



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, July 30th, 2021

Volume 39, Number 5

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET JULY 30TH, 2021
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of
Transportation
kharrison@sarpc.org

Tom Piper
Senior Transportation
Planner
tpiper@sarpc.org

Monica Williamson
Transportation
Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation
Planner
ajohnson@sarpc.org

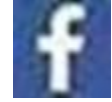
John F. "Rickey"
Rhodes
SARPC Executive
Director
rrhodes@sarpc.org

South Alabama
Regional Planning
Commission
110 Beauregard St
Mobile, Alabama
36602
(251) 433-6541

WE HAVE TAP FUNDS AVAILABLE the deadline is next Friday 8/6/21 (please see *Funding Opportunities*). There was a joint meeting of the Eastern Shore and Mobile MPOs and the Mobile MPO Policy Committee met this week; please see *Mobile MPO Updates*. In *Legislative Updates*, the infrastructure bill moves forward. The I 10 Mobile River Bridge dominates *In the News* this week, This week's *Just For Fun* is.....well, funny. 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

Update on Phase One of the I-10 Mobile River Bridge and Bayway Project

The Mobile MPO and Eastern Shore MPO both met separately on June 2nd, 2021. Of importance on each agenda, was the amendment to each Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) to include Phase One of the I-10 Mobile River Bridge and Bayway Project. Both MPOs passed the amendments unanimously. It was recognized by the Mobile MPO and ESMPO Chairman, that there needed to be more communication between the two MPOs concerning this project, and more transparency from all those involved.

This past Tuesday, the Alabama Department of Transportation held an update on the Mobile River I-10 Bridge and Bayway project. It was presented to the Mobile Metropolitan Planning Organization and Eastern Shore Metropolitan Transportation Organization at the Five Rivers Delta Center on the Causeway. Mr. Edwin Perry III with the ALDOT Southwest Region was on hand to talk about the current status of the project and field questions from attendees.

Mobile MPO met on July 28th

The Mobile MPO Policy Committee met on Wednesday, July 28th, 2021 at 10:00 am. There were several items on the agenda to review. The Committee approved the following changes to the 2020-2023 Transportation Improvement Program (TIP).

Modify the 2020-2023 Transportation Improvement Program to include:

- 100073698; BR Funds; PE; BRIDGE WIDENING ALONG I-65 OVER SR-158; Target Start Date: 7/1/2021; \$120,800
- 100073692; BR Funds; CN; BRIDGE WIDENING ALONG I-65 OVER SR-158; Target Start Date: 7/29/2022; \$1,220,080
- 100052601; UT; McGregor Avenue Widening from Airport Boulevard to Dauphin Street and Installation of a Roundabout at Dauphin Street; DELETE \$1,500,000
- 100052602; CN; McGregor Avenue Widening from Airport Boulevard to Dauphin Street and Installation of a Roundabout at Dauphin Street; Old Est: \$3,382,410; 3/25/2022; New Est. \$8,602,100
- Modify the 2020-2023 Transportation Improvement Program to include the following projects with TAP Funds:
- 100072735; CN; 78 ADA Curb Ramps located throughout Pecan Point, Brooklyns Way, Torrington Place, Raphael Court, Stone Hedge, Irongate, Rachael Plance and Carrington Place; \$200,000 federal \$50,000 match; 12/15/2021
- 100072733; CN; 80 ADA Compliant Curb Ramps Located Throughout Chesterfield Place, Browning Place, Summerlake, Hunters Park, Woodberry Forest, Augusta Place, Charlanda Estates, Bradshire and Bradbury Unit One \$200,000 federal \$50,000 match; 12/15/2021

Other agenda items included the approval of the DRAFT FY2022 Unified Planning Work Program. Also, The 7 CRRSAA projects will now have 7 PE projects, and 7 CN projects with detailed descriptions below:

- 100073667; CN; CRRSAA-RESURFACING OF CITY STREETS ON SEMMES COURT, SEMMES DR. NORTH, SEMMES DR. EAST, ROWELL COURT, ROWELL LANE, WHISTESTONE DR. AND GRAYSTONE DR. IN THE CITY OF SEMMES; Target Start Date : 4/29/2022 Engineers Estimate : \$356,469.00
- 100073661; CN; CRRSAA-RESURFACING OF CITY STREETS ON STATE DOCKS RD. FROM SHELL BELT RD. TO CITY OWNED PROPERTY, POWELL AVE. FROM LITTLE RIVER RD. TO SEAFOOD HOUSE RD., AND LOTTIE AVE. FROM E. ALBA ST. TO HEMLEY RD. IN THE CITY OF BAYOU LA BATRE; Target Start Date : 4/29/2022; Engineers Estimate : \$256,223.00
- 100073665; CN; CRRSAA-RESURFACING OF CITY STREETS ON W. EVERETT AVE., RUSSELL ST., BECKMAN AVE., RUBEN AVE., PONCE DE LEON, CEDAR ST. AND LUCILLE ST. IN THE CITY OF SARALAND; Target Start Date : 4/29/2022; Engineers Estimate : \$517,869.00
- 100073666; CN; CRRSAA-RESURFACING OF CITY STREETS ON OLD HWY 43 FROM BAKER RD. TO JUNIPER AVE., AND TWO INTERSECTIONS ON HARRISON AVE. AT THOMAS RD. AND AT NORTON DR. IN THE CITY OF SATSUMA; Target Start Date : 4/29/2022; Engineers Estimate : \$293,014.00

- 100073664; CN; CRRSAA-RESURFACING OF CITY STREETS ON SHORT LOTT RD., SUGARMILL RD., OAK CLIFF DR., CLANCEY DR., GATTI AVE., MEAHER AVE., GARRISON AVE., RICH AVE., MEADOW AVE. AND SOUTH ATMORE AVE. IN THE CITY OF PRICHARD Target Start Date : 4/29/2022; Engineers Estimate : \$610,427.00
- 100073662; CN; CRRSAA-RESURFACING OF CITY STREETS ON GRAND BLVD., HILL ST., 4TH ST., HOWELL ST., AND 5TH AVE. IN THE CITY OF CHICKASAW; Target Start Date : 4/29/2022; Engineers Estimate : \$294,410.00
- 100073663; CN; CRRSAA-RESURFACING OF CITY STREETS ON DEAD LAKE RD. FROM SR-13 (US-43) TO EXIT 22 OF I-65 IN THE CITY OF CREOLA Target Start Date : 4/29/2022; Engineers Estimate: \$285,074.00

Drew Davis with Volkert Engineering also gave an update on the Mobile County Major Roads Plan.

Mobile Area Major Road Plan

The Plan is for better integration and connectivity of land use and transportation planning, to ensure existing and future on-system corridors are managed and/or preserved as part of the long-range comprehensive planning efforts and as development occurs. A complete Major Road Plan to include regulatory components, current practices, case studies, and guidance for Mobile County and Municipalities within Mobile County. The Plan will include methods and tools for acquiring and preserving right-of-way in the context of expediting the environmental clearance process and review how corridors are prioritized, designated, and adopted for management or preservation. This will require coordination with all planning jurisdictions in Mobile County.

Phase One of the I-10 Mobile River Bridge and Bayway project are added to LRTP and TIP

The Mobile MPO met on June 2nd at 10:00AM in the SARPC Board Room on the first floor of the GMO Building. Of importance was the Amendment to the Envision 2045 Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) to include Phase One of the I-10 Mobile River Bridge and Bayway Project which was passed unanimously. This has been advertised since April 28th, 2021, with a Public Meeting held on May 19th, 2021. The deadline for comments to be included into the draft document was May 26th, 2021. The draft Amendment and comments can be found below. There were numerous comments in favor of the project, and there are some comments concerning the potential effects of increased truck traffic on Africatown Blvd.; although, hazardous trucks would no longer be signed to Africatown Blvd. There are also several comments regarding the impact to local trucking companies and several organizations submitted full support of the project. *In The News* below this week has several new articles concerning the meeting.

SUMMARY OF COMMENTS

For the project as proposed: 150

Against the project as proposed: 153 (Against a Toll 111, Against/Safety/Congestion 20, Completely Against w/ no reason 22)

Alternate: 39

Other: 13

[HERE](#) is the Amendment with update Section 1.7 that summarizes the public comments.

[HERE](#) is APPENDIX A with all of the comments we received prior to deadline

[HERE](#) is a National Geographic article on Africatown that was presented as information.

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

LINK TO MAP [HERE](#)

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 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.

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 : 100073846 Federal aid number : HSIP 0017 County : MOBILE Scope : PE

Project Description : CENTERLINE SCORING ON SR-17/SR-57 (US-45) FROM SR-158 (MP 7.25) TO THE MISSISSIPPI STATE LINE (MP 16.13)

Urban Area : 067 MOBILE

Target Start Date : 8/1/2021

Engineers Estimate : \$25,000.00

Project : 100073814 Federal aid number : HSIP 0017 County : MOBILE Scope : PE

Project Description : ADDING TURN LANES AND OTHER SAFETY IMPROVEMENTS ON SR-17/SR-57 (US-45) FROM I-65 (MP 4.5) TO THE MISSISSIPPI STATE LINE

Urban Area : 067 MOBILE

Target Start Date : 8/1/2021

Engineers Estimate : \$200,000.00

Project : 100073813 Federal aid number : HSIP 0017 County : MOBILE Scope : CN

Project Description : CENTERLINE SCORING ON SR-17/SR-57 (US-45) FROM SR-158 (MP 7.25) TO THE MISSISSIPPI STATE LINE (MP 16.13)

Urban Area : 067 MOBILE

Target Start Date : 9/24/2021

Engineers Estimate : \$548,172.00

Project : 100073895 Federal aid number : HSIP 0017 County : MOBILE Scope : CN

Project Description : ADDING TURN LANES AND OTHER SAFETY IMPROVEMENTS ON SR-17/SR-57 (US-45) FROM I-65 (MP 4.5) TO THE MISSISSIPPI STATE LINE

Urban Area : 067 MOBILE

Target Start Date : 1/27/2023

Engineers Estimate : \$1,530,150.00

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 July 30th, 2021

MOBILE COUNTY

For constructing the Additional Lanes (Grading, Drainage, Pavement, Intelligent Transportation Systems (ITS), Concrete Barrier, Traffic Signs, and Traffic Stripe) on I-10 from the CR-39 Interchange to the CR-69 (Plantation Road) Overpass in Mobile. Length 4.748 mi. The Bracket Estimate on this project is from \$21,633,085 to \$26,440,437 .

BALDWIN COUNTY

For constructing the Connector Road (Grading, Drainage, Pavement, Bridge, Fence Installation, Traffic Lighting, Traffic Signals, and Traffic Stripe) on SR-161 from the junction SR-180 to a point north of the junction of CR-4 (Cotton Creek Drive) in Gulf Shores. Length 1.078 mi. The Bracket Estimate on this project is from \$33,901,483 to \$41,435,146 .

ESCAMBIA COUNTY

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

Legislative Updates

USDOT Funding Bill, Infrastructure Talks Dominate Congress This Week

Eugene Mulero July 26, 2021

Legislation designed to boost the U.S. Department of Transportation's budget in fiscal 2022 and a multitrillion-dollar infrastructure policy proposal will consume Congress' schedule this week, as lawmakers prepare to leave town for the August recess.

On the House side, Democrats, led by Appropriations Committee Chairwoman Rosa DeLauro (D-Conn.) intend to set up a vote on the fiscal 2022 transportation appropriations measure as part of a multilegislation package that would fund other departments.

This month, the House Appropriations Committee approved \$84.1 billion in discretionary spending for USDOT and related infrastructure programs. The legislation would dedicate an additional \$8.7 billion, or more than an 11% increase from the fiscal 2021 level. The bill proposed allocating the Federal Motor Carrier Safety Administration \$379.5 million for its operations budget and \$506.2 million for safety grants.

"After the devastation of the pandemic and decades of disinvestment, the American economy caters increasingly to the wealthy and leaves the middle class, hardworking families, small businesses and the vulnerable behind," DeLauro said. "With these bills, we are reversing these trends and investing in the American people. Together, our transformative and historic funding increases will create good-paying jobs, grow opportunity for the middle class and small businesses, and provide a lifeline for working families and the vulnerable."

Senate appropriators have yet to advance their fiscal 2022 transportation funding bill. Senators also appear divided on efforts to put President Joe Biden's "build back better" infrastructure agenda in legislative form. With Majority Leader Chuck Schumer (D-N.Y.) signaling the possibility of scheduling a procedural vote this week on a bipartisan \$1.2 trillion infrastructure plan, Senate negotiators say they are rushing to finalize the legislation before the August recess.

"We're going to legislate the language with colleagues and with staff, and I feel good about getting that done this week. We have one issue outstanding. And we're not getting much response from the Democrats on it. It's about mass transit. Our transit number is generous," Sen. Rob Portman (R-Ohio) said over the weekend on ABC News.

Congressional politics being the way they are, Republican leaders declared their staunch opposition to an infrastructure plan that would be linked to a \$3.5 trillion social programs-centric budget measure. Minority Leader Mitch McConnell (R-Ky.) and members of his caucus said they are prepared to push back.

As Sen. Tim Scott (R-S.C.) recently observed, "I'm skeptical, along with the Democrats who are actually planning to do, not with just the \$1.2 [trillion], but with the \$3.5 [trillion] that is fused together. That's just enormous spending. And inflation is already a tax increase on people making much less than \$400,000. It's a tax increase on people working paycheck to paycheck."

Rep. DeLauro reintroduces legislation creating public bank to facilitate transportation infrastructure projects

BY LIZ CAREY | JULY 22, 2021

U.S. Rep. Rosa DeLauro (D-CT) reintroduced the National Infrastructure Development Bank Act on Friday.

The bill would create and fund a public bank that would facilitate public-private partnerships to rebuild American roads, highways, bridges, and environmental and energy projects of national or regional significance.

"Our country is in dire need of massive investments in infrastructure. We need a robust investment to not only fix our current infrastructure state but to invest in new projects to bring our infrastructure system into the 21st century," DeLauro said. "My bill creating a National Infrastructure Bank would help build the architecture for the future by addressing the tremendous shortfall in infrastructure investment, creating American jobs, spurring long-term economic growth, and improving our competitiveness across the globe."

According to the American Society of Civil Engineers in their latest Infrastructure Report Card, continued underinvestment in the country's infrastructure will cost \$10 trillion in GDP, more than 3 million jobs, and \$2.4 trillion in exports over the next two decades.

DeLauro's National Infrastructure Development Bank would finance surface transportation projects, as well as energy, environmental, and telecommunications projects. The bank would consider each project's economic and environmental impacts, social benefits, and costs objectively before selecting projects to finance.

The Congresswoman's office said that construction employment fell by nearly 60 percent in metro areas over the course of the pandemic. DeLauro said creating the National Infrastructure Bank would boost infrastructure building, thus creating thousands of new jobs with good wages and benefits across all facets of the construction industry in rural and urban areas of the country.

"The time to act is now," DeLauro continued. "The National Infrastructure Bank would help supplement other federal programs to allow Congress to pursue a clear, comprehensive infrastructure policy that addresses the broad scope of this issue."

Senate votes to move forward with bipartisan infrastructure bill

BY KATHRYN WATSON, JACK TURMAN JULY 29, 2021

Washington — The Senate voted to move forward on a bipartisan infrastructure bill after weeks of negotiations on Wednesday, clearing a key procedural hurdle on a bill that includes \$550 billion in new spending for infrastructure projects around the country.

The vote to advance the legislation Wednesday night was 67 to 32, with 17 Republicans joining Democrats in voting in favor. Sixty votes were required to move the bill forward. The text of the proposal had not yet been released when the vote took place.

As recently as this week, negotiations over the proposal appeared on the brink of collapse, but Senate Republicans announced earlier Wednesday that they had reached an agreement with the White House and Senate Democrats over the "major issues" in the bill.

The proposal includes some of President Biden's top domestic priorities and provides billions of dollars in funding for bridges, roads, broadband internet, clean water, public transit and more over the next five years. It encapsulates so-called "hard" infrastructure and is separate from Democratic efforts to pass a \$3.5 trillion package for so-called "soft" infrastructure, which includes policies like Medicare expansion and universal child care.

According to a White House fact sheet, the legislation includes:

\$40 billion for bridge repair, replacement and rehabilitation

\$66 billion investment in Amtrak passenger rail

\$39 billion for modernizing public transit and improving access for the elderly and people with disabilities

\$55 billion for clean water investments

\$65 billion in broadband internet deployment

\$7.5 billion to build electric vehicle chargers nationwide

"This deal signals to the world that our democracy can function, deliver, and do big things," the president said in a statement before the vote. "As we did with the transcontinental railroad and the interstate highway, we will once again transform America and propel us into the future."

The procedural vote came hours after five GOP senators negotiating the framework announced that they reached an agreement. Shortly after that, Senate Majority Leader Chuck Schumer said he believed Democrats had the votes to move ahead with the vote. Late Wednesday, Senate Minority Leader Mitch McConnell indicated he would vote yes on proceeding with the bill, all but guaranteeing enough votes.

The bipartisan bill would be funded by unspent emergency relief funds, corporate user fees and strengthened tax enforcement for crypto currencies, among "other bipartisan measures," the White House said. The bill would also use roughly \$53 billion from states that returned unused enhanced federal unemployment money.

House Speaker Nancy Pelosi was cautiously optimistic about the bipartisan bill's prospects Wednesday morning, after a deal was announced but before details were released. At the time, she did not commit to ensuring the bipartisan legislation gets a vote as is on the House floor and reiterated her position that the House would not take up the bipartisan bill until the Senate moves on the \$3.5 trillion reconciliation package.

"I can't commit to passing something that I don't even know what it is yet. But I am hoping for the best," Pelosi told reporters Wednesday morning.

After the bipartisan group of senators announced they had resolved their major outstanding issues earlier in the day, Senator Kyrsten Sinema of Arizona, a lead Democratic negotiator of the bipartisan framework, suggested in a statement that she has concerns about the cost of the \$3.5 trillion budget resolution. All 50 Democrats would be needed to pass a larger package using reconciliation, which wouldn't require any Republican votes.

"After reviewing the Senate Budget Committee's outline, I have told Senate leadership and President Biden that I support many of the goals in this proposal to continue creating jobs, growing American competitiveness, and expanding economic opportunities for Arizonans," Sinema said in a statement. "I have also made clear that while I will support beginning this process, I do not support a bill that costs \$3.5 trillion — and in the coming months, I will work in good faith to develop this legislation with my colleagues and the administration to strengthen Arizona's economy and help Arizona's everyday families get ahead."

Funding Opportunities

Mobile Urbanized AREA FY 2022 Transportation Alternatives Program (TAP) deadline 8/6/21

The Mobile MPO has announced the availability of a second round of the Fiscal Year 2022 Transportation Alternatives Program (TAP) funding.

The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$400,000 federal (\$500,000 Total).

Applicants are welcome to submit more than one project.

Applications are due to transportation@sarpc.org no later than **3:00 p.m., Friday, August 6, 2021**.

The application and other pertinent information is available on our website at <https://www.mobilempo.org/TAP.html>

ADECA Hosting Recreational Trails Program (RTP) Workshop

The Alabama Department of Economic and Community Affairs (ADECA) will be conducting an application workshop for the FY 2022 Recreational Trails Program (RTP). Due to public safety concerns regarding COVID-19 the workshop will be virtual and held Monday, August 16, 2021, at 9:30am. Additionally we will hold a test session one week prior on Monday, August 9, 2021, at 9:30 am. You are encouraged to log in to the test session to ensure your equipment is working properly to prevent technical difficulties the day of the workshop. Please visit <https://adeca.alabama.gov/trails/> under the news header for meeting participation links and instructions. Application materials will be posted to <https://adeca.alabama.gov/trails/rtpinformation-and-application-ocuments/> by the Friday following the workshop.

If you plan to participate in the workshop, please notify Ms. Denise Molina at denise.molina@adeca.alabama.gov. You may contact Ms. LaToya Edwards, Recreation and Conservation Programs Specialist, at (334) 242-5382 or latoya.edwards@adeca.alabama.gov if you have any questions regarding the RTP or the application process.

The Alabama Department of Economic and Community Affairs (ADECA) will be conducting an application workshop for FY 2022 Recreational Trail Program (RTP) funding cycle. Due to public safety concerns regarding COVID-19, the workshop will be virtual and held Monday, August 16, 2021, at 9:30am.

Webex Meeting Information: Join meeting

Join from the meeting link

<https://ualgov.webex.com/algov/j.php?MTID=ma17c7b2f3eadf55ed3f7797f1448c758>

Meeting number (access code): 1777 27 1610

Meeting password: 4tMWdfR6dR4

Tap to join from a mobile device (attendees only)
+1-415-655-0001,1777271610## US Toll

Join by phone
+1-415-655-0001US Toll
Global call-in numbers

Join from a video system or application
Dial [1777271610@algov.webex.com](tel:1777271610@algov.webex.com)
You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft Lync or Microsoft Skype for Business
[Dial1777271610.algov@lync.webex.com](tel:1777271610.algov@lync.webex.com)

RTP applications for FY 2022 will be accepted beginning Monday, August 16, 2021, through 12:00 Noon on Tuesday, October 12, 2021. Applications may be mailed to:

ADECA
CED Division- Recreational Trails Program
Attention: Ms. LaToya Edwards
Post Office Box 5690
Montgomery, Alabama 36103-5690 delivered to:
ADECA
CED Division- Recreational Trails Program
Attention: Ms. LaToya Edwards
401Adams Avenue, Room 524
Montgomery, Alabama 36104

or emailed to:
latoya.edwards@adeca.alabama.gov

Please note that whichever method of submission is used, the application must be received by the CEO Division no later than 12:00 Noon on Tuesday, October 12, 2021. Questions regarding the program or application process may be submitted to Ms. Edwards at the email address provided above.

Additionally, we will host a test session one week prior to the workshop. The test session will be held at 9:30am on Monday, August 9, 2021. The purpose of the session is for participants to be sure that all equipment is working properly so that they may participate in the workshop. The details for the test session Webex meeting are below:

Join meeting

Join from the meeting link
<https://algov.webex.com/algov/j.php?MTID=m83688addc10d302eb5af14883d1f76b3>

Meeting number (access code): 1779 09 1458
Meeting password: XdEwM7Pn67

Tap to join from a mobile device (attendees only)
+1-415-655-000111 1779091458## US Toll

Join by phone
+1-415-655-0001US Toll
Global call-in numbers

Join from a video system or application
Dial [1779091458@algov.webex.com](tel:1779091458@algov.webex.com)
You can also dial 173.243.2.68 and enter your meeting number.

Join using Microsoft lync or Microsoft Skype for Business
Dial [1779091458.algov@lync.webex.com](tel:1779091458.algov@lync.webex.com)

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)

Infrastructure Talks Come To Halt After Giant Sinkhole Swallows Capitol Building

7/30/21 11:20AM



WASHINGTON—In a devastating setback to negotiations that have been plagued for weeks by partisan gridlock, sources confirmed Friday that infrastructure talks in Congress came to a halt after a giant sinkhole opened up beneath the Capitol, swallowing the building and its occupants whole. “Unfortunately, our attempts to reach an agreement on this urgently needed investment in America have stalled again, this time because the ground under our feet gave way and hundreds of senators and representatives were sucked into a gaping void deep within the earth,” said Senate Majority Leader Chuck Schumer, adding that while progress had been made on a plan that would cover transportation, broadband, and clean water, it was impossible to proceed now that both congressional chambers and the lawmakers necessary for a quorum had plummeted into the darkness of a massive pit that appeared to have no bottom. “Unfortunately, just after the Senate rejected an amendment to pay for the spending with a tax on the rich, the building shook violently, collapsed in on itself, and tumbled into the emptiness below. A few of us managed to survive by clinging to a rocky outcropping and waiting several hours for a rescue helicopter. But most members are missing and presumed to be plunging downward, forever, unto their doom. At this point, the only indications of their survival are the horrifying screams of ‘Nay’ echoing from the eternal depths of a half-mile-wide crater where Capitol Hill used to be.” Reached by phone for comment, Senator Minority Leader Mitch McConnell said he would allow certain sections of the infrastructure bill to proceed so long as someone promised to throw him a rope before the flames rising beneath him completely enveloped his body and burned him alive.

In the News

I-10 River Bridge planning continues for ALDOT

Posted by Dale Liesch Jul 27, 2021

The potential of a six-lane bayway was the chief concern for members of the Eastern Shore and Mobile Metropolitan Planning organizations, as the Alabama Department of Transportation gave an update on the new Interstate 10 River Bridge project.

The first phase of the project, which has recently been added back to the short-range planning documents of both organizations, has garnered some concerns over a plan to restripe the current bayway to add a lane in both directions.

Baldwin County Commissioner Joe Davis asked ALDOT Project Director Edwin Perry if they had collected any data related to those safety concerns.

“Not right now,” Perry said. “We’re still trying to get the team together.”

ALDOT has future plans to get a review of the safety and traffic implications of the move through the Federal Highway Administration, Perry said.

Mobile City Councilman John Williams asked Perry if the bayway, as currently constructed, could handle the added traffic from an additional lane in each direction.

“It was designed to hold full loads of traffic,” Perry said. “We’ll do additional studies for that.”

When asked by Baldwin County Commissioner Billy Jo Underwood about a possible reduction in the speed limit across a six-lane bayway, Perry said studies indicate that narrower shoulders tend to lead to reduced speeds for drivers naturally. He added that there have not been any discussions about a speed limit reduction.

Perry confirmed that the new bridge plan is still likely going to be paid for by tolls, primarily to truckers, but the newest amendment to the plan would include normal commuters as well. Perry added that the Bankhead and Wallace Tunnels as well as the Cochrane Africatown USA Bridge would remain as free routes.

While the plan is still looking at tolls to fund a hefty portion of the project, Perry did admit that ALDOT and its financial partners would continue to look for grants to increase the planned \$250 million in public funding already tentatively committed to the project.

“If it were up to us we wouldn’t be looking at tolls,” he said.

Perry added that the federal infrastructure bill currently being debated in Congress could produce more funding for the project.

Kennon: ALDOT and Baldwin County Bridge Co. in negotiations

Posted by Lagniappe Jul 29, 2021

Orange Beach Mayor Tony Kennon announced Thursday afternoon that the Alabama Department of Transportation and the new owners of the city’s existing toll bridge have entered into negotiations that could result in the scrapping of plans for a new bridge near Gulf Shores.

“A few months ago, the Baldwin County Bridge Company (BCBC) approached me with several ideas as to how their existing bridge and additional lanes that they are willing to build might be used to allow the Alabama Department of Transportation (ALDOT) to avoid the expense of building an additional bridge,” Kennon stated in a press release. “After obtaining from BCBC a pledge to allow Baldwin County residents to use the bridge for a minimal monthly fee and to make a substantial payment to Orange Beach if their ideas can be implemented, I approached Governor Kay Ivey and ALDOT Director John Cooper and sought their agreement to negotiate with BCBC.”

Kennon said ALDOT and BCBC have agreed to a three-month three-month negotiating period, during which ALDOT will suspend its bid process on building the new bridge that would cross the intracoastal waterway and carry traffic from the Foley Beach Express.

“We have new owners of BCBC who have expressed a willingness to work as a constructive part of the transportation network moving traffic across the Intracoastal Waterway. Let’s give them a chance,” Kennon said. “With that said, there is no assurance that the negotiations will succeed. However, if we can solve this problem with private investment and redirect millions of dollars to more important needs, then Orange Beach and the entire State of Alabama, including its beaches, stand to benefit.”

Another bridge plan in Orange Beach that would have crossed Wolf Bay hit a snag in 2019 as negotiations broke down between landowner George Barber and the city of Orange Beach concerning a right of way.

Plan to add lanes to I-10 Bayway raises safety concerns

By John Sharp Updated Jul 27, 2021

Concerns about adding additional lanes on the Interstate 10 Bayway loom over a project that has yet to go before federal officials for consideration.

The latest I-10 project calls for restriping the lanes to go from two to three lanes on I-10 on both the westbound and eastbound stretches of the Bayway. But worries exist on whether the move would be safe, since it would likely eliminate the shoulders along the Bayway.

“I’d like to know if it’s been tried and if it’s been successful some place else,” said Baldwin County Commissioner Joe Davis, following an update on the project Tuesday at the Five Rivers Delta Resource Center in Spanish Fort.

The update was provided by Edwin Perry, the pre-construction engineer with the Alabama Department of Transportation’s Southwest Region. It was part of a joint meeting with the Mobile and Eastern Shore Metropolitan Planning Organizations, which both added the I-10 project into their short- and long-term plans in June.

“Everyone is asking me about safety,” Davis said.

He’s not alone. The president & CEO of the Alabama Trucking Association is also concerned about what an additional lane on an unaltered Bayway will mean for safety.

“Yes, that’s a concern,” he said. “ALDOT has to work with the Federal Highway Authority to see if it’s feasible. It’s concerning. If capacity is not expanded on the full bridge concept, there will still be a bottleneck and there won’t be a shoulder (on the Bayway).”

Any decision to add an additional lane on both sides of the 7.5-mile Bayway is not close to happening. Perry, following his update to the MPOs, told AL.com that a final project team will be assembled next month at which time the group will begin discussions about the overall bridge and Bayway project with the FHWA.

But Perry continuously declined to provide rough dates or deadlines for the project that, as proposed, will include the construction of a new bridge and new interchanges in Mobile and along the Bayway toward U.S. 98 in Daphne.

“I think given a month or two, we’ll have answers to a lot of questions (regarding dates),” said Perry. He said that ALDOT will provide its next update to the MPOs sometime in the next two months.

Perry said that environmental documents, which were approved for the former \$2.1 billion I-10 Mobile River Bridge and Bayway plan – which was declared “dead” by Gov. Kay Ivey in August 2019, amid public outcry over tolling the Bayway and the existing Wallace Tunnel – would need to be revised with the latest plan. There is no timetable for how long that might take.

“We’re not even far enough along to toss out a six-year, eight-year or a 10 year or something (timeframe),” said Davis. “A lot of work needs to be done in the weeds to know what our options are.”

Financing is also a big unknown. The project’s financing proposal currently includes \$125 million federal Infrastructure for Rebuilding America (INFRA) grant that was secured in 2019; \$250 million in state, non-federal subsidies through Alabama’s fuel tax revenues; and \$300 million in low-interest loans that would be paid for with toll revenues. The new bridge over the Mobile River, as proposed, would be tolled. The Wallace Tunnel would not.

The project is also not being referred to as a “truck toll” bridge, which it was originally pitched as earlier this year.

Colson said he believes that truckers should not be responsible for paying for the lion share of the project. He said that “all options” of financing should be explored on a project that could, when it’s completed, cost up to \$2 billion.

“People want the government to pay for it,” said Colson. “But we need to explore all of the options. It will take some of all of those things to bring a \$2 billion project to life.”

Gas Taxes Pay For Our Roads. What Happens When Cars Go Electric?

NOEL POPWELL OP-ED JULY 27, 2021

Earlier this year, President Biden called for electrifying the entire federal vehicle fleet — about 645,000 passenger cars, trucks and vans — putting the nation on track to a green energy transportation future.

That’s the good news. The bad news? We need to find a way to pay for the repair and maintenance of our roads, bridges and public transit — which all rely in part on gas tax revenues — once we fully transition away from gas-powered vehicles.

Demand for EVs in the U.S. is expected to grow, accounting for a projected 7.6 percent of the passenger car market in 2026, up from just 1.2 percent in 2018. While new EVs are more expensive than conventional vehicles, prices will fall as they become less costly to produce. Federal and state governments also offer a range of consumer incentives such as tax credits, cash rebates and reduced registration fees to boost sales.

In addition to becoming more affordable to purchase, demand for EVs is certain to rise further as drivers become more aware of the money they could save on fuel and routine maintenance.

The growing demand for EVs and U.S. automakers’ production decisions may also reflect a shift in attitude on climate change among Americans. A Pew poll last year found that almost two-thirds of Americans said that protecting the environment should be a priority for the federal government compared to 41 percent in 2008. EV adoption will go a long way towards reducing environmentally harmful carbon emissions because transportation accounts for almost a third of the total, the largest share of any economic sector in the U.S.

But as more drivers ditch their combustion engine cars for the electric equivalent, concerns are rising that revenues in the Highway Trust Fund, a dedicated source of money from the federal gas tax charged at the pump, will further erode. Because the tax has not been raised since 1993 and fuel efficient vehicles have increased in popularity, there has been a growing gap between the money needed to maintain our roads and the amount raised through the Fund. Since 2008, Congress has had to rely on annual transfers from non-dedicated revenue sources to prevent the Highway Trust Fund from running out of money.

With the gas tax becoming more unreliable as a revenue source and EVs on the horizon, most experts now agree that something needs to be done: The question is what?

The simplest solution is to raise the gas tax, but this option is a political non-starter and doesn’t address the long-term question of greater EV dominance.

A carbon tax on greenhouse gas emissions, as some suggest, would likely raise substantial revenues and have far-reaching positive impacts on the climate. But a carbon tax aimed mostly at manufacturing facilities and power plants as now proposed, would act as a subsidy for car drivers since the cost effects would be indirect. It would also eliminate the user-pay principle that the gas tax was supposed to exemplify when it was created decades ago.

An increase in the corporate tax rate, as proposed in the American Jobs Plan to pay for new EV charging stations and other infrastructure priorities, lacks broad support and, if passed, would mean that drivers and non-drivers alike would end up paying; drivers would avoid paying their fair share to maintain the system.

There are some indications that Congress may phase out the Highway Trust Fund entirely. Proponents argue that using general fund revenues to pay for a transportation system that efficiently and safely moves people and goods is a wise investment and the returns will be realized over time. But before the federal government makes the choice to forgo the pay-as-you-go funding system that’s been in place for almost 70 years — which it has the power to do — it may be wise to first explore other alternatives.

One innovative idea that could ensure a sustainable source of revenue is road user charges, also known as distance-based fees. It charges drivers for the number of miles they drive rather than the amount of gas used. In 2015, Oregon launched the first statewide, voluntary road user charge program, called OReGo, following two earlier successful pilot programs. Participants are charged 1.8 cents per mile and are allowed to choose which commercial vendor, of the three in the program, manages their accounts, as well as how their vehicle mileage is recorded. In exchange, those drivers receive credits for their fuel use, can save on their DMV registration fees, and may be able to skip emissions testing. The state legislature is now considering making the program mandatory in the near future, depending on how the debate over how the per-mile rate should vary by vehicle fuel efficiency is resolved. Following Oregon's lead, a total of seven other states are now running their own pilot programs.

Beyond the revenue benefits, a national distance-based fee system makes sense because the technology already exists to put the system in place. Drivers would likely make fewer trips or take public transit as they become more aware of the true costs of driving, reducing traffic congestion. The system is also fair: the per-mile rate can be adjusted according to vehicle weight (commercial vehicles would pay more); time of day (vehicles during rush hour would also pay more); and location (driving within city limits would cost more).

Distance-based fees have never been seriously considered by the federal government even after two separate federal commissions published reports recommending that the federal gas tax be gradually replaced with distance-based fees. A University of Iowa study also demonstrated that it could work on a national scale.

The Administration had signaled a willingness early on to consider the concept but it ultimately was not included in the President's infrastructure plan.

Given the President's focus on building a twenty-first century infrastructure, the administration should now take the lead and establish a national per-mile user fee pilot program run by the USDOT. The recently passed \$715 billion House version of the 5-year surface transportation bill (called the INVEST in America Act, H.R. 3684) directs the Administration to do that. The agency has been providing financial assistance to the states to help them set up their pilot programs, but the federal government should become much more involved to ensure an effective transition to a distance-based fee system.

The Administration has said that it wants to reduce the nation's carbon footprint and build our infrastructure for the future. It needs to pursue innovative solutions that would do that.

ALDOT provides update on Mobile River Bridge project, considers two toll options

by Cory Pippin Tuesday, July 27th 2021

MOBILE COUNTY, Ala. (WPML) — NBC 15 is learning brand new details on the newest Mobile River Bridge and Bayway project proposal.

The Alabama Department of Transportation met with the Mobile and Eastern Shore Metropolitan Planning Organization and other elected officials at Five Rivers on the Causeway on Tuesday.

At the meeting, ALDOT officials provided an update on their first month working on the project.

"I thought it was a productive meeting because it's the first time, from an informational standpoint, that we've heard what they're doing," said Mobile Mayor Sandy Stimpson.

ALDOT officials intend to build the project in phases. Phase 1 will include the construction of the eastbound section of the bridge, along with interchange improvements, and the possible restriping of the Bayway from two to three lanes.

Joe Davis, Baldwin County Commission Chair and Eastern Shore MPO member, said he's worried about creating additional lanes on the Bayway and believes federal funding should help make it as safe as possible.

"There isn't a whole lot of room between vehicles. You're going to trade mirrors if you're not paying attention. And then you've got three lanes with only 2 and a half feet on each side," said Davis.

Phase 2 would include the completion of the westbound section of the bridge, and then in Phase 3, the Bayway would be rebuilt.

A major part of the discussion includes toll options on the new bridge to help pay back loans and bonds.

"What was put in the amendment from MPO's was for us to look at the truck option, as well as an option for all vehicles," Edwin Perry, ALDOT's Mobile and River Bridge Project Director, said.

If there's a truck-only toll, big rigs would be forced off the Bayway onto the new bridge at a cost of \$15.

If open to all vehicles, motorists would have the option to pay \$2 for the quicker route.

"A local that doesn't want to ride on that road will never have to. I could not support putting it all on the trucking industry. That would be unfair to them and to citizens cause cost gets passed on," said Davis.

ALDOT officials said the toll issue isn't set in stone and they're in the process of completing new traffic, environmental and financial studies.

"There needs to be a bridge, and we need to fix this problem. The trucking industry wants to be a part of the solution. We said if we're only 10% of the traffic, we don't want to be 100% of the cost," Mark Colson, Alabama Trucking Association President, said.

The estimated cost of Phase 1 is roughly \$650 million.

ALDOT said they hope to help pay for the bridge using a roughly \$100 million federal infrastructure grant, but they'll need to be ready to award the project by the grant's deadline near the end of 2022.

Transportation Research

Planning Environment Linkages

The Federal Highway Administration (FHWA) provides a strong foundation of resources for transportation practitioners researching or seeking technical assistance on Planning and Environment Linkages (PEL). In addition to the [FHWA website](#) covered in an earlier RuralTransportation.org [post](#), research institutions and technical assistance centers offer resources, state of the practice data and case studies. This post takes a look at two national resources for environment-related transportation issues: the [Transportation Research Board](#) (TRB) and the [AASHTO Center for Environmental Excellence](#).

Transportation Research Board Snap Searches

TRB offers [Snap Searches](#) that are information sheets on a variety of transportation topics including *Environmental Process*, *Environment and Sustainability* (includes wildlife considerations), and *Natural Resources*. Each **Snap Search** lists research, recent publications, current and upcoming projects, committees and panels, and upcoming events. Research is categorized by the Airport Cooperative Research Program (ACRP), National Highway Cooperative Research Program (NCHRP), Transit Cooperative Research Program (TCRP), and Special Reports. Here are a few **Snap Search** highlights:

[Environmental Process](#): A current research project scheduled for August 2021 completion is [NCHRP 10-99: Guidebook for Implementing Constructability Across the Entire Project Development Process: NEPA to Final Design](#).

[Environment and Sustainability](#): Current research underway includes [NCHRP 20-06/Topic 25-07 Review of Statutory and Case Law on Planning and Environmental Linkages](#). The research aims to produce a digest that answers the questions:

What is the litigation history behind judicial review of purpose and need statements and PEL?

How are the various approaches to PEL different from each other and what deference do courts provide for each?

What legal risks are associated with each approach?

[Natural Resources](#): Research underway includes [NCHRP 08-124 Quantifying the Impacts of Corridor Management](#) which will address building a framework that incorporates the range of measures required to evaluate impacts of corridor management, will define what constitutes corridor management, and identify factors that need to be considered to develop an analytical methodology for impact measurement.

Center for Environmental Excellence by AASHTO

The [AASHTO Center for Environmental Excellence](#) was developed in coordination with the Federal Highway Administration. The Center provides technical assistance, partnership-building, training, and resources with a website covering 20 different environmental topics including the NEPA process, air quality, and cultural resources.

In addition to a website, the Center offers a peer exchange, communities of practice, handbooks, and webinars, as well as a library with environment and transportation case law. The Center also connects with Transportation Research Board research and committees through [NCHRP Project 25-25](#). This quick-response research program, which ran through 2020, examined analytical methods, decision-support tools, procedures, and techniques employed by environmental practitioners in environmental streamlining, environmental stewardship, transportation planning, program delivery, and project development. Copies of reports developed under NCHRP 25-25 are available at both the [TRB website](#) and at the Center for Environmental Excellence [website](#).

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.