance-based planning and programming (PBPP).

The training highlights the Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) requirements for statewide, non-metropolitan, and metropolitan transportation planning and programming processes.

The three-hour, web-based training (WBT), will help you to learn the following:

- Recognize how metropolitan areas and States reach decisions on transportation policies, plans, and programs.
- Identify major funding sources and the flexibility to use funds in addressing metropolitan and statewide transportation needs.
- Identify the role of key documents in transportation decision-making.
- Define the concept of fiscal constraint in relation to financial planning and programming.
- Identify how projects are selected and programmed in the STIP/TIP.
- Identify processes related to transportation program approval and implementation.

Transportation planning and programming professional will learn the connection between long-range transportation planning and prioritizing projects within TIPs and STIPs. You will also earn 0.3 continuing education units (CEUs) for certification.

Improve your organization's transportation decision-making process and register for this course today!

[Register Now](#)

### 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](#)

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## **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>

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## Transportation Dictionary

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

### Search Tips

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

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

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