



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, April 30<sup>th</sup>, 2021

Volume 38, Number 4

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The Mobile MPO is providing 100% funding for local road resurfacing projects within Mobile Urbanized Area also, there is some MPO movement on the I-10 Mobile River Bridge. *See MPO Updates*. RAISE Grants (formerly BUILD, TIGER, etc.) announced by the USDOT, Mobile MPO Urban FTA 5310, and State and Urban **TAP** are available (*see funding Opportunities*). Efforts for a bipartisan transportation funding bill are in *Legislative Updates*. *In The News*, Gov. Ivey announces \$81M in Alabama Gulf Coast restoration projects, the Eastern Shore MPO discusses widening the Bayway, ALDOT launches a work zone safety campaign, and May is bike month. This week's *Just For Fun* will have you driving in circles. Have a great weekend.

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

### 100 % Funding for Resurfacing of Local Roads Through the Mobile MPO with CRRSAA

In accordance with the Highway Infrastructure Program Funds Pursuant to the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) dated January 15, 2021 from the Federal Highway Administration, the Mobile Transportation Management Area (TMA) through the Mobile Metropolitan Planning Organization (MPO) is apportioned \$3,193,942 (FY 2021). In consultation with the State of Alabama, it is the intention of the Mobile MPO to use the Mobile TMA apportioned CRRSAA funding (\$3,193,942) for a one time competitive application award program. This funding can be 100% federal funding with no matching requirements; this presents a rare opportunity for the Mobile MPO.

Some of our municipalities in the Mobile MPO, do not have adequate revenue streams to provide the matching requirements when federal funds become available. Further, some of the smaller municipalities in the MPO only have one Federal Aid Route in their municipal limits (US43, SR181). Rarely do these municipalities have the opportunity to spend federal transportation funds through the MPO. Per the above noted guidance, routine maintenance and preventative maintenance on non-federal aid highways is allowed if Special Authority is given to the MPO by the State.

The State of Alabama has awarded the Mobile MPO the Special Authority to proceed.

The cities of Creola, Satsuma, Saraland, Chickasaw, Prichard, Semmes and Bayou la Batre will need to provide a prioritized list of roads that need to be resurfaced within their jurisdiction. No ROW, or additional capacity is allowed, and there will be some responsibility of each municipality in terms of assisting with clear zones, encroachment, and liabilities. This is 100 % funding, with no matching requirements. Communication with MPO staff is through the Mayor of each municipality.

Please call Kevin Harrison 706-4635 if there are any questions.

### ENVISION 2045 IS THE LONG RANGE TRANSPORTATION PLAN (LRTP)

The LRTP is multimodal in scope, and is based on public input, and a travel demand forecast model. In 2019, an online survey was conducted with almost 150 respondents. Questions ranged from where is the worst congestion, what roads need improvements, problems with the transit systems, etc. There were a lot of comments about the I-10 Mobile River Bridge and the potential for tolls. Prior to the online survey, staff also conducted a South Alabama Freight Forum, which was an opportunity to hear from large manufacturers and trucking companies, to find out what the top issues are concerning the movement of freight in South Alabama. The Bicycle / Pedestrian plan was updated, and the public transit section was authored by the Wave Transit, less the Demand Response Transit Study. The Climate Change element, or Extreme Event Planning, remained almost unchanged from *Destination 2040* LRTP.

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

## PUBLIC MEETING ANNOUNCEMENT

### ENVISION2045 Long Range Transportation Plan Amendment

The Mobile Metropolitan Planning Organization will hold a public meeting to discuss amending the 2045 Long Range Transportation Plan to include Phase 1 of the I-10 Mobile River Bridge and Bayway Project.

Wednesday, May 12th, 2021 from 4:00- 6:00PM

Building T (Training Building)

**1701 I-65 West Service Road, North  
Mobile, AL 36618**

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## **The I-10 Mobile River Bridge LRTP Amendment**

In order for Phase One of the I-10 Mobile River Bridge (the Truck Bridge) to move forward as announced in the March 22<sup>nd</sup> press release, the Mobile MPO and Eastern Shore MPO have to amend each Long Range Transportation Plan (LRTP) to account for the Phase One. Once that happens the project can enter the 2020-2023 Transportation Improvement Program (TIP) and move to be authorized. A DRAFT Amendment has been proposed by the Mobile MPO staff to be reviewed by ALDOT and the FHWA, to account for the Phase One of the I-10 Mobile River Bridge (the Truck Bridge) to move forward. Once Mobile MPO staff receives comments from FHWA on the Draft Amendment to the LRTP, the draft amendment will be available for public review, a public meeting will be held in conjunction with a Bicycle Pedestrian Advisory Committee (BPAC) meeting, Technical Coordination / Citizen Advisory (TCC/CAC) meeting, and then eventually a MPO Policy Board meeting to amend the LRTP and the TIP to include Phase One. We are anticipating a Mobile MPO Policy Board meeting in mid May; dates TBD. As the Biden Infrastructure Bill moves forward, it is critical the bridge project be in each MPO's LRTP and TIP.

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## **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**

Project: 100073585 Federal aid number: RHCH RR21 County : MOBILE Scope : CN

Project Description : RAILROAD CROSSING IMPROVEMENTS, INCLUDING INSTALLING TWO CANTILEVERS WITH LIGHTS, GATES AND SIGNALS ON SPRINGHILL AVENUE AT ALABAMA EXPORT RAILROAD IN MOBILE, REF NO. (2105HE); DOT# 304230T

Urban Area : 067 MOBILE

Target Start Date : 12/15/2021

Engineers Estimate : \$518,000.00

Project: 100073586 Federal aid number : RHCH RR21 County : MOBILE Scope : CN

Project Description : RAILROAD CROSSING IMPROVEMENTS, INCLUDING INSTALLING BELLS, GATES AND SIGNALS, CONCRETE SURFACE PANELS, SIGNS, MARKINGS AND LEGENDS ON MAIN STREET AT ALABAMA EXPORT RAILROAD IN MOBILE, REF NO (2103HE) DOT# 304233N

Urban Area : 067 MOBILE

Target Start Date : 12/15/2021

Engineers Estimate : \$200,000.00

Project : 100073520 Federal aid number : UMTAC TR21 County : MOBILE Scope : TR

Project Description : SECTION 5310 TRANSIT CRRSAA - ALTA POINTE HEALTH SERVICES (URBAN) CAPITAL ROLLING STOCK (3 CCB) FY-2021

Urban Area : 567 MOBILE

Target Start Date : 6/1/2021

Engineers Estimate : \$154,860.00

Project : 100073519 Federal aid number : UMTAC TR21 County : MOBILE Scope : TR

Project Description : SECTION 5310 TRANSIT ALTA POINTE HEALTH SERVICES (URBAN) CAPITAL ROLLING STOCK (1 CCB) FY-2021

Urban Area : 567 MOBILE

Target Start Date : 5/1/2021

Engineers Estimate : \$51,620.00

Project : 100073522 Federal aid number : UMTAC TR21 County : MOBILE Scope : TR

Project Description : SECTION 5310 TRANSIT CRRSAA - ALTA POINTE HEALTH SERVICES (RURAL) CAPITAL ROLLING STOCK (5 CCB) FY-2021

Urban Area : 567 MOBILE

Target Start Date : 5/1/2021

Engineers Estimate : \$258,100.00

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## **South Alabama RPO Updates**

The South Alabama Regional Planning Commission (SARPC) met in October using the GoToMeeting app. The agenda included:

- Adoption of the minutes of the previous meeting (these will be sent out soon)
- Review and adoption of the **Fiscal Year 2021 Work Program** (available for review online at:  
<http://mobilempo.org/RPO/RPO%20Documents/2021%20Documents/Draft%20FY%202021%20RPO%20Work%20Program.pdf>)
- Review and adoption of the **Fiscal Years 2020-2023 Human Services Coordinated Transportation Plan** (available for review online at:  
<http://mobilempo.org/Documents/Planning/FY2021/2020-2023%20HSCTP%20for%20SARPC.pdf>)

The RPO Transportation Plan Project List (available for review online at <http://www.mobilempo.org/RPODocuments.html>) SARPC Rural Planning Organization

## Projects in Region Let April 30<sup>th</sup>, 2021

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### **MOBILE COUNTY**

None at this time

### **BALDWIN COUNTY**

- For constructing the Maintenance Dredging of Little Lagoon Pass in Gulf Shores as indicated in the plans. The Bracket Estimate on this project is from \$838,297 to \$1,024,585 .

### **ESCAMBIA COUNTY**

None at this time.

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

## Legislative Updates

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*The Senate is in session. The House is doing committee work only. They will return Tuesday, May 11<sup>th</sup>.*

### **Senators discussing bipartisan infrastructure plan**

BY [JORDAIN CARNEY](#) - 04/28/21

Senators are quietly discussing a bipartisan infrastructure proposal amid divisions over [President Biden's](#) \$2.3 trillion plan.

The talks, senators stressed, are very early on but would focus on a more limited infrastructure package that would include money for roads, bridges, railways and broadband.

"We're looking at the need we have in the country ... then you can find out what the size and what the cost is," said Sen. [Joe Manchin](#) (D-W.Va.), who is involved in the talks.

Sen. [Jon Tester](#) (D-Mont.), who is a part of the bipartisan group, said they hadn't locked in a number for the size of a potential package, saying that "it's early."

"I'm not looking at a dollar figure. I'm looking at more of what we're spending it on," Tester said.

Biden's \$2.3 trillion proposal includes money for roads and bridges, broadband, rail and water systems, but it also includes funding for in-home care, housing, clean energy, public schools and manufacturing.

Democrats have warned that they are willing to go it alone to pass Biden's infrastructure plan, but that would require the unity of their entire 50-member caucus.

A group of centrist-minded Democratic senators are talking up the possibility of peeling off part of Biden's proposal that garners bipartisan support and passing it as its own bill. Democrats could then try to get the rest of their package approved through budget reconciliation rules that would allow them to avoid a filibuster that would require 60 votes.

Other Democrats are pushing back at that plan, warning against holding out for GOP support that might not materialize. Democrats have tentatively given Republicans until the end of May to try to work out a deal.

Republicans proposed their own \$568 billion infrastructure package last week. Sen. [Shelley Moore Capito](#) (R-W.Va.) said she is providing data to the bipartisan talks.

A bipartisan group of House and Senate lawmakers also met with Maryland Gov. Larry Hogan (R) last week, where they discussed trying to craft a smaller bipartisan plan.

Sen. [Bill Cassidy](#) (R-La.), who attended last Friday's meeting with Hogan, said there were currently talks to see if there could be a bipartisan consensus on infrastructure. But he was also careful not to get ahead of Capito, crediting her with creating a "pretty good plan."

"I think there's a real push to try and pull that off . ... Obviously whatever happens has to be bipartisan, so we'll see," Cassidy said, adding that there was "more common ground than you would think."

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### **Legislation would help build more resilient infrastructure**

BY [MELINA DRUGA](#) APRIL 26, 2021

A bill recently introduced in the U.S. House of Representatives would help local communities and private companies build climate-resilient infrastructure to withstand extreme weather events better.

The Built to Last Act would equip the organizations that issue building codes and other standards with information on weather-related risks, including hurricanes, wildfires, and floods.

The bill also would require the National Oceanic and Atmospheric Administration to identify a consistent, federal set of forward-looking metrological information; and require the National Institute of Standards and Technology to make the information available to standards-developing organizations. Advice and technical assistance accompanying the information would ensure organizations can incorporate this information into standards, building codes, and voluntary certifications.

According to the Congressional Budget Office, economic losses from damage caused by hurricanes and storm-related flooding total an estimated \$54 billion annually.

U.S. Sens. Tammy Baldwin (D-WI) and Marco Rubio (R-FL) introduced the bill.

“As extreme weather and costly damages becomes more and more frequent, it’s important we equip states and local communities with what they need to build stronger and more climate reliant infrastructure,” Baldwin said.

The bill has the support of numerous organizations, including the American Society of Civil Engineers and the Federal Alliance for Safe Homes.

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## Alabama Senate passes state’s largest-ever General Fund budget

By Sean Ross April 29, 2021

The Alabama Senate on Thursday unanimously passed a five-bill General Fund appropriations package, including the largest General Fund budget in the state’s history.

The first three bills were passed without any amendments, sending them to the governor’s desk. These bills were HBs 295, 331 and 320.

[HB 295](#) is the annual appropriation made to the Coalition Against Domestic Violence. [HB 331](#) is the standard Children First Trust Fund appropriation. And [HB 320](#) raised pay 2% across the board for state employees.

The other two bills in the package — HBs 453 and 309 — both passed as substituted and amended, sending them back to the House for concurrence or nonconcurrence. Later in the day, the House concurred on HB 453, advancing it to the governor’s desk; the lower chamber nonconcurred on HB 309, sending it to a conference committee.

[HB 453](#) is a standard supplemental General Fund appropriations bill.

Finally, [HB 309](#) is the Fiscal Year 2022 General Fund budget bill.

Senate Finance and Taxation General Fund Chairman Greg Albritton (R-Atmore) steered the bills through the process, including the floor.

He said that the legislature has worked aggressively this session to move a General Fund budget out of the Senate and House in a timely manner to give Alabamians and state agencies this much-needed support.

“Coming on the heels of a global pandemic, this has been an unprecedented year as we have worked to put together a budget that meets the needs of Alabamians and provides our state with the resources needed to operate well on behalf of the people of Alabama,” Albritton said in a statement.

“Given the increased urgency to consider and move budgets as we emerge from this pandemic, we have buckled our bootstraps and worked to swiftly move our budget out of the legislature and to the Governor’s desk,” he continued. “I am thankful to my colleagues in the Senate and House, particularly House General Fund Budget Chairman Steve Clouse, for the collaborative work we have enjoyed through this process.”

The spending represents a total General Fund appropriation of \$2,482,799,471 — an increase of 3.74% from the current fiscal year.

“This is a good budget that will put our state on a strong path forward towards a better future,” Albritton concluded. “I look forward to seeing the benefits that these carefully, conservatively appropriated dollars will bring to the people of our state. I couldn’t be any prouder of how the budgeting process this session, which has resulted in the largest and most robust General Fund Budget in our state’s history, has been conducted.”

Senate Pro Tem Greg Reed (R-Jasper) commended Albritton on his diligent work on this budget.

“While states around the country are having to cut budgets due to economic hardships resulting from this pandemic, Alabama has passed the largest General Fund Budget in state history,” stated Reed. “This is a direct result of the conservative budgeting approach that our state has taken over the past several years and the resilience of Alabamians and our economy.”

Scofield also praised Albritton, in addition to Senate Finance and Taxation Education Chairman Arthur Orr (R-Decatur). The Senate on Thursday sent the Education Trust Fund budget package to the governor’s desk after concurring with the House-passed version of that [budget bill](#).

“Lawmakers have worked tirelessly this session on both the General Fund and Education Trust Fund budgets, and I applaud our budget chairmen, Senators Albritton and Orr, for pushing these momentous budgets through the Senate,” Scofield commented. “With the various challenges and hardships faced by the people of Alabama as a result of the Covid-19 pandemic, it was high priority for the legislature to produce state budgets that supply the means necessary to continue moving our state forward and improving the quality of life for all Alabamians.”

## Chair DeFazio Applauds President Biden's Focus on Infrastructure During Address to Congress: "Failing to Act on Infrastructure is No Longer an Option"

April 28, 2021

**Washington, DC** – Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR) released the following statement after President Joe Biden's address to a joint session of Congress, during which the president urged Congress to act boldly on infrastructure:

"Tonight, President Biden spoke directly and clearly to Congress and all of America about the urgent need to invest in our infrastructure in order to create good-paying jobs and restore the middle class, bolster America's competitive edge in the global economy by spurring American manufacturing and ingenuity, and address one of the greatest challenges of our time—our changing climate. The reality is that we can't afford NOT to make these investments. The American people are tired of potholes, failing bridges, and congested roads today, and they want meaningful action to ensure a prosperous, healthier future for their children and grandchildren tomorrow. President Biden's American Jobs Plan lays out what people in communities of all sizes—urban, rural, and everything in between—have been calling on their national leaders to deliver not just for years, but for decades.

"That is why my committee will be considering surface transportation reauthorization legislation next month that will lay the groundwork for a significant portion of the American Jobs Plan. Our bill will propose transformational investments to move our infrastructure and transportation systems out of the Eisenhower era and into the modern era, with a focus on creating infrastructure resilient to our changing climate, electrifying our highway system, reconnecting communities and creating opportunity, moving projects across the finish line, and making historic investments in transit, rail, and other cleaner mobility options as we push toward a zero carbon pollution transportation sector.

"And in doing so, we'll create jobs—millions of jobs—that can't be exported. As President Biden noted, the American Jobs Plan is a blue-collar blueprint to build America. That's because when we rebuild America, we will do it with materials built in America. After all, as the president reminded us tonight, workers built this country, not Wall Street. But with the right kind of investments in our communities, American workers will once again drive the biggest economic expansion in generations.

"The bottom line is that failing to act on infrastructure is no longer an option. Throwing money at the status quo is no longer an option. It's time for big and bold policy changes, and I look forward to working with President Biden, Vice President Harris, Secretary Buttigieg, and my colleagues in Congress in order to get transformational infrastructure legislation signed into law this year."

### Funding Opportunities

## Rebuilding American Infrastructure with Sustainability and Equity (RAISE) GRANTS

(deadline July 12, 2021)

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) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.

"In communities across the country, there is tremendous need for transportation projects that create high-quality jobs, improve safety, protect our environment, and generate equitable economic opportunity for all Americans," said U.S. Secretary of Transportation Pete Buttigieg. "With RAISE grants, we are making those needed investments in our communities' future."

Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs.

For this round of RAISE 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. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.

To ensure that the benefits of infrastructure investments benefit communities large and small the Department will award an equitable amount, not to exceed half of funding, to projects located in urban and rural areas respectively.

The program is highly competitive with 680 projects funded out of over 9700 applications. It is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding.

To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2021 RAISE grant application process. To register for the webinars visit [www.transportation.gov/RAISEgrants/outreach](http://www.transportation.gov/RAISEgrants/outreach). The deadline to submit an application is July 12, 2021 at 5pm Eastern.

### Inside of Mobile URBAN AREA

## Enhanced Mobility for Seniors and Individuals with Disabilities Program (Section 5310) FY 2021 Second Round <https://mobilempo.org/5310.html>

Applications Due Thursday, May 13th, 2021 by NOON

Links to Documents

[FY2021 Mobile Urban Area 5310 Guidelines Second Round](#)

[FY2021 Mobile Urban Area 5310 Application \(PDF\)](#)

[FY2021 Mobile Urban Area 5310 Application \(Word\)](#)

[HERE](#) for Presentation at the Information Session

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### U.S. Department of Transportation Announces More Than \$10 Million Funding Opportunity for Transit Planning to Address Climate Change and Equity in Communities Nationwide

Wednesday, April 21, 2021

*Priority will be given to projects that help improve air quality, advance environmental justice, promote housing affordability*

WASHINGTON – The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the availability of approximately \$10 million in competitive grant funds through a [Notice of Funding Opportunity \(NOFO\)](#) for FTA's [Pilot Program for Transit-Oriented Development \(TOD\) Planning](#). The funds will support comprehensive planning efforts that help connect communities, improve access to public transportation and affordable housing, and support President Biden's call to combat climate change, advance environmental justice, and promote equitable delivery of benefits to underserved communities.

"When people can move safely and easily by public transit, foot, bike, wheelchair, or any other means, it can change a community for the better," said U.S. Transportation Secretary Pete Buttigieg. "This type of investment can save residents money and time, and reduce pollution impacting our neighborhoods. We are thrilled to help more local governments plan creatively around transit, so their communities can benefit from the good jobs, affordable housing, and economic revitalization that accompany it."

In support of the President's January 20, 2021 Executive Orders on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis (EO 13990) and Advancing Racial Equity and Support for Underserved Communities Through the Federal Government (EO 13985), FTA will prioritize projects that will help improve air quality in non-attainment and maintenance areas for certain criteria pollutants under the National Ambient Air Quality Standards and promote equitable delivery of benefits and services to underserved communities. This consideration will further the goals of the Executive Orders, including the goal to prioritize environmental justice.

"This announcement comes at an especially fitting time, coinciding with the celebration of Earth Day. Equitable transit-oriented development helps those at the local level respond to climate change and affordable housing challenges, particularly in underserved and overburdened communities," said FTA Deputy Administrator Nuria Fernandez. "The TOD planning program will encourage mixed-use, mixed income development around new transit projects to increase access to opportunities and improve mobility for residents."

FTA's Pilot Program for TOD Planning funds comprehensive planning to increase transit access and to encourage ridership with mixed-use and mixed-income development near public transportation projects. Examples of eligible projects include comprehensive planning studies around station areas for new fixed guideway projects, such as light-rail, heavy rail, commuter rail, or bus rapid transit systems that have a designated right-of-way. Information on previously funded projects can be found [here](#).

In order to apply for program funding, an applicant must be an existing FTA recipient – either a project sponsor of an eligible transit project or an entity with land use planning authority in the project corridor. To ensure that work meets the needs of the local community, transit project sponsors and land use planning authorities must partner to conduct the planning work. The application period will close on Monday, June 21, 2021.

FTA's TOD Pilot Program was established under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and amended by the Fixing America's Surface Transportation (FAST) Act. The program is authorized through Fiscal Year 2021.

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### **STATE TAP**

#### **FY 2022 Transportation Alternatives Set-Aside Program Call for Applications (TAP)** (Deadline May 28, 2021)

The Alabama Department of Transportation (ALDOT) is soliciting applications for the Transportation Alternatives Set-Aside Program (TAP) for FY 2022

Info is on the ALDOT website.... <https://www.dot.state.al.us/publications/LocalTransportation/Memorandums.html>

**To explore the rest of the new-and-improved ALDOT webpage related to TAP**

- <https://www.dot.state.al.us/>
- Publications at the top
- Local Transportation in first search-box
- Local Transportation Memorandums on page 2
- Also
- Programs at the top
- Transportation Alternatives on page 5

The only significant change in this year's program is that applications must be submitted electronically. As noted in the Application and Guidelines....

" All applications **must be submitted electronically** no later than 5:00 pm on **May 28, 2021**. Applications should be sent to [tapapp@dot.state.al.us](mailto:tapapp@dot.state.al.us) as a .pdf file (25 mb max) with **"FY 2022 TAP Application – Sponsor Name"** in the subject line.

As stated last year, a sponsor with an active TAP project will not be eligible to receive a new TAP project until the existing project is authorized and let to contract. We hope this will do several things:

1. Encourage sponsors to complete projects in a timely manner;
2. Encourage sponsors to actually cancel projects that have major issues and will probably never get built;
3. Eliminate sponsors from transferring funds from one TAP project to another.

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## **MPO TAP**

### **Mobile Urbanized AREA FY 2022 Transportation Alternatives Program (TAP) Announcement and Documents** deadline

noon, Friday, May 14th, 2021

[Announcement](#)

[Instructions and Guidelines](#)

[Application](#)

[Ranking Process](#)

For information regarding the FY 2022 Mobile Urbanized Area Call For Projects please contact:

Mr. Tom Piper

[tpiper@sarpc.org](mailto:tpiper@sarpc.org)

(251)706-4622

#### **ELIGIBLE ITEMS**

- Streetscape Improvements are eligible and should include items such as sidewalk replacement, landscaping, pedestrian lighting, etc. These enhancements must be located in the downtown area (central business district in front of store fronts). This is the only instance where replacement of deteriorated sidewalks is an eligible item.
- Curb Cut -to achieve ADA compliance.
- Lighting when it is decorative landscape or pedestrian lighting. Lighting is limited to 30%of the project cost. ·
- Landscaping as included in a streetscape project.
- Signs if there is a direct relationship to the project: Examples include historic interpretation or destination/distance/direction signs.
- Fencing for safety purposes only.
- Paving is approved on a case-by-case basis for repair of a street that may have been unavoidably damaged in the course of the enhancement project.
- Historic streets may be restored or preserved.
- Drainage is approved on a case-by-case basis where it is required for construction of the project. Drainage is limited to a small percentage of the overall project.
- Project Oversight- Construction engineering and inspection: Examples include: certified concrete, architectural, landscaping, and construction inspection, etc. Oversight is limited to 15% of the project cost. If the sponsor chooses to hire a consultant for project oversight, they must follow ALDOT's latest consultant selection procedures.

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## **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/>

EDA CARES ACT RECOVERY ASSISTANCE (currently no deadline)

#### **OVERVIEW**

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

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

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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.

### [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](http://www.grants.gov).

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

[There is usually a learning curve for residents when the area's first roundabout is installed, but these Kentuckians take it to a next level \(or lane\).](#)



[According to Kentucky.com, the video was made with the drivers intentionally misusing the roundabout to show how not to use it. The Kentucky Transportation Cabinet District 9 provided a video how to properly use one, which some of us should watch as a refresher course.](#)

Here are some of [The craziest roundabouts in the world for you viewing pleasure, that shows it is not just Americans.](#)

## In the News

### **Gov. Ivey announces \$81M in Alabama Gulf Coast restoration projects**

By Sean Ross April 28, 2021

Governor Kay Ivey on Wednesday announced that the Gulf Coast Ecosystem Restoration Council ([RESTORE Council](#)) approved \$81 million in funding decisions for restoration activities spanning Coastal Alabama.

The projects are designed to address damage in Alabama resulting from the Deepwater Horizon Oil Spill.

[Alabama's newly approved projects](#) include the following:

- Perdido River Land Conservation and Habitat Enhancements (\$28 million)
- Coastal Alabama Regional Water Quality Program (\$35 million)
- Perdido Watershed Water Quality Improvements & Restoration Assessment Program (\$1.5 million)
- Enhancing Hydrologic Connectivity in Justin's Bay (Mobile Bay) (\$1 million)
- Enhancing Gulf Waters through Forested Watershed Restoration (\$10 million to Alabama Forestry Commission)
- Gulf of Mexico GulfCorps Program (\$2 million)
- Flow Decision Support Tool for Mobile and Perdido River Basins (\$3.4 million)
- Tribal Youth Coastal Restoration Program (\$225,000)

"These projects continue Alabama's recovery from the Deepwater Horizon disaster by investing our restoration funds in large-scale regional programs such as water quality improvements and habitat conservation. These efforts restore our coast and contribute to its resilience. I thank the Alabama Department of Conservation and Natural Resources and the Federal RESTORE Council for their continued leadership and collaboration in these efforts," Ivey said in a statement.

In a statement of his own, Alabama Department of Conservation and Natural Resources (ADCNR) Commissioner Chris Blankenship stressed the cooperative nature of the RESTORE Council work.

“The activities identified in Funded Priorities Lists are developed through collaboration among RESTORE Council members from all five Gulf States and six federal agencies with input from multiple stakeholders,” he remarked. “This investment in restoration brings Alabama’s DWH funded projects to more \$850 million. ADCNR is honored to continue to work for the people of Alabama and to secure funding approval for the stewardship of our natural resources.”

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## Maritime Administration Awards Nearly \$20 Million in Funding to Strengthen U.S. Shipyard Economic Competitiveness

Monday, April 26, 2021

WASHINGTON – Today, the U.S. Department of Transportation’s Maritime Administration (MARAD) announced \$19.6 million in grant awards to 31 small shipyards in 15 states through the Small Shipyard Grant Program. The funds will help awardees modernize, increase productivity, and expand local employment opportunities while competing in the global marketplace. Since 2008, MARAD’s Small Shipyard Grant Program has awarded \$262.5 million to nearly 300 shipyards in 32 states and territories throughout the U.S.

“Small businesses are the backbone of the American economy, and small shipyards play a critical role in America’s maritime industry,” said U.S. Secretary of Transportation Pete Buttigieg. “These grants go directly to small shipyards across the country and will help protect and create local jobs, strengthen America’s maritime industry, and bolster our economic security.”

Small shipyards are essential parts of our maritime industrial base and employ thousands of Americans. They strengthen communities along and near our nation’s ports and waterways. Many small shipyards are family-run businesses—and they are all enterprises in which small investments can make big differences. MARAD’s Small Shipyard Grant Program supports economic competitiveness through grants that can be used to purchase equipment or train employees. In addition, the purchase of American-made manufacturing equipment made possible by Small Shipyard grants supports a wide range of jobs throughout our Nation’s manufacturing base.

“These grants will help small businesses do what they do best: build essential infrastructure while creating long-term jobs for American workers,” said Lucinda Lessley, Acting Maritime Administrator. “Better equipment means increased productivity and more ships moving through our small shipyards—and more ships mean more local jobs.”

In Alabama the shipyard grant recipients are:

- Master Boat Builders, Inc. of Coden, AL, will receive \$497,464 to support the purchase of two 30-ton mobile cranes and two extendable boom forklifts.

Steiner Shipbuilding, Inc., of Bayou La Batre, AL, a 3rd generation family-owned and operated business, will receive \$419,507 to support the purchase of a forklift, 300-ton press brake, manlift, and other equipment that will improve the efficiency of ship construction and repair activities at the facility.

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## ALDOT Employee Killed on Duty, Remembered with National Work Zone Memorial

*Leo H. Fournier Jr. Added to National Memorial*

April 28, 2021

MONTGOMERY – Leo H. Fournier Jr., an Alabama Department of Transportation employee killed in a work zone in 2017, had his name added this week to the [National Work Zone Memorial](#). Fournier was killed when a driver under the influence was driving the wrong way on the Atlanta Highway in Montgomery and struck Fournier and two other survey crew members.

Fournier graduated from Tuskegee University where he earned a Bachelor of Science in mechanical engineering. He worked for ALDOT for almost 9 years and previously worked with Ford Motor Company as a supplier quality engineer in Detroit, Michigan and as a quality engineer with T&WA in Montgomery. He was married and was an avid reader, a sports enthusiast and loved to travel.

The National Work Zone Memorial is an exhibition that travels to communities across the country to help raise public awareness of the hazards in America’s roadway work zones. It is inscribed with more than 1,500 names, honoring those who died in work zones, including work zone workers, motorists, pedestrians, law enforcement officers and public safety officials. The memorial pays homage to the memory of the lives lost by displaying their names on a traveling tribute to continuously honor them.

The week of April 26-30 is National Work Zone Safety Awareness Week. ALDOT and many other states across the country are encouraging drivers to slow down and eliminate distractions in work zones by Moving Over, Slowing Down and Saving Lives.

For more information on National Work Zone Awareness Week, visit:

[http://www.ops.fhwa.dot.gov/wz/outreach/wz\\_awareness.htm](http://www.ops.fhwa.dot.gov/wz/outreach/wz_awareness.htm). Join the national conversation using #NWZAW or locally using #DriveSafeAL.

ALDOT’s mission is to provide a safe, efficient, environmentally sound transportation network across Alabama. For additional information, visit [www.dot.state.al.us](http://www.dot.state.al.us)

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## **ALDOT & City of Mobile partner to reduce delays along US-90 corridor in Tillman's Corner**

Emily Pounds Monday, April 26th 2021

MOBILE COUNTY, Ala. (WPMI) — The Alabama Department of Transportation (ALDOT) partnered with the City of Mobile on a traffic signal improvement project to reduce delays along US-90 in Tillman's Corner from Swedetown Rd. to just north of Lowe's at the US-90 West Service Rd.

This 4-mile stretch of roadway carries up to roughly 27,000 motorists per day and includes seventeen traffic signals. Prior to the project, drivers often experienced delays along this corridor year- round.

The City of Mobile, who owns and maintains these signals, worked with ALDOT and the consulting firm Kimley Horn to make the necessary changes and implement new timing plans.

"The scope of work included installing new communications and software, upgrading hardware, repairing detection, and updating the timing plans to reduce congestion, travel times, and overall delay," said ALDOT Southwest Region traffic engineer Adam Spence. Simply put, the traffic signals are now coordinated together to allow for more signals to be green at the same time.

Although work was recently completed, early indications show that travel times have been reduced anywhere from 15% to as much as 50%, depending on the time of day, over the entire 4-mile segment compared to prior travel times. Those numbers translate into savings of time and money each year provided directly to users that travel this stretch of US-90.

Additionally, early indications also suggest a significant improvement in route reliability. This means motorists can now expect to have similar experiences with travel times throughout the day which aids a motorist in planning their trips.

Additional benefits of the project are expected to include reduced crashes, less user frustration, more consistency and reliability, less fuel used, and less pollution. While motorists may still experience some congestion around peak travel times, they should expect their overall travel times to be lessened. ALDOT traffic engineers plan to continue to monitor the corridors' performance and make adjustments as needed over the coming months to optimize the corridor fully.

This project costs roughly \$160,000 and was funded with federal and state matching funds. Additionally, ALDOT has funded and is completing a study of the same segment of roadway to look at access management options to further improve traffic flow and safety. A public involvement meeting will be scheduled soon for that effort.

Looking ahead, ALDOT plans to continue working with the City to fund, upgrade, and retime the remaining traffic signals on US-90 as well as US-98 and US-45 in the City of Mobile. This work will be performed under ALDOT's new program called Regional Traffic Operations (RTOP) that is being implemented. That program will also upgrade and retime traffic signals on other state routes located in Mobile, Baldwin, and surrounding counties.

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## **ALDOT Launches Work Zone Campaign: Move Over, Slow Down, Save Lives**

April 22, 2021

Support Work Zone Awareness Week April 26 - 30

MONTGOMERY – The Alabama Department of Transportation is joining many states across the nation to encourage drivers to slow down and eliminate distractions in work zones in recognition of National Work Zone Awareness Week, April 26 - 30. To help bring awareness to the importance of driving safely in work zones, ALDOT is launching the Move Over, Slow Down, Save Lives safety campaign.

During the spring and summer, motorists will see more construction and work zones on Alabama's highways and interstates. This time of year is also when traffic on some Alabama roads increases with people heading south for vacation.

"Tragic loss of life that happens each year in work zones can be avoided," said Allison Green, ALDOT Drive Safe Alabama coordinator. "Just move over and slow down, so that those working along the roadway and you and your passengers can all get home safely."

A common misconception is that most of those killed in work zone crashes are workers. National statistics show that four out of every five of those killed are motorists. Although, when workers

are present, workers are the most vulnerable to injury and death. Most work zone crashes are rear-end collisions, resulting from speeding or distractions such as cell phones.

#### Penalties for Construction Zone Violations Could Soon Change in Alabama

In Alabama, fines are doubled if a driver is caught speeding in a work zone where workers are present. The Alabama Senate passed a bill this year to expand the existing law regarding violations and fines in designated construction zones from only speeding fines to all moving violations. The bill also changes fines for violations in construction zones to the greater of \$250 or double the amount prescribed by law outside a construction zone. If the bill passes the House of Representatives, it will go to Governor Ivey to be signed.

Preliminary numbers for 2020, show there were 2,378 work zone crashes in Alabama, resulting in 19 fatalities and 616 injuries. This is an increase in fatal crashes compared to

#### ALABAMA DEPARTMENT OF TRANSPORTATION

2019, when there were 3,126 work zone crashes, resulting in 16 fatalities and 812 injuries. In the United States, 842 people died in roadway work zone crashes in 2019.

ALDOT offers these tips for driving safely in work zones:

- Drive alert. Don't drive distracted by texting, eating or other activities that take your hands off the wheel. Look for highway workers, reduced speed limits and narrow driving lanes.
- Slow down. Don't drive beyond the posted speed limit through the work zone. Keep a safe distance from the vehicle ahead of you.
- Don't tailgate. Watch for large trucks. Maintain a safe distance on all sides of your vehicle, so that you don't clip a nearby vehicle and cause that vehicle to also crash into the work zone.

In recognition of this national campaign, Governor Kay Ivey has issued a proclamation naming April 26-30 as Work Zone Awareness Week in the state of Alabama.

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## Amtrak says Alabama support not required for Gulf Coast return

By John Sharp Apr 28, 2021

Amtrak does not need unanimous political support from the three states included in a revised Gulf Coast passenger rail route, according to a filing from the nation's passenger rail operator to the U.S. Surface Transportation Board on Tuesday.

Amtrak, in the filing, disputes claims from two freight operators – CSX and Norfolk Southern – that Alabama's support is needed for the return of passenger rail between New Orleans and Mobile. Amtrak also urges the STB to decide the impact that two daily passenger trains entering into Mobile would disrupt "potential freight impacts" for the region's economy.

"The (STB) is charged with deciding whether Amtrak's proposed Gulf Coast Service 'would impair unreasonably freight transportation (of CSX and NS) with (the freight operators) having the burden of demonstrating that additional trains will impair the freight transportation,'" the filing states. "It is unclear why CSX and NS apparently believe the board is not well-equipped to undertake this analysis."

The filing requests the STB to deny the freight operator's request for the federal agency to dismiss Amtrak's request to restart passenger rail service along the Gulf Coast connecting Union Station in New Orleans to a drop-off location near Cooper Riverside Park along Mobile's waterfront. The service would also include four Mississippi stops – Bay St. Louis, Gulfport, Biloxi, and Pascagoula.

Louisiana and Mississippi officials have long supported the restart of the service, and have invested millions to match federal grants that have gone toward restoring the infrastructure along the route and to support the service's operations. Alabama, however, has been a holdout with concerns raised by federal, state and local officials about the potential of freight rail interfering with the passenger trains and the operations at the Alabama State Docks.

Amtrak is requesting the STB to issue a ruling that will allow a restart of the passenger rail service by Jan. 1, 2022.

Alabama officials including some in Mobile, are urging Amtrak and the two freight operators to complete a study that was halted last year which would have determined the impact of passenger trains on the operation of freight trains on the Alabama port. Amtrak opted to end the negotiations late last year, claiming that the study should have lasted only seven months.

In the filing to the STB, Amtrak claims CSX and NS not agreed to support the return of passenger rail to the Gulf Coast for the past 15 years in which the restarted service has been discussed.

"Amtrak need not wait forever for CSX and NS to outright refuse," the rail service states.

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## May is Bicycling Safety Month: A message for all road users

April 28, 2021

Many of us are anxious to get back on our bicycles and get out of our homes, to walk down to the local café or roll along to our favorite shopping center. Safety advocates are encouraging all users of the roads – those who drive, walk and roll – to "Look out for each other." When we pay attention to what's around us, we are better able to avoid tragedies that can result from interactions involving people driving, walking, riding and rolling.

"As communities continue to open up during the beautiful spring weather, I expect to see increases of people on our roads walking, riding, rolling and driving," said Heidi Manlove. "More people will be out all over the state, so I'm asking all our partners to spread the word: Look out for each other."

"The main way we can stay safe on the transportation system is to take personal responsibility for our behaviors and remember we are all in this together," Manlove said. "Oregon's goal is zero traffic fatalities and serious injuries, and watching out for each other is an effective step in the right direction."

### Be prepared, be safe

People bicycling can use a handy [field guide](#) and [bicycling manual](#) to get ready for a safe ride.

People driving are reminded that people on bicycles have the same rights and responsibilities as people behind the wheel of a vehicle. When driving, you should:

- Yield to people bicycling as you would to people driving and do not underestimate their speed. This will help avoid turning in front of a bicyclist traveling on the road or sidewalk, often at an intersection or driveway.
- Search your surroundings for bicycles when you are in parking lots, driveways, intersections, when backing up, or when parking.
- Stop completely and look left-right-left and behind before turning right on red and make sure you use your turn signal.
- Obey the speed limit and reduce speed for road conditions – especially in the early morning, dusk, night time, and when it is overcast and raining.
- When passing a person bicycling, allow at least 3 feet of safe passage distance to avoid contact with the rider. You can drive in an adjacent lane to pass if safe from oncoming traffic. If there is not enough room to give safe passage, slow down and wait to pass until it is safe to do so.

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## Truck Bridge Design Safety Questioned

The Fairhope Times April 27, 2021

### LANES TOO NARROW?

During a meeting last week, members of the ESMPO's *Citizens Advisory Committee* raised questions about the safety of the design of a component of the new "truck bridge" project over Mobile Bay.

Members worried that re-striping to squeeze three lanes of traffic onto the existing bayway bridges where there are only two now (with no emergency "pull off" lanes) would create "a potential huge safety hazard" for motorists.

Citing experiences with similar highways elsewhere in the country, one called it "scary ... speeding trucks on either side ... like driving down a canyon."

Another was "very concerned about the re-striping, where the trucks rejoin/merge with other traffic" on the east side, and suggested a *safety study* be done before proceeding.

Some suggestions from the committee to remediate the problems included *crossovers* between the two bayway spans (so traffic could pull off or be redirected if needed), *dedicated* trucks-only lanes perhaps separated by physical barriers, or even constructing an additional lane just for trucks on each side of existing spans.

MPO coordinator Sarah Sislak observed there were already plans for "*emergency response vehicles* stationed on both sides of the bay ... to respond in case of any incident."

A representative from ALDOT said precise engineering plans have yet to be drawn up for the project, but he would take the committee's ideas back to project engineers. "We don't want to create safety issues." The immediate need is just to get the project started so that federal funding already approved is not lost, he added.

### CONDITIONAL SUPPORT GIVEN

After a lengthy discussion, the committee voted unanimously to add the *truck bridge* design to the MPO'S Long Range Transportation Plan (LRTP) as proposed, but with an amendment "to encourage the MPO to examine the safety issues relative to trucks ... and other vehicles merging together at the merging point (mid-bay)."

Preliminary construction start date for phase one of the \$725 million project is 2022 or 2023 ... with completion in 2026, according to the ALDOT representative.

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## Baldwin County officials seek public input on Mobile River Bridge and Bayway Project

by James Gordon April 28th 2021

BALDWIN COUNTY, Ala. (WPML) — The Mobile River Bridge and Bayway Project are back on hold tonight. It's stalled, not dead, as the Baldwin County Metropolitan Planning Organization now wants to get public input on the project before moving forward.

No toll, What to do with the aging Bayway? ... and should this massive billion-dollar project be done in phases? It's a lot to ask and a lot to debate. The tax watchdog group, The Common Sense Campaign says pausing to get public input is the right course of action, especially after the last go-around where the entire project failed.

"They can't go through that situation again. If they want to get to a toll which they may very well do it seems to me that it makes a whole lot more sense to be open and above board and try to have people talk," said Dr. Lou Campomenosi with the Common Sense Campaign.

MPO Chairperson and Fairhope City Council President Jack Burrell says the MPO wants to hear from people on both sides of the bay.

"Do you want to merge with truck traffic,? Do you agree with the idea of a truck-only bridge,? Do you agree with a project being built in phases,? What would you support in terms of an overall scope of the project," said Burrell.

Public input will also allow for local issues to be debated before the MPO officially backs whatever plan goes before state and federal transportation officials.

"Anything that happens has to have Exit 35. It's the lifeblood for 60,000 people over here that have to have a way to get off and on in whatever they're doing down the road," said Campomenosi.

The MPO won't vote until June 9, and it's scheduled a public hearing for Wednesday, May, 19. The public hearing will be held at the Fairhope Courthouse from 5:30 - 7:30 pm.

## Transportation Research

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### Joint Statement by the U.S. Department of Transportation and the Ministry of Infrastructure and Water Management of the Netherlands on Transportation and Climate Change

Wednesday, April 28, 2021

Secretary of Transportation of the United States of America, Pete Buttigieg and Minister of Infrastructure and Water Management of the Netherlands, Cora van Nieuwenhuizen met on April 21, 2021, to discuss areas of mutual interest, and to reinvigorate bilateral cooperation under the Memorandum of Cooperation on "Transport Matters of Mutual Interest," signed in 2016, to fight climate change and limit the environmental impacts from transportation networks—on land, sea and in the air.

Building on the excellent co-operation established over the years by the technical agencies and officials on both sides, we intend to continue to cooperate on enhancing safety and security and promoting sustainable and smart mobility. We will work together to accelerate policy actions that help respective transport sectors grapple effectively with climate challenges through strategies that increase resilience and adaptation. A healthy environment and economy support the goal of both countries to 'build back better' from the COVID-19 pandemic.

Reaffirming that our two countries are Parties to the Paris Agreement, and as a follow up to the Netherlands global Climate Adaptation Summit of January 2021 and the US Leaders' Summit on Climate of April 2021, we look forward to collaborating on climate action in transport in areas such as resilience and adaptation, electrification, alternative fuels, including bio-derived and hydrogen-derived fuels, and technological advancements for greater efficiency. This includes cooperation in:

- Identifying new climate-related innovations, such as electric vehicles, connected and automated vehicles, incentivizing electric vehicle charging infrastructure, and smart mobility technologies;
- Exploring climate-friendly best practices in urban transportation planning, including encouraging the use of public transport combined with low-emissions mobility options such as walking and cycling;
- Advancing ways to increase our adaptation and resiliency to climate change.

On aviation, we are committed to bilateral cooperation to tackle the climate impacts of aviation. Elements of this cooperation include working together on a shared vision toward reducing the sector's emissions in a manner consistent with the goal of net zero emissions for our economies by 2050, and on robust standards that integrate climate protection and safety. We intend to advance the development and deployment of high integrity sustainable aviation fuels and other clean technologies that meet rigorous international standards, building on existing partnerships, and pursuing policies that increase the supply and demand of sustainable aviation fuels.

We are committed to partnering in key international forums, including the International Civil Aviation Organization (ICAO) and the International Maritime Organization (IMO).

- In ICAO, among other actions, we will engage in processes to advance a new long-term emission reduction goal in line with our vision for decarbonizing the aviation sector, and continue to participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), with the aim of contributing to the Paris Agreement temperature goal.
- At the IMO, to reduce emissions from ships, we plan to work towards at least achieving the ambition reflected in the Initial IMO Strategy on reduction of GHG emissions from ships to halve emissions from international shipping by 2050 compared to 2008 levels, and to strengthen the levels of ambition in the context of its upcoming revision, with the aim of contributing to the Paris Agreement temperature goal.

We are committed to continuing and strengthening our technical and policy collaboration, both through our technical agencies and at the ministerial level to strengthen our cooperation, learn from best practices and set the priorities where and when necessary.

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## **BTS Releases Spring 2021 Updates to National Transportation Atlas Database (NTAD)**

04/29/2021

### *National Transportation Atlas Database Spring 2021 Includes New Pipeline Dataset, 8 Other Updates*

The Spring 2021 update to the [National Transportation Atlas Database \(NTAD\)](#) was released today with the new pipeline intermodal freight facility layer and eight updated datasets.

The pipeline addition brings to 89 the total number of geospatial datasets in the NTAD collection representing the nation's transportation infrastructure, containing roadways, railways, waterways, and airports. An additional 27 ancillary data tables can be used in this Bureau of Transportation Statistics (BTS) compilation.

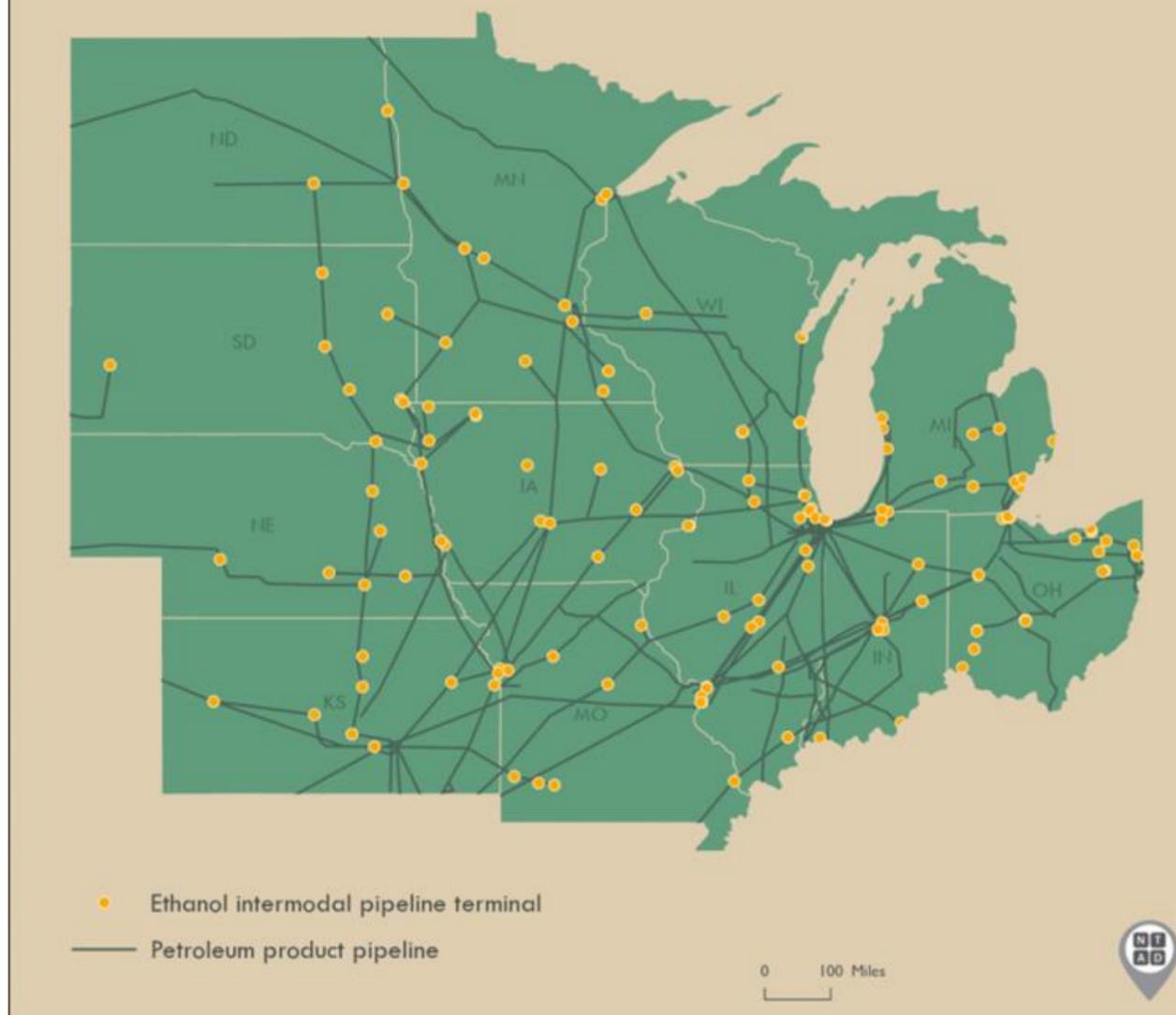
The updates in this release include:

- National Bridge Inventory with 2020 characteristics;
- National Tunnel Inventory with 2020 characteristics;
- Alternative Fueling Stations including electric vehicle charging stations;
- National Parks;
- Metropolitan Planning Organization (MPO) boundaries;
- Military Bases;
- Marine Highways; and
- Strategic Ports.

The pipeline intermodal freight facility layer includes information on the mode (truck, rail, and/or waterway) a pipeline terminal connects to, what commodity the facility can manage (crude oil, refined petroleum products, petroleum chemicals, natural gas liquids, gasoline, biodiesel, jet fuel, and ethanol), and its storage capacity.

The map below shows the location of the ethanol intermodal pipeline terminals in the Midwest, specifically those that connect to truck facilities. The highest number of ethanol intermodal pipeline terminals in the U.S., 164 out of 463, are in the Midwest, the region with the top 10 corn producing states. In the U.S., ethanol is largely produced from the starch in corn grain.

## Intermodal Freight in the Midwest – Ethanol Pipeline Terminal to Truck Facilities



NTAD is available for download in comma separated values (CSV), Keyhole Markup Language (KML), and shapefile formats through the [BTS Geospatial Data Catalog](#). Additionally, Open Geospatial Consortium (OGC) standard [Web Feature Services \(WFS\)](#) (including Web Mapping Services (WMS)) are available for all NTAD datasets. Also available are optimized services that allow for fast rendering of full NTAD datasets, and vector tile services for 13 of the largest NTAD datasets. These full NTAD datasets and their respective [faster services](#) are designated by service names ending in “DS” for each layer, and the vector tiles service names ending in “VT”.

BTS now uses a dynamic NTAD publication cycle, making updated data available throughout the year when they become available from their respective government agencies. Follow [@TransportStats](#) on Twitter for announcements of additional dataset releases throughout the year. Contacts: Press: Dave Smullen: (202) 366-5568. For technical information and questions: Dominic Menegus: (202) 366-8717, or email [ntad@dot.gov](mailto:ntad@dot.gov).

## OMB introduces proposed changes to MSA Criteria

### Changes in MSA Designations: Potential Impact on Alabama Regions

#### Background

The U.S. Office of Management and Budget (OMB) and the Census Bureau each use different methods to provide federal statistics and data on population density across the United States. The Census Bureau focuses on creating an urban versus rural distinction based on population density and distance from a “core” dense populated area, while the OMB groups highly-integrated areas into metropolitan versus non-metropolitan categories that can potentially encompass both urban and rural lands. The OMB ultimately uses the Census Bureau’s urban classification system to determine micropolitan and metropolitan statistical areas.

The general concept of a metropolitan statistical area (MSA) is that of an area containing a large population nucleus and adjacent communities that have a high degree of integration with that nucleus. Currently, an MSA consists of one or more counties that contain a city of 50,000 or more inhabitants, a standard which has been in place since 1950. Counties that contain the principal concentration of population are components of the MSA, while additional counties can qualify to be included in the area by meeting both a specified level of commuting to the main counties and other urban population statistics.

#### Proposed Changes

The OMB periodically reviews the standards used to make MSA determinations, and recommends changes when the review committee believes standards are outdated. In early 2021, the committee recommended the following change in regard to MSA designations:

- (1) The minimum urban area population to qualify a metropolitan statistical area should be increased from 50,000 to 100,000.

If this change is adopted, it could mean that seven areas in Alabama currently designated as MSAs would lose that standing. Anniston-Oxford, Auburn-Opelika, Daphne-Fairhope-Foley, Decatur, Dothan, Florence-Muscle Shoals, and Gadsden all have populations between 50,000 and 100,000, meaning they would fall short of the new threshold for MSA status. The same is true for 137 other cities across the United States, many of which are voicing opposition to the proposed change.

What all would be affected by a loss of MSA status remains unclear for most cities. The OMB overtly states that it “does not take into account or attempt to anticipate any public or private sector nonstatistical uses” that come from its designations, and that MSAs “are not designed to serve as a general-purpose geographic framework applicable for nonstatistical activities or for use in program funding formulas.”

However, the Census Bureau included in its proposed changes a recognition that “some federal and state agencies use the Census Bureau's urban area classification for nonstatistical uses such as allocating program funds, setting program standards, and implementing aspects of their programs,” and warned that those agencies “should be aware that the changes to the urban area criteria also might affect the implementation of their programs.” In short, funding could be on the line.

### **Funding Impacts**

Some communities at risk of losing their MSA designation are concerned that they will lose opportunities to obtain federal funding. Communities currently designated as an MSA are not the only ones that could be impacted by the proposed changes. Some rural areas are also concerned that with more micropolitan areas there will be increased competition for federal funding that is designated for rural areas.

Several federal funding and grant provisions that take MSA status into account for allocations include:

- *Housing Opportunities for Persons with Acquired Immunodeficiency Syndrome* (42 USCS § 12903)
- *Rural Emergency Medical Service Training and Equipment Assistance Program* (42 USCS § 254c-15)
- *Rural Housing Stability Grant Program* (42 USCS § 11408)
- *Urban Development Action Grants* (42 USCS § 5318)
- *Assistance with Respect to Housing for Low and Moderate Income Families* (12 USCS § 1701x)
- *Grants to Improve the Commercial Value of Forest Biomass for Electric Energy, Useful Heat, Transportation Fuels, and other Commercial Purposes* (42 USCS § 15855)

Other federal policies and regulations that consider MSA designations include:

- *Hazardous Air Pollutants* (42 USCS § 7412)
- *Payments to Hospitals for Inpatient Hospital Services* (42 USCS § 1395ww)
- *Designation of Enterprise Zones* (42 USCS § 11501)
- *Minimum Federal Fleet Requirements* (42 USCS § 13212)
- *Access to Broadband Telecommunications Services in Rural Areas* (7 USCS § 950bb)
- *Air Traffic Controllers* (49 USCS § 44506)

## **Opportunity Zones**

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

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

Read about our partner’s roles in Opportunity Zones:

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

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

### **South Alabama Opportunity Zones**



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

## **Transportation Dictionary**

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

Search Tips

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

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

