



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, May 14th, 2021

Volume 38, Number 6

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This week there was a public meeting concerning Phase One of the Mobile River Bridge and Bayway project; please see *Mobile MPO Updates*. Lots of talk of earmarks in *Legislative Updates*, and it looks like the Bridge project did not make the House earmark list. Possibly because it is not in the MPO or ESMPO TIP yet. If you are in favor of the bridge project, or not, please submit comment [HERE](#) by May 26th. *In The News* this week, New Orleans discusses bringing the Mobile Amtrak route back, a Memphis bridge has a crack, and the Colonial pipeline hack, which makes good, *Just For Fun*. Have a great weekend.

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

www.mobilempo.org



Check us out on FACEBOOK; SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

- [Planning and Community Development](#)
- [Area Agency on Aging](#)
- [Employment and Economic Development](#)

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

Mobile MPO Updates

Phase One of the I-10 Mobile River Bridge and Bayway project LRTP and TIP Amendment

There was a public meeting this week concerning the LRTP And TIP Amendment. This meeting has been advertised since April 28th as a "public meeting", not a hearing. Voting members of the MPO Policy Board were not at the meeting to hear and field questions, which is why it was advertised as a "public meeting". MPO staff is requesting public comment to be provided in writing to be included into the document for MPO members to review prior to voting on the Amendment. A video of the presentation is on YouTube: <https://youtu.be/iltDaGDeZrM>

To view the DRAFT Amendment, CLICK [HERE](#).

To submit comments electronically on the amendment, click [HERE](#)

Comment period closes May 26th, 2021 at 5 pm.

AGENDA for the June 2nd, 2021 MPO Meeting, to include amending the TIP for Phase 1 of the Mobile River Bridge Project, Click [HERE](#)

- May 19th, 10:00AM TCC/CAC Meeting in person; SARPC Offices
 - May 20th, 10:00 AM BPAC Meeting in person; SARPC Offices
 - May 26th, 5:00PM End Public Comment Period
 - No later than May 27th, by 5:00 PM, all MPO Policy Board members will be provided an updated Amendment, with fulfilled Public Involvement Section and Appendix of comments.
 - June 2nd, 10:00AM MPO Policy Board in person meeting SARPC Offices
- Click [HERE](#) for more meeting information

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

(April 16th, 2021)

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 have provided a prioritized list of roads that need to be resurfaced within their jurisdiction. The CRRSAA Committee is meeting next week to validate the projects and move forward with this program. 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.

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](#).

Recent Scheduling Changes This Week for Mobile

Project : 100052450 (CN)
Federal aid number : STPMB 7612 (600)
County : MOBILE
Project Description : MCDONALD ROAD (CR-39) ADDITIONAL LANES FROM NORTH OF I-10 TO OLD PASCAGOULA ROAD.
Old Target start date : January 28, 2022
New Target start date : September 30, 2022

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 May 28th, 2021

MOBILE COUNTY

For constructing the Additional Lanes (Grading, Drainage, Pavement, Traffic Signals, and Traffic Stripe) on SR-158 from MP 7.750 to the junction of Spartan Drive in Saraland. Length 0.555 mi. The Bracket Estimate on this project is from \$2,941,386 to \$3,595,027 .

BALDWIN COUNTY

None at this time.

ESCAMBIA COUNTY

None at this time.

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

Legislative Updates

House Lawmakers Seek \$15 Billion in Infrastructure Earmarks

Erik Wasson May 11, 2021

House lawmakers have requested \$14.9 billion in spending on earmarked projects for a transportation bill set to be a centerpiece of President Joe Biden's economic agenda.

Republicans joined Democrats in making use of the new earmark process, inaugurated after the practice was effectively banned for a decade by Congress in the wake of a series of scandals. The bipartisan participation could bode well for rounding up the votes and political momentum to pass at least part of Biden's \$2.3 trillion, infrastructure-focused American Jobs Act.

The House Transportation and Infrastructure Committee released the list of requested projects on May 11, making good on a commitment to be more transparent about spending earmarks than lawmakers had been in the past. In all, 318 House members requested earmarks, including 213 Democrats and 105 Republicans.

Infrastructure Stories

The largest request comes from Garret Graves of Louisiana, a Republican member of the transportation committee, who is asking for \$945 million for a highway connector. Washington Democrat Kim Schrier is next, with \$665 million to widen state Route 18 in her district. House Speaker Nancy Pelosi requested four earmarks totaling \$32.5 million.

Current GOP leaders did not make requests, although Republican Whip Steve Scalise of Louisiana did make some in a separate Appropriations Committee process. New York Republican Elise Stefanik, who is poised to replace Liz Cheney as Republican Conference chairwoman, requested seven earmarks totaling \$72 million.

There is no cap on the amount of earmarks in the bill, unlike the 1% cap being used for the annual appropriations bills.

Not all of the earmarks are likely to be approved by the transportation committee when it meets to vote on the bill. Lawmakers are aiming the vote for the end of this month.

Senate Environment and Public Works Chairman Tom Carper said May 11 that his committee has not yet decided whether to join in earmarking for the Senate version of the bill. The top Republican on that panel, Shelley Moore Capito of West Virginia, has said she is against resuming the practice.

Capito will meet with Biden on May 13 to try to sort out differences on the scope of the infrastructure package with the aim of passing a bipartisan bill later this year.

Member Designated Projects: Committee Receives More than 2,000 Submissions for Consideration as Part of Surface Transportation Bill

May 11, 2021

WASHINGTON, DC— Two months after announcing a reformed process for Members of the U.S. House of Representatives to submit projects in their districts for consideration to be included in the upcoming surface transportation reauthorization bill, Chair of the House Committee on Transportation and Infrastructure Peter DeFazio (D-OR) and Ranking Member of the Committee Sam Graves (R-MO) today announced 318 members have submitted more than 2,000 projects for consideration.

(To view a list of all submissions, click [here](#).)

The Committee intends to move a five-year surface transportation reauthorization bill in the coming weeks to provide critical investments in our nation's roads, bridges, rail, and public transit to help communities in every state and territory in the U.S. move forward on badly-needed infrastructure projects.

A closer look at the project submissions:

Total number of project submissions: 2,380

From Democratic Members: 1,775

From Republican Members: 605

Total number of House Members Participating in Member Designated Projects: 318

Democratic Members: 213

Republican Members: 105

"I commend my colleagues and their staff who went through the rigorous steps to submit Member Designated Projects under the reformed system, which we adopted to ensure transparency in the process and viability of the projects," Chair DeFazio said. "It's not an easy process, but it is important because I strongly believe elected representatives—working with their communities—know the specific infrastructure needs of their district far better than most people in D.C. and can serve as their constituents' best advocates as Congress crafts infrastructure legislation. I was pleased by the high level of participation, on a bipartisan basis, in this process. Now I look forward to advancing our surface bill soon, complete with Member Designated Projects, and working with all my colleagues to send a transformational bill that creates jobs and improves our communities to the president's desk."

"The Committee established a thorough set of requirements for any Members choosing to submit requests, and now posting all submissions in one location will help ensure the highest level of transparency," said Graves.

As part of the process, Chair DeFazio and Ranking Member Graves asked their colleagues to submit projects with community support that help advance the goals of the surface bill. The Committee also required all member submissions to include the following information for each project requested:

- Documentation of whether the project is on the State, Tribal, or territorial transportation improvement program (STIP); and on the metropolitan transportation improvement program (TIP), if applicable
- Sources of funding for the full share of the cost of the project beyond the amount requested
- Letter(s) of support from the state department of transportation, or local government, transit agency, or other non-federal sponsor
- A description of the process that has been or will be followed to provide an opportunity for public comment on the project
- Project phase (e.g. Planning, Final Design, Construction)
- NEPA category of action (e.g. Categorical Exclusion, Environmental Assessment, Environmental Impact Statement)
- Status of environmental review
- Whether the project has received federal funding previously, and if so the source and amount
- Certification that the member, their spouse, and other immediate family members do not have a financial interest in the project.

Leahy Announces Restoration of the Power of the Purse: Reforms for a Return to Congressionally Directed Spending in Fiscal Year 2022

WASHINGTON (MONDAY, April 26, 2021) – Senate Appropriations Committee Chairman Patrick Leahy (D-Vt.) announced Monday his intent to restore one of Congress' constitutional powers, the power to approve congressionally-directed spending items, and to do so with enhanced transparency and accountability. The Senate Appropriations Committee will, on a bipartisan basis, accept requests for congressionally directed spending items for appropriations bills for the fiscal year that begins October 1, 2021.

As early as 1790, Congress used its authority to allocate taxpayer funding to specific projects. Senators know the needs of their states better than unelected agency officials. They know what projects will have the greatest impacts on the lives of the people they represent. To unelected agency officials, a new community center or a critical flood protection project is nothing more than a line item on a spreadsheet. Senators know the potential of such a community center or flood control project for revitalizing communities and unlocking economic growth. Permitting direct funding for these projects will allow Congress to put that knowledge to work for the American people.

"The Constitution vests the power of the purse in Congress." Chairman Leahy said, "In recent years, Congress has ceded too much of its Constitutional authority over spending to the Executive Branch to make decisions about how and where to invest Federal taxpayer

dollars. A rebalanced process will allow Members to better utilize their knowledge and experience to thoughtfully direct federal funds, and do so with transparency and accountability.”

Chairman Leahy is committed to following the existing requirements for congressionally directed spending items in Rule XLIV of the Standing Rules of the Senate and will implement additional reforms that will require even greater transparency and accountability.

Existing Requirements: In reviewing member requests for congressionally directed spending items, the Senate Appropriations Committee will implement Rule XLIV of the Standing Rules of the Senate. Rule XLIV, requires rigorous procedures for accountability and transparency, such as:

- No Member Financial Interest: The rules forbid any member from pursuing a congressionally directed spending item to further his or her financial interest, or that of his or her immediate family. Each member requesting a congressionally directed spending item must certify in writing that there is no such interest and make that certification available to the public.
- Request in Writing: Any member requesting a congressionally directed spending item must do so in writing, including the Member’s name, the name and location of the intended recipient, and the purpose of the spending item.
- Committee Consideration: When reporting legislation containing congressionally directed spending items, the Committee is required to make each item publicly available online in a searchable format as soon as practicable after the mark up (including the name of each Member requesting the item).
- Disclosure Before Floor Consideration: The rules prohibit a vote on a motion to proceed to a bill or a vote on adoption of a conference report, unless the chair of the committee, certifies that a complete list of congressionally directed spending items has been publicly available for at least 48 hours.
- Point of Order Against New Projects in Conference Reports: A point of order may be raised against a provision of the conference report if it includes a congressionally directed spending item that was not included in either the House or Senate bills.

Reforms: In addition to these important requirements, Chairman Leahy will enhance the existing Senate procedures for congressionally directed spending items with reforms as follows:

- Institute a 1 percent cap on discretionary spending for congressionally directed spending items;
- Ban congressionally directed spending items to for-profit entities;
- Require Senators to post online their congressionally directed spending item requests, as well as their financial certification disclosures attesting that they do not have any financial interest in any of the items requested; and
- The Committee will require the Government Accountability Office to audit a sample of enacted congressionally directed spending items and report its findings to Congress.

No Deal Out Of Infrastructure Meeting, But Biden Says The Effort Is There

ALANA WISE May 13, 2021

President Biden continued conversations with congressional Republicans on Thursday in the hopes of landing a bipartisan deal on an infrastructure package, but major hurdles persist over what items would be in the measure, and how it might be paid for.

Biden has pitched a roughly \$2 trillion infrastructure plan, in addition to another massive spending proposal on families and education. Following Thursday's meeting, Biden said the conversation had not yet led to any concrete compromises, but that he had outlined to the Republican leadership his ambitions for the package's scope and source of funding. Biden said the two camps agreed that Republicans would return with a counter offer and that discussions on the matter would continue next week.

"I am very optimistic that we can reach a reasonable agreement, but even if we don't, it's been a good faith effort that we started," Biden told reporters following an unrelated press conference on the CDC's updated coronavirus guidance. Shortly before the meeting, Biden made a point to say he was open to compromising across the aisle to reach a deal.

"I know they're sincere about it and so am I," Biden told reporters. "I assure you this is in good faith, it's a genuine effort. I think we can get there."

Biden met with several Senate Republicans Thursday, including West Virginia's Shelley Moore Capito, who's leading GOP negotiations on infrastructure.

On Wednesday Biden hosted the four top Senate and House leaders in the Oval Office in an effort to jumpstart discussions on steering an infrastructure measure through Congress.

After that discussion, however, Republican Senate leader Mitch McConnell and GOP House leader Kevin McCarthy made clear that there are a few key points on which they are unwilling to concede or compromise.

"Senate Republicans are not interested in revisiting the 2017 tax bill. I think the president and vice president understand that," McConnell told reporters after the meeting, referring to the 2017 tax cuts that Republicans passed on Capitol Hill and former President Donald Trump signed into law.

Senate Republicans are not interested in revisiting the 2017 tax bill

To pay for his infrastructure measure, Biden has proposed raising corporate taxes, and to pay for his families plan, he's seeking to impose higher taxes on the richest Americans, who he says have gone far too long without paying their fair share. Biden's proposed changes would pare back many of the Trump tax cuts.

Also at issue is exactly what should qualify as "infrastructure" under any potential funding agreement. Republicans want to keep a narrow scope, limiting spending to physical projects like roads and bridges, while Democrats also hope to allocate hefty sums to clean energy and to social issues like home- or community-based care for the elderly and people with disabilities.

"I think there's a place that we can find bipartisanship," McCarthy told reporters. "One thing I brought up to the president: We first have to start with a definition of what is infrastructure. That's not home health. That's roads, bridges, highways, airports, broadband. Those are the places we could find common ground to work together."

McCarthy also referenced a Wednesday report from the Department of Labor that showed a 4.2% increase in consumer prices — the largest year-over-year rise since a 4.9% spike in the fall of 2008.

It's unclear whether the increase is a short-term jump, or a longer-term rise.

"You won't find any Republican who's going to go raise taxes, I think that's the worst thing you can do in this economy," McCarthy said. "You're watching food costs go up, you're watching housing costs, lumber costs."

Democrats have sought to find some common ground with Republicans on their spending plans, despite holding a majority — albeit razor thin — in both chambers of Congress.

But Biden, in a Wednesday interview with MSNBC's Lawrence O'Donnell, reiterated that he would be willing to move forward without the support of Republicans if the two parties are unable to strike a deal in a timely manner.

He also indicated he'd be open to splitting the efforts into two.

"I want to get a bipartisan deal on as much as we can get a bipartisan deal on," he told O'Donnell. "And that means roads, bridges, broadband, all infrastructure. But I'm not giving up on the fact that we have, you know, 2 million women who are not able to go back to work because all the daycare centers are closed. They're out of business. And so, they can't go back to work."

He added: "Let's see if we can get an agreement to kickstart this — and then fight over what's left and see if I can get it done without Republicans, if need be."

House Panel Ready for Transportation Bill, Rep. Peter DeFazio Says

Eugene Mulero May 12, 2021

WASHINGTON — Comprehensive, multiyear surface transportation legislation is likely to be considered by a U.S. House committee prior to Memorial Day, the chamber's top transportation policymaker said May 12.

Speaking to reporters outside of the U.S. Capitol, Rep. Peter DeFazio (D-Ore.), chairman of the Transportation and Infrastructure Committee, said the panel's consideration of a five-year reauthorization of mostly highway and transit policy provisions is forthcoming.

DeFazio touted his legislation's policy reach, which would serve as a pillar of President Joe Biden's \$2.25 trillion infrastructure vision for the country. House Democrats' surface transportation bill would boost federal programs to address climate change, facilitate access to automotive technologies, and approve funds for rural and urban projects.

Infrastructure Stories

"States can't do it on their own," DeFazio said. "Cities can't do it on their own. Counties can't do it on their own. This is a national problem. It's also an international problem in terms of our competitiveness. So, it is absolutely critical that we move forward with an incredibly robust reinvestment in America's infrastructure."

"We're going to do a transformative, 21st century transportation bill. We're going to deal with climate change, and de-fossilization of surface transportation, which is the largest single contributor to climate change by the United States. We're going to deal with resilience, in terms of sea level rise, severe weather events," the chairman added.

House Speaker Nancy Pelosi (D-Calif.), who addressed reporters alongside DeFazio, confirmed the legislation's likely timeline entails passage through the chamber prior to July 4.

The surface transportation legislation would update a 2015 highway law, known as the FAST Act, which expires in September. Neither Pelosi nor DeFazio outlined a sustainable source of funding for federal highway programs that would be linked to the legislation. Insufficient revenue from the Clinton-era 24.4 cents-per-gallon diesel tax and 18.4 cents-per-gallon gas tax are projected to eventually fail to meet the Highway Trust Fund's obligations. The federal fund assists states with highway projects.

At the White House, Biden recently met with congressional leaders to negotiate aspects of the American Jobs Plan. Press Secretary Jen Psaki emphasized the need to proceed urgently on Capitol Hill.

"The world is not waiting for us to work together here, as Democrats and Republicans, to increase our own competitiveness, to invest in the American workforce. And they're not waiting for the resolution of a leadership fight," Psaki said May 12. "The stakes are too high not to work together to pass an American Jobs Plan, to invest in infrastructure, and to make us more competitive."

While most senior congressional Democrats endorse the president's plan, key Republicans have pushed back due to its size and proposed source of funding. As an alternative to the American Jobs Plan, senior Republican senators have unveiled a nearly \$600 billion surface transportation policy framework. Leading the negotiations for the Republicans is Sen. Shelley Moore Capito (R-W.Va.), ranking member of the Environment and Public Works Committee.

"I think this has to be an all-hands-on-deck endeavor because we really need to get at least half of each one of the [party] conferences to vote for this," Capito said during an event hosted by the U.S. Chamber of Commerce May 13. "It's in [Biden's] best interest to have us at the table to make a plea, and a pledge for his particular projects."

Biden, GOP senators upbeat, plan more infrastructure talks

Lisa Mascaro And Jonathan Lemire, Associated Press, Published: May 14, 2021

WASHINGTON — After meeting at the White House, President Joe Biden and a group of Republican senators agreed to talk again early next week as negotiations intensified over a potentially bipartisan infrastructure package that could become one piece of the administration's ambitious \$4 trillion public investment plan.

The GOP senators exited the more than 90-minute meeting Thursday “encouraged” about their discussions with the president and prepared to build on the \$568 billion proposal they had put forward last month as an alternative to his sweeping American jobs and families plans. “The president asked us to come back and rework an offer so that he could then react to that,” said Sen. Shelley Moore Capito of West Virginia, who is leading the group.

“We’re very encouraged,” she told reporters outside the White House. “The attitude the president had in the Oval Office with us was very supportive and desirous of striking a deal.”

Biden also emerged upbeat. “I am very optimistic that we can reach a reasonable agreement — and even if we don’t, it’s been a good faith effort,” Biden said in the Rose Garden.

Biden is intent on at least trying to strike a deal with Republicans rather than simply going it alone with a Democrats-only bill, which might in some ways be a more politically viable route in a Congress held by the president's party with only the slimmest of majorities.

One strategy that appears to be coming into focus would be for Biden to negotiate a more limited, traditional infrastructure bill of roads, highways, bridges and broadband as a bipartisan effort. Then, Democrats could try to muscle through the remainder of Biden's priorities on climate investments and the so-called human infrastructure of child care, education and hospitals on their own.

“I’m willing to negotiate,” Biden said earlier at the White House. But the president has indicated that he's not about to wait indefinitely for a compromise that may or may not come, and reiterated his view Thursday that “doing nothing is not an option.”

The White House said the president stressed that inaction was a “red line for him.” He set a Memorial Day deadline for progress on a bipartisan deal.

Those gathered included some of the top ranking Republicans — Sens. John Barrasso of Wyoming, Roy Blunt of Missouri, Mike Crapo of Idaho, Pat Toomey of Pennsylvania and Roger Wicker of Mississippi. Joining Biden were Vice President Kamala Harris, Transportation Secretary Pete Buttigieg and Commerce Secretary Gina Raimondo.

Thursday's meeting followed a lengthy session at the White House with the congressional leadership the day before. Republican leader Mitch McConnell has said his side will accept spending as much as \$800 billion, but Republicans made it clear they would refuse to embrace Biden's broad proposals or his idea of raising taxes on corporations and the wealthy to pay for the plans.

The White House outreach is part political strategy and part practical legislating. Striking a deal with Republicans would give all sides a political win — a rare bipartisan accomplishment — without fully forfeiting the president's broader goals, which are largely shared by Democrats.

It also acknowledges the “red line” that McConnell has drawn against GOP votes for undoing the 2017 tax law by raising taxes on corporations or those earning more than \$400,000.

“I want to get a bipartisan deal on as much as we can get a bipartisan deal on — and that means roads, bridges, broadband, all infrastructure,” Biden said Wednesday on MSNBC. “And then fight over what’s left and see if I can get it done without Republicans, if need be.”

Capito has taken the lead for Senate Republicans, keeping in close contact with both the president's team and McConnell, she said, as she shuttles between the White House and Capitol Hill.

The West Virginia senator is no stranger to the legislative process, serving more than a decade in the House and now as the ranking Republican on the Senate Energy and Public Works Committee. She ushered a \$35 billion bipartisan water resources bill to passage in the Senate and is hard at work with the panel's Democratic chairman, Tom Carper of Delaware, a Biden ally, on a big surface transportation bill. Biden personally reached out to Capito late last week after the water bill cleared the Senate.

“The president he expressed on the phone with me, and has with others, that you know he’s anxious to move forward,” she said.

“His desire is to define where we have common ground and I think we’ll probably spend the bulk of the time talking about that.”

Biden has insisted he doesn't want working-class Americans to bear the “burden” of paying for all the new infrastructure investments alone, resisting GOP plans for taxes and user fees, like tolls, to fund the projects.

One potential new funding source could be the more than \$1 trillion in unpaid taxes each year.

House Speaker Nancy Pelosi has mentioned tapping that potential funding source and she said Biden discussed it at their meeting Wednesday. Republicans have not resisted it.

“That’s a big chunk that would go a long way,” she said Thursday.

McConnell and House Republican leader Kevin McCarthy have insisted they want the infrastructure bills to go through the committee process, where lawmakers can hammer out the details and take ownership of the proposals, rather than have the package negotiated in their leadership suites.

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. The deadline to submit an application is July 12, 2021 at 5pm Eastern.

U.S. Department of Transportation Announces More Than \$10 Million Funding Opportunity for Transit Planning to Address Climate Change and Equity in Communities Nationwide *(deadline , June 21, 2021)*

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.

RAISE grant application process. To register for the webinars visit www.transportation.gov/RAISEgrants/outreach. The deadline to submit an application is July 12, 2021 at 5pm Eastern.

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/ltweb/administration/memorandums.html>

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 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.

Opportunity Zones

EDA's Opportunity Zone Web Page

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

Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match

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

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

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

First it's the Keystone Pipeline, then the Suez Canal gets blocked, now the Colonial Pipeline gets hacked. A lot of vulnerabilities in gasoline supply chain have been recently exposed, and the demand is showing. Now, [officials are warning people to use only approved containers for gas, and people are crazy...](#)



As if a national gasoline shortage was not bad enough, there is also [a national shortage of Chic-Fil-A sauce](#).



In the News

Trucking, Africatown advocates voice concerns over new bridge project

Posted by [Dale Liesch](#) | May 13, 2021 | reprinted with permission from the LAGNIAPPE

Trucking advocates and residents raised safety and cost concerns over the new plan to construct a bridge over the Mobile River to help relieve congestion in the tunnels.

At a public hearing hosted by the Mobile Metropolitan Planning Organization, residents got their first chance to raise concerns about the project that would charge a \$15 toll to large trucks for use of the bridge to help defray the \$300 million in loan money needed to pay for the \$675 million proposal.

Alabama Trucking Association President and CEO Mark Colson said the group supports the building of a bridge in general, but is against the proposed toll as a means to pay for it. For one, Colson questioned if targeting only trucks would impact traffic as much as planners think it will.

“Is it fair that trucks are only 10 percent of the traffic on average and have to pay 100 percent of the toll?” He asked. “That’s why we believe the funding source needs to be equitable.”

Advocates for and residents of the Plateau area of Mobile, which contains Africatown, are hoping for a different kind of equity when it comes to the project. Advocates want to see the proposal reworked to avoid a scenario where big trucks clog the main artery of the historic area to avoid the toll on the new bridge.

“My main concern is safety,” Plateau native Gary Simpson said. “Truckers aren’t going to spend \$15 when they can easily use the Africatown bridge.”

Colson said he also believes the impacts on Africatown should be studied.

Jimmy Shumock, project coordinator for the Mobile River Bridge Crossing, said the public hearing is only to determine if the project should be added to the area’s Transportation Improvement Plan, or TIP, as well as the Long-Range Transportation Plan for the MPO. Until the project is added federal money can’t be used to study it, or go ahead with the project.

“Until we get the project in the TIP, we can’t study it and can’t figure this stuff out,” he said. “We won’t know how to mitigate those issues until it’s in the TIP.”

Under the current plan, the Alabama Department of Transportation would remove the requirement that hazardous cargo be moved via the Cochrane-Africatown Bridge and would allow those types of trucks to use the truck bridge. As of now, there would be no requirement to use it.

Kevin Harrison, transportation director for the South Alabama Regional Planning Commission, or SARPC, said a vote of the county’s MPO would take place June 2. Mobile Mayor Sandy Stimpson is chairman of the organization.

The vote on June 2 would be to amend the MPO’s Envision 2045 plan to include the new truck bridge proposal and also to add a desire to widen Highway 45, Harrison said. The addition of Highway 45 to the wish list means a future project to make it four lanes could get federal funding.

If nothing is done along the Interstate 10 corridor to mitigate the impact of vehicular congestion, Harrison said, residents could expect summer-like Friday traffic on a daily basis year-round. Currently traffic in both the tunnels averages 75,000 vehicles per day, on average, which is more than either the Bankhead Tunnel or Wallace Tunnel was built to handle, he said. The tunnels could be supporting more than 100,000 vehicles per day in the near future.

Also impacting this decision, Harrison said, is a deadline on a \$125 million federal INFRA grant. The deadline means the bridge project must be started by September of 2022, or else the area loses the funding.

While the bridge would impact an interstate highway, Harrison said the roadway itself is owned by the state, which makes it an ALDOT issue. The area only receives about \$10 million per year to handle all federal roadways and that’s based on population.

ALDOT is planning a phased approach to the project, which would first consist of building a single span of the bridge and connect it to the current Bayway. A second phase would add a second span of the bridge and a third phase would result in the construction of a new Bayway.

Colonial Pipeline Paid Hackers Nearly \$5 Million in Ransom

Bloomberg News May 13, 2021

Colonial Pipeline Co. paid nearly \$5 million to Eastern European hackers on May 7, contradicting reports earlier this week that the company had no intention of paying an extortion fee to help restore the country's largest fuel pipeline, according to two people familiar with the transaction.

The company paid the hefty ransom in untraceable cryptocurrency within hours after the attack, underscoring the immense pressure faced by the Georgia-based operator to get gasoline and jet fuel flowing again to major cities along the Eastern Seaboard, those people said. A third person familiar with the situation said U.S. government officials are aware that Colonial made the payment.

Once they received the payment, the hackers provided the operator with a decrypting tool to restore its disabled computer network. The tool was so slow that the company continued using its own backups to help restore the system, one of the people familiar with the company's efforts said.

A representative from Colonial declined to comment, as did a spokesperson for the National Security Council. Colonial said it began to resume fuel shipments around 5 p.m. EDT May 12.

The hackers, who the FBI said are linked to a group called DarkSide, specialize in digital extortion and are believed to be located in Russia or Eastern Europe.

On May 12, media outlets including the Washington Post and Reuters, also based on anonymous sources, reported that the company had no immediate intention of paying the ransom.

Ransomware is a type of malware that locks up a victim's files, which the attackers promise to unlock for a payment. More recently, some ransomware groups also have stolen victims' data and threatened to release it unless paid — a kind of double extortion.

The FBI discourages organizations from paying ransom to hackers, saying there is no guarantee they will follow through on promises to unlock files. It also provides incentive to other would-be hackers, the agency says.

However, Anne Neuberger, the White House's top cybersecurity official, pointedly declined to say whether companies should pay cyber ransoms at a briefing earlier this week. "We recognize, though, that companies are often in a difficult position if their data is encrypted and they do not have backups and cannot recover the data," she told reporters May 10.

Such guidance provides a quandary for victims who have to weigh the risks of not paying with the costs of lost or exposed records. The reality is that many choose to pay, in part because the costs may be covered if they have cyber-insurance policies.

"They had to pay," said Ondrej Krehel, CEO and founder of digital forensics firm LIFARS and a former cyber expert at Loews Corp., which owns Boardwalk Pipeline. "This is a cyber cancer. You want to die or you want to live? It's not a situation where you can wait."

Krehel said a \$5 million ransom for a pipeline was "very low." "Ransom is usually around \$25 million to \$35 million for such a company. I think the threat actor realized they stepped on the wrong company and triggered a massive government response," he said.

A report released last month by a ransomware task force said the amount paid by victims increased by 311% in 2020, reaching about \$350 million in cryptocurrency. The average ransom paid by organizations in 2020 was \$312,493, according to the report.

Colonial, which operates the largest fuel pipeline in the U.S., became aware of the hack around May 7 and shut down its operations, which led to fuel shortages and lines at gas stations along the East Coast.

New Orleans port, rail associations join Alabama in call for more studies before Amtrak return

By John Sharp, May 13, 2021

Alabama officials are not the only ones opposing or raising concerns about Amtrak's return to the Gulf Coast.

The Port of New Orleans and railroad associations in Mississippi and Louisiana, in separate letters filed to the U.S. Surface Transportation Board, are urging federal authorities to require Amtrak to complete a Rail Traffic Control (RTC) study before resuming service between Mobile and New Orleans. Amtrak wants to restart the service by New Year's Day with a twice-daily service connecting the two cities with four stops in Mississippi — Pascagoula, Biloxi, Gulfport and Bay St. Louis.

The Port of New Orleans joined its port authority counterparts in Alabama in requesting the resumption of the RTC study. The loudest alarms about the renewed service have long been raised by the Alabama State Port Authority where officials are imploring the STB to have Amtrak resume discussions with two freight operators — CSX Corp. and Norfolk Southern — and finalize a study that will show how Amtrak service will affect freight operations, including those at the Port of Mobile.

Both the Alabama and the New Orleans ports, in separate letters to the STB, said they have grown since Amtrak last operated a long the route in 2005 and are urging further studies on how passenger rail might affect existing freight operations along the line.

"This comprehensive study is needed to adequately understand the impact the passenger rail service will have on current and future freight service through the region," said Brandy Christian, president & CEO with the Port of New Orleans board of commissioners, and M.D. Mike Stolzman, general manager with the New Orleans Public Belt Railroad Commission for the Port of Mobile, in a letter they jointly signed and submitted to the STB on April 23.

"The study would also help identify what additional infrastructure may be necessary to support passenger rail while preventing any impact to existing freight service and safety, and accommodating anticipate future growth in the region," the letter stated.

Christian and Stolzman, within the letter, specifically say they do not oppose the return of Amtrak.

The letters from the railroad associations, which represent freight operators, urge denial of Amtrak's request.

"We have deep reservations regarding the impact that allowing new passenger service to be implemented without proper study would have not only along the Gulf Coast but also the impact this precedent could have in terms of industrial recruitment on rail lines statewide," said Joel Yelverton, executive director with the Mississippi Railroad Association in a letter to the SBT on April 13.

Carmack Blackmon, general counsel and legislative representative with the Louisiana Railroad Association, wrote in an April 21 letter that he felt the study, if completed, could identify additional infrastructure needs to provide "safe, efficient and sustainable service."

The letters are among the [57 filings to the STB](#) since Amtrak initiated the legal proceeding in mid-March. The STB will determine if Amtrak can resume passenger rail along the Gulf Coast for the first time since Hurricane Katrina disrupted the service close to 16 years ago.

The Biden Administration, on Monday, [submitted its letter supporting a return of Amtrak service and called on the STB “to act expeditiously on Amtrak’s application.”](#)

Most of the letters filed by Mississippi officials are supportive of restarting the passenger rail service, including representatives from two ports – the Port of Pascagoula and the Port of Gulfport.

E.J. Roberts, president of the Mississippi State Port Authority, a state agency that owns and operates the deepwater port in Gulfport, said in an April 22 letter that the agency does not “foresee the return of passenger serving having a negative impact of cargo” that is moved into and out of the port.

“We believe that passenger and freight rail can coexist and hope the Surface Transportation Board will look favorably upon Amtrak’s request,” said Roberts.

Mark McAndrews, port director in Pascagoula, said his agency made modifications in 2015 to accommodate for the future Amtrak service. He said the port moved the MS ExportRR/CSX interchange off the CSX mainline to reduce congestion on it. McAndrews said he feels that passenger and freight rail can coexist along the route.

Amtrak is seeking STB action on the Gulf Coast project, opting to end its negotiations with CSX and Norfolk Southern late last year after talks stalled. Amtrak officials have said the study should have lasted only seven months, and that it has lasted beyond a time frame they felt was suitable.

In Mobile, the potential return of Amtrak has been [polarizing among city officials who argue whether the service would be utilized enough by residents.](#)

Thus far, the only letter submitted to the STB by a Mobile city officials is from Councilman Joel Daves, who is the most vocal opponent of Amtrak’s return on the council.

Daves, in an April 1 letter, said he’s maintained the position that “we must first know how passenger rail would impact the Port of Mobile and freight operations along the Gulf Coast.” He said without a completed study that he will “continue to oppose the restoration of passenger rail service and any funding which may be sought from the city of Mobile in support of this service.”

[U.S. Senator Richard Shelby](#) and [Alabama Gov. Kay Ivey](#) have also raised concerns over the lack of a completed RTC study.

Amtrak, in recent STB filing, [said they do not need Alabama’s support to restart the service next year despite CSX and Norfolk Southern’s assertions that Alabama needs to be on board.](#)

“Amtrak need not wait forever for CSX and NS to outright refuse,” an Amtrak official stated.

We need to get people off the bridge as soon as possible’: Hear Tenn. bridge crews frantic 911 calls after crack found

NEWS

by: Bill Smith, [Nexs](#)



MEMPHIS, Tenn. (Nexstar) – Audio recordings of 911 dispatchers are painting a clearer picture of just how concerned bridge inspection crews were after finding a crack in a steel beam in the Interstate 40 bridge crossing the Mississippi River between Arkansas and Tennessee.

In two recordings, crews from a team handling the inspections on behalf of the Arkansas Department of Transportation can be heard pleading with dispatchers to help them stop traffic to the Hernando DeSoto Bridge after the inspectors found the separation in the beam.

“I am doing a bridge inspection here on I-40 Mississippi River Bridge, and we just found a super critical finding that that needs traffic shut down in both directions on I-40 Mississippi River Bridge,” the inspector said on the call.

Dispatchers seemed taken aback by the request and unsure of what the crews were asking of them. The crew member went on to try and explain that they had already reached out to ARDOT about the issue before again telling dispatchers that the bridge needed to be cleared.

In a second call to 911, a different member of the inspection crew tried to clarify that they needed police to stop traffic to the bridge, a while trying to keep a strong signal with dispatchers.

During a news conference Wednesday, ARDOT Director Lorie Tudor said the steel beam that had the “significant fracture” was “crucial to the structural integrity” of the bridge.

“This fracture had the potential of becoming a catastrophic event that was prevented by our staff’s diligent effort in managing our bridge inspection program,” Tudor noted.

Listen [HERE](#)

Transportation Research

How to Access and Visualize 2020 Census Apportionment Results

The Census Bureau released the 2020 Census resident population count and apportionment results. This Data Gem will teach you how to access and visualize these data, along with historical census counts from 1910 to 2020, using the Historical Apportionment Data Map.

[Watch Now](#)

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.

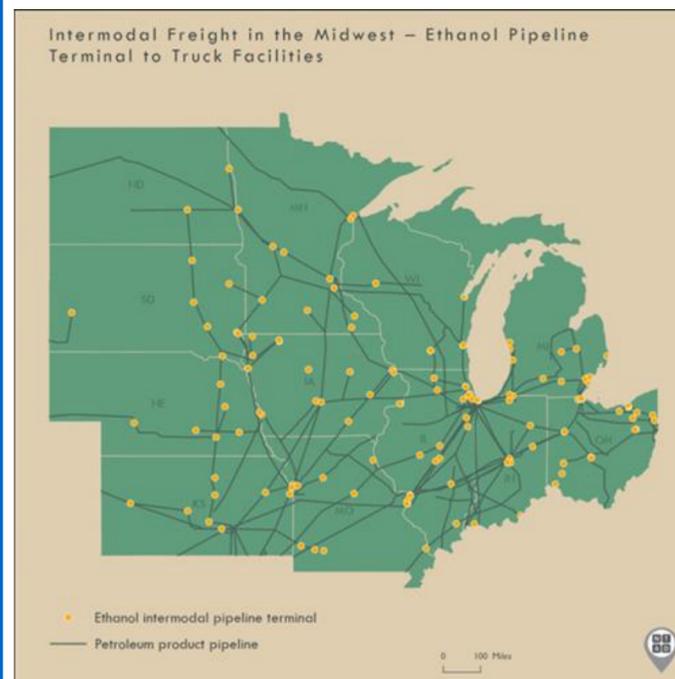
The pipeline addition brings to 89 the total number of geospatial datasets in the NTAD collection representing the nation’s transportation infrastructure, containing roadways, railways, waterways, and airports. An additional 27 ancillary data tables can be used in this Bureau of Transportation Statistics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



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 Smallen: (202) 366-5568. For technical information and questions: Dominic Menegus: (202) 366-8717, or email ntad@dot.gov.

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.