



# Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 3<sup>rd</sup>, 2021

Volume 39, Number 10

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Today is the deadline for Mobile MPO TAP Applications (please see *Funding Opportunities*). The Mobile MPO Policy Board met on September 1<sup>st</sup>, and the second ALDOT Bridge Update to the Joint MPOs is scheduled for September 20<sup>th</sup> at 2:00 PM at Five Rivers Theater; please see *Mobile MPO Updates*. ALDOT and SARPC seek public input on the State's Public Involvement Plan and a RPO meeting is scheduled for later this month; see *RPO Updates*. The Highway Trust Fund is heading for trouble in *Legislative Updates* and Hurricane Ida has caused havoc *In the News*.

Have a great Labor Day Weekend!

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

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



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

Want to know what other SARPC departments do?

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

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

## Mobile MPO Updates

### MOBILE MPO MEETING HELD SEPTEMBER 1<sup>ST</sup>

The Mobile MPO Policy Committee met this past Wednesday. Some items on the agenda included the following:

- Approval of ALDOT requested modification to the 2020-2023 Transportation Improvement Program; REBUILD ALABAMA FUNDS ; [Resolution 21-025](#)
- Approval of ALDOT/ MPO requested modification to the 2020-2023 Transportation Improvement Program; Bridge Funds; [Resolution 21-026\\*](#)
- Approval of ALDOT/ MPO requested modification to the 2020-2023 Transportation Improvement Program; National Highway Funds; [Resolution 21-027](#)
- Approval of ALDOT/ MPO requested modification to the 2020-2023 Transportation Improvement Program; STP Attributable Funds; [Resolution 21-028\\*](#)
- A [Discussion of 2020-2023 TIP](#)
- A discussion of the Alabama Transportation Infrastructure Bank with Mr. Louis Cardinal.
- An update on the CRRSAA Program

\*new item requiring public comment period beyond MPO Policy Board meeting date. These resolutions can be approved, but will be held for submittal to ALDOT until public comment period is over, and no comments are submitted.

There was also a discussion concerning the [Alabama Transportation Infrastructure Bank](#) (ATIB). Mr. Louis Cardinal and Alex Jackson from Thronton Farish discussed the benefits of the ATIB. The ATIB is a program available to every city and county, and could help the MPO out if we get into a "stacked" project situation in 2024, or the next Transportation Improvement Program (2024-2027).

There was also a letter drafted, in cooperation with the Eastern Shore MPO, to ALDOT Director Cooper requesting that ALDOT broaden the study of I-10 Mobile River Bridge and Bayway Project to report back to the MPOs as to what financial structure would be required to build all phases of the project simultaneously.

### Update on Phase One of the I-10 Mobile River Bridge and Bayway Project on 9/20/21

On July 27<sup>th</sup>, ALDOT presented to the Mobile MPO and the Eastern Shore MPO an update on Phase One of the I-10 Mobile River Bridge and Bayway Project at Five Rivers Resource Center in Spanish Fort. This meeting was the first of many updates that ALDOT will provide to both MPOs.

When the Mobile MPO and Eastern Shore MPO both met separately on June 2<sup>nd</sup>, 2021, both MPOs amended 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. Both the Mobile and Eastern Shore LRTPs included funding for Phase One to be a toll on heavy trucks, with the potential for voluntary vehicular tolls. All legacy routes would remain free.

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. The next time ALDOT reports an update to the joint MPOs will be September 20<sup>th</sup> at 2:00PM in the Fiver Rivers Theater; these are public meetings and will be every two months.

South Alabama Regional Planning Commission has created a web site that will house the Joint MPO updates from ALDOT on the I-10 Mobile River Bridge and Bayway Project [HERE](#)

## 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.

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

The Mobile MPO met on June 2<sup>nd</sup> 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 28<sup>th</sup>, 2021, with a Public Meeting held on May 19<sup>th</sup>, 2021. The deadline for comments to be included into the draft document was May 26<sup>th</sup>, 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

### 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.

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## 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.

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

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

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

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### **Recent Scheduling Changes This Week for Mobile**

Project : 100073277 ( FM )

Federal aid number : NH 0013 (623)

County : MOBILE  
Project Description : RESURFACING ON SR-13 (US-43) FROM JARVIS ROAD TO SHORT STREET  
Old Target start date : November 05, 2021  
New Target start date : December 03, 2021

## South Alabama RPO Updates

### Online RPO meeting 10:00 a.m. on Thursday, September 23, 2021

The South Alabama Regional Planning Commission (SARPC) will host an online Public Meeting of the Rural Planning Organization to be held at **10:00 am on Thursday, September 23<sup>rd</sup>, 2021** using the GoToMeeting app. Please see invite below.

The agenda includes:

- 1 Approval of Minutes
- 2 Amend the Fiscal Year 2021 Work Program
- 3 Review and Adopt the Fiscal Year 2022 Work Program
- 4 Amend the Public Involvement Procedures
- 5 Amend the Transportation Plan List of Projects

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

<https://global.gotomeeting.com/join/633829053>

You can also dial in using your phone.  
(For supported devices, tap a one-touch number below to join instantly.)

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### Public Involvement Plan for Statewide Transportation Planning

The Alabama Department of Transportation is inviting the public to give input on its draft Public Involvement Plan for Statewide Transportation Planning. The purpose of the plan is to implement effective ways for ALDOT to gather information from the public about their transportation needs. The plan will be on ALDOT's website on August 20, 2021 and all comments must be received on or before October 4, 2021.

ALDOT seeks involvement from diverse groups of people whose input and viewpoints provide valuable insight during the planning of ALDOT projects. Comments on the Public Involvement Plan for Statewide Transportation Planning will help direct how ALDOT will engage in meaningful conversations with communities and incorporate the public's input in the transportation decision-making process.

The South Alabama Rural Planning Organization (RPO) is helping facilitate the public involvement process for the ALDOT's updated PIP. The Draft PIP is posted here: <https://www.dot.state.al.us/news/publicinvolvement.html>. The website includes the draft plan, online comment form, descriptive narrated Power Point, as well as contact information about the plan.

The 45-day period will conclude on October 4, 2021. ALDOT is utilizing online services only for the announcement and comments.

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### Rural Transportation Plan

The Rural Planning Organization for the SARPC Region is currently updating the Transportation Plan for the rural areas of Baldwin, Escambia, and Mobile Counties. Each year all RPO member governments are contacted concerning the updating of the RPO Transportation Plan and list of Safety Projects. This includes road and bridge projects, intersection improvements and the like, transit projects and bicycle and pedestrian projects. This is an annual process whereby the rural transportation needs and safety issues in the region are identified and submitted to ALDOT. The current list is available for review online at <http://www.mobilempo.org/RPODocuments.html>.

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## Projects in Region Let August 27<sup>th</sup>, 2021

#### **MOBILE COUNTY**

For constructing the Safety Improvements (Curve Warning Sign Installations) on various routes in the Southwest Region (Mobile Area) as indicated in the plans. The Bracket Estimate on this project is from \$699,803 to \$855,314 .

#### **BALDWIN COUNTY**

For constructing the Safety Improvements (Curve Warning Sign Installations) on various routes in the Southwest Region (Mobile Area) as indicated in the plans. The Bracket Estimate on this project is from \$699,803 to \$855,314 .

## **ESCAMBIA COUNTY**

For constructing the Safety Improvements (Curve Warning Sign Installations) on various routes in the Southwest Region (Mobile Area) as indicated in the plans. The Bracket Estimate on this project is from \$699,803 to \$855,314 .

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

## **Legislative Updates**

*The House and Senate are on summer recess. The House will back in session on September 20. The Senate will return to session on September 13.*

### **With big spending plans looming, key roles are unfilled at DOT**

*Only four of President Biden's 11 nominees to head major DOT divisions have been confirmed*

By [Jessica Wehrman](#)

Posted August 31, 2021 at 6:00am

As the Biden administration edges closer to the passage of a bill providing a dramatic infusion of federal dollars into the nation's transportation system, key posts at the agency tasked with implementing that bill remain vacant.

The House plans to vote on the Senate's bipartisan infrastructure bill by Sep. 27. Meanwhile, only four of President Joe Biden's 11 nominees to head major agencies within the Department of Transportation have been confirmed. Other agencies are filled with acting administrators — which the head of one good-government group likens to “substitute teachers” — whose roles lack the weight and accountability of a Senate-confirmed official.

Some key positions — general counsel, the head of the National Highway Traffic Safety Administration and the head of the Pipeline and Hazardous Materials Safety Administration, for example — don't yet have a nominee.

A White House official said there's “strong acting leadership in place” at the agency, and “we look forward to sharing nominees with the requisite expertise and leadership for these jobs soon.”

A spokesman for the Senate Commerce, Science and Transportation Committee said the committee expects to hold a nominations hearing next month, when the Senate returns from its August recess.

Still, good-government groups say the Biden White House is lagging behind prior administrations in getting Senate-confirmed positions filled.

During the first 200 days of his presidency, Biden saw 88 confirmations of his nominees.

By contrast, former President Donald Trump had 89 confirmed in the first 200 days of his presidency. Former President Barack Obama had 238. Former President George W. Bush had 240, according to research by Kathryn Dunn Tenpas, a nonresident senior fellow with Governance Studies at the Brookings Institution, a moderate think tank.

“It's a big problem that's gotten worse,” said Max Stier, president and CEO of the Partnership for Public Service, which aims to improve government operations.

Biden's four DOT confirmations include Secretary Pete Buttigieg, Deputy Secretary Polly Trottenberg, Under Secretary of Transportation for Policy Carlos Monje, and Federal Transit Administration Administrator Nuria Fernandez.

Other slots have nominees that have yet to be confirmed.

To continue reading this article click [HERE](#):

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### **Highway Trust Fund to Run Out in November**

*The impending cash flow shortfall is due to continuous and structural cash flow deficit since 2008. If the FHWA does not implement cash management procedures now, the fund will run out in less than two months*

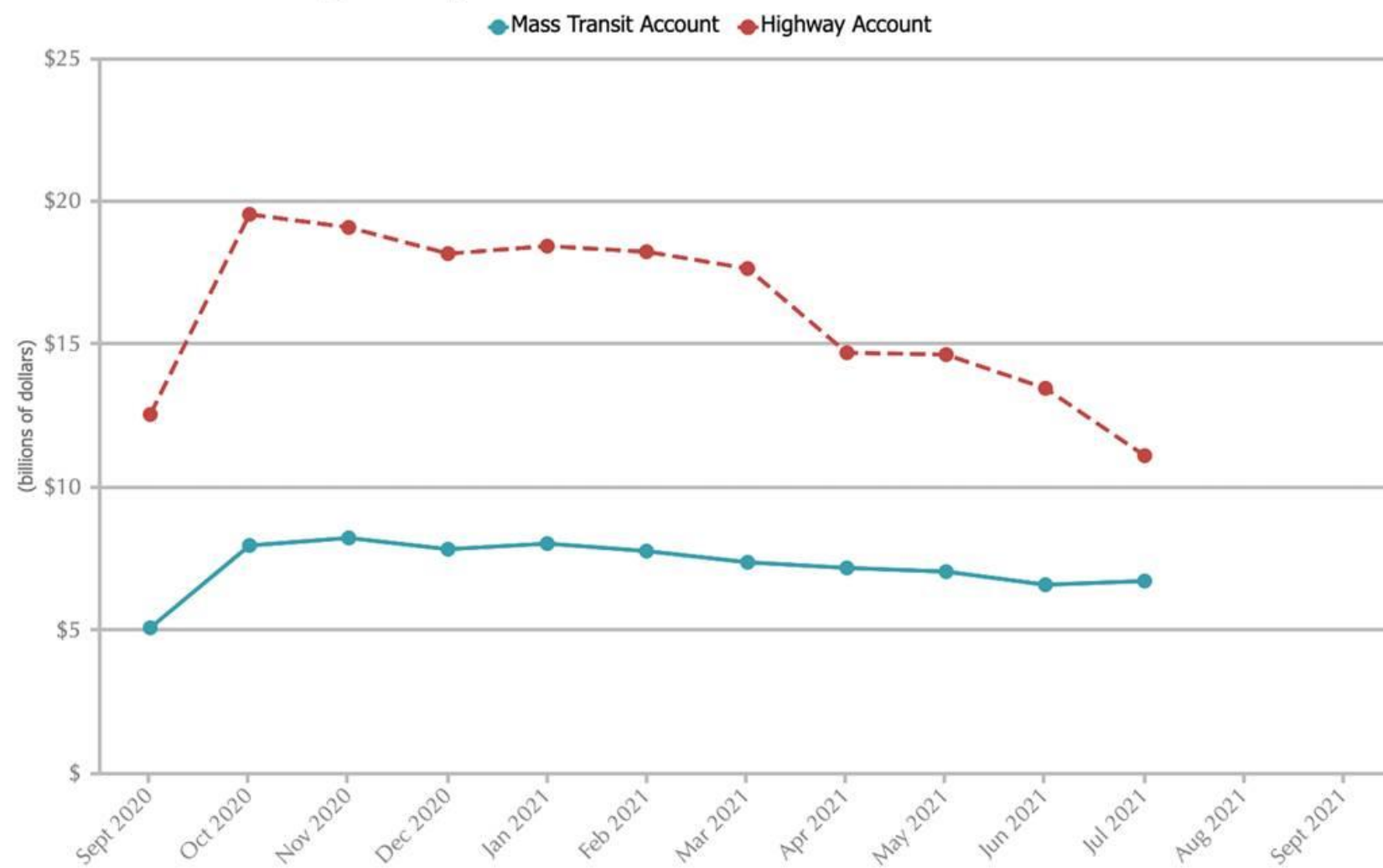
August 30, 2021 Jessica Lombardo

The Federal Highway Administration (FHWA) has notified State departments of transportation that Highway Trust Fund (HTF) balances may dip below the threshold of \$1 billion. If this occurs, FHWA will need to implement cash management procedures to limit timely reimbursements under the Federal-Aid Highway Program.

The Highway Account of the HTF is projected to run out of money around early November if FHWA does not implement cash management procedures outlined in the [guidance](#).



## Highway Trust Fund Balance - FY 2021



### Status of the Highway Trust Fund - Fiscal Year 2021

The HTF has been going broke for years as this driver funded program is paid for through the gas tax. Current gas tax revenues on the Federal level have not been raised since 1993 and the user fee has not been indexed for inflation. The cash flow shortfall is a result of this continuous and structural deficit since 2008. Further complicating HTF cash flow forecasts is the unusual receipt and outlay patterns created by the COVID-19 pandemic.

The steep drop in traffic volumes caused by the COVID-19 pandemic pushed the HTF closer to insolvency faster than projected

#### Cash Management Procedures in Place Unless IJA Enacted

As a shortfall nears, FHWA will implement cash management procedures to ensure a positive balance is maintained in the Highway Account.

Cash management procedures would allocate HTF Highway Account funding reimbursements to states in proportion to their share of the total unexpended balances of all the states; however, reimbursement of the full requested amount may not be possible based on cash-on-hand.

Thus, under the cash management procedures, the American Association of State Highway & Transportation Officials (AASHTO) [says](#) that each state would only be able to bill against a state-specific cap, with "billing overages" being covered in the future payment cycle.

#### [What is the Highway Trust Fund & Why is it Going Broke?](#)

As was the case with prior HTF cash shortfalls in 2008 and 2014, reimbursement windows would be limited around the sixth and 17th business days each month, which is when the agency receives its twice-monthly deposits of tax receipts from the U.S. Department of the Treasury for the HTF.

If necessary, FHWA's cash management process could begin as early as this October – not in November – in order to create and preserve a necessary "cash cushion" for the HTF.

"The Highway Trust Fund cash shortfall is an important scenario to be aware of – but also one of many possible scenarios between now and the end of September," said Joung Lee, director of policy and government relations for AASHTO. "Of course, the infrastructure bill [the [Infrastructure Investment and Jobs Act](#)] will solve this issue immediately upon passage since it will transfer \$118 billion from the Treasury's general fund to the HTF – with \$90 billion of this amount going to the HTF's highway account," he added.

The House is set to [vote](#) on the plan by September 27th.

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### Bipartisan infrastructure plan could create over 800K new jobs by 2030, S&P analysis shows

*Senate-approved infrastructure bill could boost employment with middle-class jobs, including in construction, engineering and accounting*

By [Megan Henney](#) Published August 27

[President Biden](#)'s \$1.2 trillion plan to rebuild the nation's crumbling [infrastructure](#) will create close to 1 million new jobs over the next decade, according to a new report published this week.

The analysis from [S&P Global](#) – which was circulated by the White House – estimates that by 2030, the Infrastructure Investment and Jobs Act would boost employment by more than 880,000, with many middle-class jobs, including in construction, engineering and accounting.

#### [WHAT'S INCLUDED IN THE BIPARTISAN INFRASTRUCTURE BILL?](#)

If it becomes law, the bipartisan, Senate-approved infrastructure bill will also increase per capita personal income in 2030 by about \$100 per person, or roughly 10.5%, according to the S&P study. With fatter paychecks and more jobs, households are projected to spend an additional \$677 billion over the eight-year period.

"This will likely help offset some of the impact of COVID-19 on the jobs market, providing a lifeline to the millions of unemployed workers, including many long-term unemployed, who were displaced by it," the analysis said.

At the same time, the infrastructure bill, which includes \$550 billion in new funding, could boost productivity in the long run, raising GDP – the broadest measure of goods and services produced in the country – by 2.1% on an annual basis over the next eight years. The plan is estimated to add about \$1.4 trillion to the economy over the next eight years.

Without additional infrastructure spending, GDP is expected to plateau around 1.7% by 2030, according to economic projections released by the nonpartisan Congressional Budget Office in July.

The measure includes \$110 billion for roads, \$73 billion for power infrastructure, \$66 billion for passenger and freight rail, \$65 billion to expand broadband access, \$55 billion for clean drinking water, \$39 billion for public transit, \$25 billion for airports, \$21 billion for environmental remediation, \$17 billion for ports, \$11 billion for transportation safety, \$7.5 billion for electric vehicle infrastructure, \$5 billion for zero or low-emission busses and \$1 billion to demolish or reconstruct infrastructure that divided communities.

It will be paid for by repurposing unspent coronavirus relief funds, along with recouping fraudulently paid unemployment money, unemployment money returned by states that prematurely ended a federal \$300-a-week benefit, targeted corporate users fees, strengthened tax enforcement for cryptocurrencies and economic growth created by the investments.

The proposal cleared a major hurdle this week, after House Democrats overcame an interparty dispute, approving a \$3.5 trillion budget plan that will serve as the basis for a massive reconciliation bill and set a Sept. 27 deadline for a vote on the infrastructure bill.

## Funding Opportunities

### Federal Railroad Administration

#### Notice of Funding Opportunity for Consolidated Rail Infrastructure and safety Improvements

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Funding Opportunity (NOFO or notice).

SUMMARY: This notice details the application requirements and procedures to obtain grant funding for eligible projects under the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program, and related Trespass Prevention projects. The opportunities described in this notice are made available under Assistance Listings Number 20.325, "Consolidated Rail Infrastructure and Safety Improvements."

DATES: Applications for funding under this solicitation are due no later than 5:00 p.m. ET, DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER]. Applications that are incomplete or received after 5:00 p.m. ET on [INSERT DATE 90 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER] will not be considered for funding. See Section D of this notice for additional information on the application process.

### Mobile Urbanized Area FY 2022 Transportation Alternatives Program (TAP) deadline extended to 9/3/21

The Mobile MPO has extended the deadline for submission 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](mailto:transportation@sarpc.org) no later than 3:00 p.m., Friday, September 3, 2021.

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

### Opportunity Zones

EDA's Opportunity Zone Web Page

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

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

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

of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

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

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

### Biden Unveils \$2 Trillion Infrastructure Plan To Mail Every U.S. Citizen Envelope Of Wet Cement

September 3, 2021



WASHINGTON—In an address to the nation detailing the bold new vision for meeting the country’s transportation and structural needs, President Joe Biden unveiled a \$2 trillion initiative Wednesday to mail every U.S. citizen an envelope of wet cement. “For too long, we’ve let our infrastructure fall into disrepair—the only solution that makes sense is to give Americans the loose, wet cement needed to choose their own path to build back better,” said Biden adding that starting this morning, paper sleeves filled with a handful of wet concrete would be arriving at the homes of 330 million Americans, who he urged to immediately start rebuilding the country’s crumbling ports, public transit, or affordable housing wherever they felt fit. “Every citizen can make their own choice: Shore up your local street or a bridge. Fill in that pothole on the nearby interstate. Or give the wet cement to a neighbor in need. Folks, we have faith in you to make these decisions yourselves, because you know what’s best. Simple as that.” Biden concluded by urging Americans to get to work immediately because the wet cement would dry within hours of arrival.

## In the News

### Tropical Storm Ida’s latest headache: Danger from washed out rural Alabama roads

Aug. 31, 2021, By John Sharp

Flooding and [tornadoes](#) were not the only problems created by Tropical Storm Ida in Alabama.

Washed out rural roads, and worries about bridge safety, is also part of the storm’s aftermath.

A collapsed county highway in Mississippi – about 30 miles from the Alabama state line – led to tragedy early Tuesday, and has generated national media attention all day. But worries also exist in Baldwin and Mobile counties, where highway engineers are monitoring the safety of roads and bridges pelted with two days of persistent rains as Ida’s feeder bands whipped coastal Alabama.

In one area of Baldwin County, at least 25 residents are stranded and unable to access a public roadway from their properties.

#### River Road

The Baldwin County Highway Department is assessing damage to River Road north of Interstate 10 in the Elsanor community. A creek that flows into the nearby Styx River overtopped the road and washed it away.



County Engineer Joey Nunnally said repairs to the road “are at the top of our list” for repairs “as soon as the water recedes.”

That is expected to occur soon, according to Jenni Guerry, deputy director with the Baldwin County Emergency Management Agency. The Styx River crested Tuesday afternoon at 15.24 feet, which placed it in “moderate flood stage,” Guerry said. She said it will soon decrease. The river, at 12 feet, is considered in a “minor” flood stage.

Guerry said that her EMA staff, during a tour of the area on Monday, learned about the residents who are unable to leave their homes until the water recedes.

“When we spoke with them, there was no one in crisis or danger,” Guerry said, who added that residents are in contact with a local volunteer fire department and the county’s 911 system “to make sure they can make accommodations if there is an emergency response.”

The washout occurred where River Road encounters Flat Creek, which flows directly into the Styx River. The same creek also caused flooding on Truck Trail 17, which is north of River Road.

Nunnally said that River Road has washed out before. He said it will only take “about a day or two” to repair the road, at a cost of around \$50,000 to \$75,000.

“We have tried to get some grant money in the past to relocate the road out of the floodplain, but was unsuccessful,” he said. “Historically, the residents have used some private roads to access Truck Trail 17 to travel to and from their residents when Styx River floods.”

The county is also monitoring river stages at Fish and Perdido rivers. Only Perdido reached “minor” flood stage during the tropical storm, but it has since receded.

“We have been and will continue to inspect roads (Tuesday) for safety issues and any compromised areas but we don’t know of any at that moment,” Nunnally said earlier on Tuesday. “The upgrades that we have done to our infrastructure after past storms have mitigated any damages that we may have had.”

### **Mobile County**

In Mobile County, Roberts Road between Kidd Road and Old Citronelle Road in Chunchula remained closed because flood waters rose above the bridge. Barricades and signage were installed to warn people of driving over it.

“Road and bridge safety is always a priority,” said Mobile County Engineer Bryan Kegley. “Mobile County Public Works forces will be spending considerable effort to check roads and bridges this week, including full inspections as necessary to ensure safe travel.”

He said the county will pay close attention to the Escatawpa River watershed in the coming days “because it typically rises later than smaller watersheds.”

Mike Evans, deputy director with the Mobile County EMA, said he’s not heard in recent years “chatter, complaint or questions” about dangerous public roads. He said the complaints to his office are often from people who are worried about private roads, which the county is not responsible to maintain.

Evans said that from a county EMA perspective, the message during rain events that can cause flooding, is this: If there is water on the road, do not drive through it.

“You might look at it and say, ‘That’s just 1 foot of water on the road,’ and it might only be that much,” Evans said. “But more of it might be washed out. If you can go another way, you stop, turn around and go another way.”

The concerns about the roads comes after a tragic collapse of a two-lane highway near Lucedale, Mississippi, early Tuesday morning. Two people were killed and at least 10 others were injured when seven vehicles plunged into a deep hole along Mississippi Highway 26, west of Lucedale.

Heavy rainfall from Ida is believed to have caused the collapse. Ida dumped up to 13 inches of rain in Mississippi, [according to The Associated Press quoting figures from The National Weather Service](#).

The NWS in Mobile reported 4 to 8 inches of rain accumulated in Mobile and Baldwin counties during the two-day tropical storm. The heaviest rains accumulated in west Mobile at Mobile Regional Airport, which recorded 7.25 inches of rain.

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## **Three bridges to Pleasure Island better than two**

**Gulf Coast Media Staff** Thursday, September 2, 2021

We applaud Orange Beach Mayor Tony Kennon’s announcement that he and the private owners of the Beach Express toll bridge have major plans for capacity expansion. The reported plans include increasing the number of toll booths and adding two more lanes in an expanded bridge/toll complex.

Also, plans for the existing toll bridge include offering new reduced rates for locals purchasing monthly passes.

Mayor Kennon’s plans will be good for both locals and the millions of Pleasure Island visitors whose biggest complaint about their stays at the beach involve traffic problems.

The mayor and the bridge company’s plans are welcomed improvements and we encourage them to proceed as quickly as possible.

At the same time, we do not believe the improvements to the toll bridge should impede the long-planned and overdue addition of another ALDOT funded bridge, between the two existing bridges, crossing the inland waterway and offloading passengers near the border between Gulf Shores and Orange Beach.

Our area generates more state tax dollars each year than are spent back on Baldwin County. Local leaders should welcome the plans to spend millions of state dollars on bridge infrastructure in Baldwin that will improve the tourist experience and provide an additional northern evacuation route off the Island in the case of approaching severe weather.



The plans for the Beach Express toll expansion are welcome improvements. So are plans for an additional free-access state funded bridge.

We say, bring on both plans. Three bridges to Pleasure Island will undoubtedly be better than two.

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## Carnival delays cruising out of Mobile until January

Sep. 02, 2021

By John Sharp

Carnival's excursions out of Mobile have been pushed back to 2022.

The announcement from the Miami-based company came on Thursday and is occurring as the cruising industry rebounds from a lengthy delay of activity during the [coronavirus](#) pandemic.

The Carnival Sensation, which will be homeported in Mobile, was scheduled to start sailing from the Alabama Cruise Terminal on October 21. The new start date is sometime in January 2022.

"We are making slight adjustments to our timeline to take into account supply chain realities and ensure that our destination and shore excursion offerings can meet the strong demand we are seeing from our guests," said Christine Duffy, president of Carnival Cruise Line. "Our teams, ship and shore, are prepared to continue delivering on our great guest experience and manage all health and safety protocols.

The decision will delay the first cruise out of Mobile to about 22 months since cruising was halted during the onset of the pandemic, in early March 2020.

The delay in Mobile is the only one pushed back to January. Carnival has eight ships already operation with fully vaccinated guests aboard and is planning more restarts in September and October.

The latest announcements include the following:

-Carnival Valor will follow Carnival Glory in New Orleans with four- and five-night sailings starting on November 1.

-Carnival Legend will restart on November 14 from Baltimore. The vessel will replace the Carnival Pride, which restarts its operations from Baltimore on September 12, and then moves its homeport to Tampa following a Panama Canal repositioning cruise.

-Carnival Pride's new service from Tampa begins on November 14.

-Carnival Radiance will have a new maiden voyage data on December 13 out of Long Beach. That has been rescheduled from November 5 due to a revised dry dock transformation plan.

-Carnival Conquest's restart from Miami on October 8 has been pushed back to December 13.

Carnival's announcement comes about two weeks after the [company announced it was requiring everyone ages 12 and up to be vaccinated before boarding a cruise ship](#). The company had already been meeting the guidelines established by the U.S. Centers for Disease Control and Prevention, which required 95% of customers and 98% of crew to be vaccinated against COVID-19. Carnival had been allowing unvaccinated cruisers to sail, as long as they agreed to pre-cruise testing at \$150 per person and follow through with an application process.

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## Big Ideas for Small-Town Revival

DAVID KIDD SEPTEMBER 1, 2021

Not long ago, a time capsule was removed from the Home Guards Building, one of the more prominent structures in downtown Van Wert, Ohio. A dozen residents of the small city gathered on a warm summer morning to witness its unveiling. The top of the discolored and dented copper box came off and its contents were placed on a black cloth stretched across a folding table. There were three newspapers dated Aug. 8, 1905. One of them has a story with Oyster Bay, N.Y., as its dateline. "President Roosevelt had a number of distinguished callers at his home," it begins.

The time capsule, its existence previously unknown, had been discovered just a week earlier, when the four-story structure was demolished. The fate of the biggest commercial building on Van Wert's Main Street was sealed when it partially collapsed last fall, after years of neglect.

Ownership of the now-empty lot will transfer to the nonprofit [Van Wert County Foundation](#), headed by Seth Baker. "If we bought it 15 years ago for \$150,000 and put a new roof on, we would have had this amazing building still sitting there, in great condition," Baker says. A number of other buildings nearby will not survive another winter without intervention. But plans are underway not only to stabilize the town's historic structures, but to restore and modernize the entire downtown area. "No one is out there to save us as a community," Baker says, "other than us."

Well, actually, someone might be. Over the last decade, another Ohio small town, 70 miles southeast of Van Wert, has managed to reverse its downward slide. Local developer Jason Duff seized the initiative in his struggling community of Bellefontaine, and turned a drab backwater into a tourist attraction. Now he has created an enterprise called [Small Nation](#) that is working with more than a dozen similar towns scattered over Ohio and Indiana. "It's another community that's doing awesome things that we can look to as a resource," says Seth Baker. "Jason has done what we're getting ready to do."

As word of Bellefontaine's success spread across the Midwest, Small Nation created a formal tour service aimed at potential clients and interested individuals. Once or twice a week, Jason Duff can be seen leading groups through town, stopping to visit with business owners and hearing their stories. "Jason loves to take people through his community and show what he's doing," says Baker. "Most of us in Northwest Ohio have been on a tour there and have heard his story." A tour can be simple and straightforward or expanded to include speakers and a cooking demonstration. "I think a town is a collection of stories," says Jason. "When you take the tour, you see ideas."

To read more click [HERE](#)

## USDOT Details Ongoing Efforts to Help Address Impacts of Hurricane Ida

Monday, August 30, 2021

The Biden-Harris Administration is immediately responding to the damage and impacts of Hurricane Ida. This ongoing effort includes mobilizing agencies and leveraging all the resources at the federal government's disposal to help people in Louisiana and across the Southeast.

As part of this process, the U.S. Department of Transportation (USDOT) is working closely with state, local and federal agencies to provide all available resources to help people in Louisiana and across the Southeast respond to and recover from Hurricane Ida.

USDOT activated the Routing Assistance Hotline to provide routing assistance to first responders in FEMA Regions 4 and 6. The Routing Assistance Hotline provides a 24 hour toll free number for responders to call and receive safe routes in and around areas impacted by Hurricane Ida. The Routing Assistance will help responders safely transport supplies, including food, water, shelter, health and medical supplies, and power restoration materials.

The USDOT's Federal Highway Administration (FHWA) has briefed state DOTs regarding emergency response to damaged roads and bridges, and stands ready to support requests when they are received. FHWA's Emergency Relief program provides funding for highways and bridges damaged by natural disasters or catastrophic events.

Additionally, after a roadway washout tragically led to fatalities and injuries in Mississippi last night, FHWA Mississippi Division Leadership is in contact with MDOT leadership regarding the expediting of the construction contract and possible request of Emergency Relief Program funds.

FHWA's Louisiana Division office is working closely with Louisiana DOTD to identify any needed resources. LA DOTD also submitted a notice of intent requesting Emergency Relief funding for this incident. FHWA has directed LA DOTD to proceed with assessments.

USDOT's Pipeline and Hazardous Materials Safety Administration issued a waiver that gives the United States Coast Guard 8th District and the Environmental Protection Agency flexibility to transport non-radioactive hazardous materials to help with relief efforts in areas impacted by the Hurricane. PHMSA also worked with states and pipeline operators within the path of the Hurricane to help ensure safe and rapid recovery efforts.

On Sunday, USDOT's Federal Motor Carrier Safety Administration (FMCSA) announced an Emergency Declaration that provides truck drivers flexibility to move critical freight to areas damaged by Ida. This flexibility will make it easier for truckers to haul in essential items such as food, water, fuel, and power restoration equipment like utility poles, transformers and generators to help support emergency relief efforts.

This declaration is in place for Alabama, Arkansas, Louisiana, Mississippi, Tennessee, and Texas. USDOT's top priority is safety, and as states respond to Hurricane Ida, FMCSA will work closely with its state and industry partners to monitor driver work hours and conditions for the duration of the exemption.

On Sunday, the USDOT's Federal Railroad Administration (FRA) activated an Emergency Relief Docket (ERD) that offers railroads the ability to obtain temporary waivers from safety regulations to help them speed up service recovery and restoration to move goods necessary for emergency relief efforts. The ERD ensures that routine safety compliance requirements do not unnecessarily interfere with legitimate efforts by a railroad to respond to an emergency situation.

The USDOT's Federal Transit Administration (FTA) has been in contact with transit agency leaders in the area, including New Orleans Regional Transit Authority (NORTA). NORTA alerted FTA late last week that it would be moving its vehicles to higher ground as of Sunday and was prepared to utilize those vehicles for evacuation as well as post-storm recovery efforts.

This situation continues to develop and the Department of Transportation remains committed to assisting wherever it is needed.

What DHS and FEMA are Doing

<https://www.fema.gov/hurricane-ida>

What the U.S. Government is Doing

<https://www.usa.gov/hurricane-ida>

Spanish: <https://gobierno.usa.gov/huracan-ida>

## Transportation Research

### Transportation Planning to the Extreme for Weather and Climate Change

More intense and more frequent extreme precipitation events are projected in a warming climate. With this risk comes possible detrimental outcomes based on what has happened in the past. Water rises over bridges. Homes, businesses, and roads on steep hills fall away in a landslide. Tornadoes rip through towns. Planes are grounded. And, regardless of the rain, fires destroy vast areas and the smoke travels across thousands of miles.

It's become common to hear that "one-in-a-hundred-year events" are occurring in five-, 10-, and 15-year periods. Scientists [identify these extreme weather events](#) based on the historical record of weather in a particular region. A "return time" is a commonly used metric of probability; for example, a [100-year return time](#) means that in any given year, there is a 1-in-100 chance of the threshold being reached.

John L. Anderson, President of the National Academy of Engineering, and Thomas P. Bostick, former Commanding General of the U.S. Army Corps of Engineers [have discussed](#) the different kinds of infrastructure and systems susceptible to climate impacts, the wide range of engineering solutions that can play a role in building a resilient and net-zero future, and the ways to help prepare the next generation of engineers for such a monumental task. [Climate Conversations: Pathways to Action](#) is a webinar series from the National Academies that aims to convene high-level, cross-cutting, nonpartisan conversations about issues relevant to national policy action on climate change.

### **Budgeting for extremes**

State departments of transportation (DOTs) are becoming accustomed to taking changing climate and extreme weather into account when making infrastructure decisions, but they are not always using a formal set of tools for cost-benefit analysis to address climate resilience. TRB's National Cooperative Highway Research Program (NCHRP) [Incorporating the Costs and Benefits of Adaptation Measures in Preparation for Extreme Weather Events and Climate Change—Guidebook](#) was developed to fill the gaps in the routine use of cost-benefit analysis and other decisions-making tools in light of extreme weather.

TRB's consensus study from the National Academies of Sciences, Engineering, and Medicine [Investing in Transportation Resilience: A Framework for Informed Choices](#) reviews current practices by transportation agencies for evaluating resilience and conducting investment analysis for the purpose of restoring and adding resilience. The committee behind the report concluded that the widespread adoption of a systematic decision support framework, such as a benefit-cost analysis or high-quality data and analytics is the most promising way for making resilience a key driver of agency decision-making.

Specifically, the report recommends that Congress consider a requirement that all projects that are candidates for federal funding involving long-lived assets undergo well-defined resilience assessments that account for changing risks of natural hazards and environmental conditions stemming from climate change.

Professionals in the aviation industry are also keeping a step ahead of preparations for extreme weather events and climate change. TRB's Airport Cooperative Research Program (ACRP) provides [Climate Resilience and Benefit-Cost Analysis: A Handbook for Airports](#) published in 2019 to assess the benefits, costs, and financial feasibility of infrastructure projects designed to improve resilience. Case studies of airports in Phoenix, Boston, New Orleans, and Little Rock explore how extreme weather events can affect small and large airports. In summary, evaluating climate resilience at airports may be wisely considered part of the overall risk management processes.

For more TRB resources on building resilience into transportation planning, see TRB's blog post, [Resilience Research Becoming a Bigger Part of Transportation Planning](#).

### **Research leadership from TRB**

TRB webinars help strengthen the transportation industry's resilience to these events including:

- [TRB Webinar: Finding the Path—Messaging Before, During, and After Weather Events](#)
- [TRB Webinar: A Resilient Path Forward for the Marine Transportation System](#)
- [TRB Webinar: Weathering the Storm—Climate Resilience at Airports](#)
- [TRB Webinar: Greener in Many Ways: Environmentally Sustainable Funding and Financing](#)
- [TRB Webinar: What Role Does Ecology Have in Sustainable Transportation?](#)

TRB has provided practitioners with research findings of potential impacts of climate change and extreme weather on the U.S. Highway system for years. The [2014 Strategic Issues Facing Transportation](#) research showed the need for a solid foundation to plan for the impacts of climate change through 2050. The increasing demands for highway reconstruction and rehabilitation happening now provide an opportunity to incorporate climate adaptation strategies.

Speakers at a 2018 TRB conference on [freight analytics impacts on the Marine Transportation System](#) addressed the role of sea level rise on the field. One presenter specifically spoke on using the expert elicitation of port authorities to assess the vulnerability and the adaptive capacity of ports to the rising threats of extreme weather and sea level rise.

Eight cases of diverse weather events in the U.S. from 2007-2012 highlighted the broad and evolving nature of keeping up with transportation infrastructure. NCHRP's [Response to Extreme Weather Impacts on Transportation Systems](#) offers in-depth lessons learned and effective practices for addressing this specific challenge.

ACRP also offers [Integrating Sustainability Planning and the Environmental Review Process](#) from 2019 as a manual for planners who are integrating the environmental review and sustainability planning processes at airports. The fields of sustainability planning and environmental review share overlap, providing another opportunity for planning and infrastructure enhancement in transportation.

Extreme weather effects reach from the sky to deep underground, requiring preparations that are unique to each aspect of transportation. TRB's Transit Cooperative Research Project (TCRP) offers a series of reports on [Improving the Resilience of Transit Systems Threatened by Natural Disasters](#) with practices for all sizes of transit systems to absorb the impacts of disaster, recover quickly, and return rapidly to providing the services that customers rely on to meet their travel needs. It notes [resilienttransit.org](#) as a resource to identify tools to help plan for natural disasters.

### **Escalating preparations from basic to extreme**

At TRB's 2020 [Marine Board Spring Meeting](#), Suzanne Lemieux of the American Petroleum Institute mentioned the lessons learned from Harvey in terms of resilience, working from home, and managing systems for dealing with the ongoing coronavirus disease (COVID-19) pandemic. The 2020 hurricane season started unseasonably early, so the industry was already preparing for facing the dual threats of hurricanes and COVID-19 as early as May. The 2021 Atlantic hurricane season is also expected to be above-average.

NCHRP's 2018 [Resilience in Transportation Planning, Engineering, Management, Policy, and Administration](#) documents the organization and implementation of resilience efforts within agencies' core functions and services. One example is the Arizona Department of Transportation (DOT) focus on centralizing efforts and enforcing partnerships established to address extreme weather events including extreme heat, precipitation, and wildfire. The efforts of this resilience planning touch on funding and tool development, the DOT's 5-year construction program, emergency response, drainage decisions, and more.

A summary of TRB's 2019 [conference on resilience](#) presents advancements made in transportation systems resilience to natural hazards, climate change, and impacts from extreme weather events. It includes an educational flood mitigation demonstration.



TRB continues to look to the future to better incorporate extreme event and climate change into transportation planning. An active NCHRP project aims to construct a series of workshops for state DOT personnel to share information on performance measures in [snow and ice control operations](#) as well as customizing the measures to report outwardly. Another NCHRP project will synthesize state DOT uses of [distributed rainfall models](#) for hydrologic analyses of bridge projects and highways in floodplains.

Further your career in transportation planning for extreme weather events or climate change by getting involved with TRB. You can become a friend of TRB's [Standing Technical Committee on Extreme Weather and Climate Change Adaptation](#). Friends of committees receive updates on and can volunteer to participate in committee activities.

Get involved in this work with the Cooperative Research Programs. Look for [ongoing information](#) on new projects, requests for proposals, or to nominate yourself or others to serve on a project panel. Submit problem statement research ideas and find new announcements in [TRB's weekly newsletter](#) or on the homepages for [ACRP](#), [NCHRP](#), and [TCRP](#). Your expertise can be of service as extreme events require extreme preparation.

**TRB resources cited in this article:**

- [Investing in Transportation Resilience: A Framework for Informed Choices](#)
- [ACRP Research Report 199: Climate Resilience and Benefit-Cost Analysis: A Handbook for Airports](#)
- [ACRP Research Report 209: Integrating Sustainability Planning and the Environmental Review Process](#)
- [NCHRP Report 750: Strategic Issues Facing Transportation, Volume 2: Climate Change, Extreme Weather Events, and the Highway System: Practitioner's Guide and Research Report](#)
- [NCHRP Research Report 938: Incorporating the Costs and Benefits of Adaptation Measures in Preparation for Extreme Weather Events and Climate Change—Guidebook](#)
- [NCHRP Synthesis 454: Response to Extreme Weather Impacts on Transportation Systems](#)
- [TCRP Web-Only Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters, Volume 2: Research Overview](#)
- [Resilience Research Becoming a Bigger Part of Transportation Planning](#) blog post

**National Academies resources:**

- [Climate Resources at the National Academies](#)
- [Climate Conversations: Infrastructure](#)
- [Investing in Transportation Resilience: A Framework for Informed Choices](#)
- [Based on Science: Global warming is contributing to extreme weather events](#)
- [Attribution of Extreme Weather Events in the Context of Climate Change](#)
- [Disaster Resources from the National Academies](#)

**TRB projects cited in this article:**

- [Workshops on Performance Measures in Snow and Ice Control Operations](#)
- [Resilience Design with Distributed Rainfall Modeling](#)

**TRB events cited in this article:**

- [TRB Webinar: Finding the Path—Messaging Before, During, and After Weather Events](#)
- [TRB Webinar: A Resilient Path Forward for the Marine Transportation System](#)
- [TRB Webinar: Weathering the Storm - Climate Resilience at Airports](#)
- [TRB Webinar: Greener in Many Ways: Environmentally Sustainable Funding and Financing](#)
- [TRB Webinar: What Role Does Ecology Have in Sustainable Transportation?](#)
- [Marine Board Spring Meeting](#)
- [Conference Proceedings on the Web 22: Transforming the Marine Transportation System Through Multimodal Freight Analytics](#)
- [Transportation Research Circular E-C265: Transportation Resilience 2019: 2nd International Conference on Resilience to Natural Hazards and Extreme Weather](#)

**TRB committees cited in this article:**

- [Standing Technical Committee on Extreme Weather and Climate Change Adaptation](#)

**External resources cited in this article:**

- [resilienttransit.org](#)

**Additional TRB resources:**

- [TRB Snap Search: Air Quality & Climate Change](#)
- [Conference Proceedings 53: Transportation Resilience: Adaptation to Climate Change](#)
- [Surface Transportation System Resilience to Climate Change and Extreme Weather Events: First International Conference eCircular](#)
- [TRB Straight to Recording for All: Climate Resilient and Sustainable Transportation: Strategic Economic and Financial Management Challenges and Opportunities with FAST Act](#)
- [Critical Infrastructure, Emergency Evacuation, and Logistics of Disaster Recovery](#), *Transportation Research Record (TRR)*

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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](#).

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### **[Scenic Byway Leader Virtual Course: Register by September 15](#)**

**Date:** August 26, 2021

The [National Scenic Byway Foundation](#) offers a Byway Leader Training Course for entities leading byway organizations. In Fall 2021, the course will occur virtually over five days in October and November. A course fee of \$95 covers all materials and handouts, as well as participation in the five virtual classes. Topics covered in the course include maintaining intrinsic qualities, wayshowing, maintaining and using corridor management plans, visitor experience and interpretation, byway partnerships, conservation, and funding.

Learn more at <https://nsbfoundation.com/training-events-advocacy/byway-leader-training/>. Register to attend by **September 15**.

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## **Transportation Dictionary**

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

#### Search Tips

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

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