



*Regional Planning Commission of Greater Birmingham • 1731 First Avenue North Suite 200 • Birmingham, Al 35203
Phone (205) 251-8139 • Fax (205) 328-3304 • www.rpcgb.org • www.bhammpo.org*

July 23, 2009

MEMORANDUM

TO: Metropolitan Planning Organization (MPO)

FROM: Mayor Doug Brewer, Subcommittee Chairman/s/

**SUBJECT: MPO Subcommittee Minutes
July 23, 2009**

A meeting of the Metropolitan Planning Organization Subcommittee was held on Thursday, July 23, 2009, 1:30 p.m., RPC 1st Floor Conference Room, 1731 1st Avenue North, Birmingham, Alabama.

MEMBERS PRESENT

Honorable Doug Brewer, Jefferson County Municipalities
Honorable Tom Henderson, Jefferson County Municipalities
Mr. Jesse Jowers, Shelby County – Pelham
Mr. Andre Bittas, City of Birmingham
Mr. Wayne Sullivan, Unincorporated Jefferson County

MEMBERS REPRESENTED BY PROXY

Mr. Randy Cole, Shelby County
Represented by Mr. Scott Holladay

Mr. Chris Lewis, Birmingham-Jefferson County Transit Authority
Represented by Ms. Doris Powell

Mr. Ray Hamilton, Shelby County
Represented by Mr. David Hunke

Honorable Jim Carns, Unincorporated Jefferson County
Represented by Ms.

Mr. Brian Davis, ALDOT
Represented by Ms. Cindy Hill

Mr. Robert Jilla, Alabama Department of Transportation (Non-Voting Member)
Represented by Mr. Victor Jordan

MEMBERS NOT PRESENT

Honorable Bobby Humphries, Unincorporated Jefferson County
Honorable Larry Dillard, Shelby County
Honorable Carol Duncan, City of Birmingham
Mr. Mark Bartlett, Federal Highway Administration (Non-Voting Member)
Honorable Stan Batemon, ex-officio, St. Clair County Commission
Honorable Bruce Hamrick, ex-officio, Walker County Commission
Honorable Tim Mims, ex-officio, Chilton County Commission
Honorable David Standridge, ex-officio, Blount County Commission
VACANT, City of Birmingham

OTHERS PRESENT

Mr. Bill Foisy, Regional Planning Commission
Ms. Cynthia Barton, Regional Planning Commission
Mr. Darrell Howard, Regional Planning Commission
Mr. Mike Kaczorowski, Regional Planning Commission
Mr. Greg Wingo, regional Planning Commission

MPO Subcommittee Chairman Mayor Doug Brewer called the meeting to order at 1:33 p.m. Ms. Cynthia Barton called roll. A quorum was declared. The meeting preceded with the scheduled agenda items.

UNIFIED PLANNING WORK PROGRAM

Mr. Bill Foisy presented information on the transportation planning program areas and projects to be conducted in FY 2010 by the Regional Planning Commission and the Alabama Department of Transportation, including third-party contractors.

Seven task areas consistent with the RPC Work Program goals were discussed, including:

1. Administration.
2. Data Collection and Analysis.
3. Unified Planning Work Program.
4. Public Involvement.
5. Environmental Mitigation and Streamlining.
6. Transportation Systems.
7. Special Projects and Corridor Management Planning.

The federal funding source for each task area and project was also identified. Total federal funds available for each source include:

1. FHWA PL = \$1,049,127
2. FHWA STP = \$1,601,600
3. FTA 5309 = \$4,186,626
4. FTA 5316/5317 = \$58,000
5. FHWA CMAQ = \$1,056,000

The MPO Subcommittee was requested to review the projects and provide comments on tasks that can be incorporated into the work program. The MPO is responsible for adoption of the proposed work program including funding sources and the RPC Executive Committee is responsible for programming staff and match dollars in its annual budget for the five funding sources in order to complete the planning projects.

Ms. Doris Powell and Mr. David Hunke noted that the Transportation Citizens and Technical Committees recommended approval of the UPWP tasks as outlined. Mr. Hunke noted that the TTC feels that the planning tasks as outlined are very aggressive.

TRANSPORTATION IMPROVEMENT PROGRAM

Mr. Mike Kaczorowski presented a report from the TIP Subcommittee meeting held June 30, 2009. Subcommittee members discussed the progress of the 14 projects approved by the RPC for Recovery Act funding. Projects must be obligated by March 2, 2010. A current copy of the projects was included in the meeting packet.

The RPC expressed its concerns that some projects may not meet the March deadline and the sponsors and ALDOT were urged to make these projects a top priority. It was stated that Mike Kaczorowski and the TIP Subcommittee will be monitoring the progress of the Recovery Act projects.

The RPC stated that the federal funding rescissions have resulted in a deficit for CMAQ funding of approximately \$13 million. However, there is a balance in the STPBH (Birmingham Attributable) funds of approximately \$14 million. The TIP Subcommittee suggested that the RPC produce a draft list of CMAQ projects that could be transferred to STPBH funding to balance the TIP. The draft list will be presented to the TIP Subcommittee for their review and comment at the July 30, 2009 meeting.

The Long Range Plan Capacity projects have a balance of only \$13,775. A suggestion was made by the TIP Subcommittee that the capacity projects be reviewed to determine if any should be removed from the Plan.

A summary of the proposed process for projects to be moved into the fiscally constrained four year TIP was included in the meeting packet. The summary suggests that project sponsors should

first create an Advanced Planning Report to determine the scope and feasibility of the proposed project. It also suggests that project sponsors fund the Preliminary Engineering (PE) and Environmental work in their entirety. This would include funding for ALDOT’s review process. The process would mean that only the right-of-way, utilities, and construction portions of the project would be funded in the fiscally constrained TIP.

Mr. Kaczorowski noted that the TIP Subcommittee was asked to review the proposed process and provide comments by the July 30, 2009 meeting.

Mr. Mike Kaczorowski then presented a list of TIP request modifications, included below:

ALDOT Request – Recovery Act 2009 Enhancement Projects

<u>STMTE</u> <u>TE09</u> (912)	100053868	Landscaping along SR-119 in front of American Village, Montevallo in Shelby County	8/12/2009	CN	12/15/2009	2010	\$406,918.88	Exempt	Enhancement Projects	8
<u>STMTE</u> <u>TE09</u> (922)	100053939	Watkins Creek Bridge widening for pedestrian in the City of Mountain Brook. This project is located at Watkins Bridge Road in Mountain Brook	8/12/2009	CN	12/15/2009	2010	\$282,000.00	Exempt	Enhancement Projects	8
<u>STMTE</u> <u>TE09</u> (944)	100054054	Landscape enhancements at I-65 and U.S. Highway 31 in the City of Hoover. This project is located on I-65 intersecting at U.S. 31 in the City of Hoover	8/12/2009	CN	12/15/2009	2010	\$399,150.00	Exempt	Enhancement Projects	8

These requests are for funding through the American Recovery and Reinvestment Act of 2009 and are exempt from regional emission analysis under 40 CFR 93.126. Table 2.

ALDOT Request – Enhancement Projects

<u>STPTE</u> <u>TE08</u> (919)	100054055	Renovation of rare 1948 Budd Planetarium Dome railroad car for the Shelby County Commission. This project is located in Shelby County, AL about 2 miles east of I-65, near CR-42 in Calera.	8/12/2009	CN	12/15/2010	2011	\$280,192.00	Exempt	Enhancement Projects	8
--------------------------------------	-----------	---	-----------	----	------------	------	--------------	--------	----------------------	---

This request is for enhancements and is exempt from regional emission analysis under 40 CFR 93.126. Table 2.

Ms. Doris Powell and Mr. David Hunke noted that the Transportation Citizens and Technical Committees recommended approval of the TIP modifications.

SURFACE TRANSPORTATION AUTHORIZATION ACT OF 2009

Mr. Darrell Howard presented information on the proposed Surface Transportation Authorization Act of 2009. On June 18, 2009, Representative James Oberstar and Representative John Mica of the House Transportation and Infrastructure Committee, and Representative Peter DeFazio and Representative John Duncan, Jr. of the Highways and Transit Subcommittee released “The Surface Transportation Authorization Act of 2009: A Blueprint for Investment and Reform.”

The blueprint is a six-year, \$500 billion bill that intends to overhaul the U.S. Department of Transportation, expedite projects, coordinate planning for different modes of transportation and tie federal funds to measurable benchmarks. Objectives of the bill include:

- reduce fatalities and injuries on the nation’s highways

- unlock congestion
- provide transportation choices for commuters and travelers
- limit adverse effects of transportation on the environment
- promote public health and the livability of communities.

General plan recommendations:

- Redefine Federal role and restructure Federal surface transportation by consolidating or terminating more than 75 programs and consolidating the majority of highway funding in four core formula categories:
 - Critical Asset Investment
 - Highway Safety Improvement
 - Surface Transportation
 - Congestion Mitigation and Air Quality Improvement (CMAQ)
- Focus majority of transit funding in four core categories to bring urban and rural public transit systems to a state of good repair
- provide specific funding to restore transit rail systems
- provide mobility and access to transit-dependent individuals
- plan, design, and construct new transit lines and intermodal facilities
- Direct Federal highway safety investments to specific activities demonstrated to reduce fatalities and injuries
- Establish new initiatives to address congestion in major metropolitan regions
- eliminate bottlenecks in freight transportation
- Allow USDOT to review rural consultation process by eliminating a carry-over provision from TEA-21
- Create a National Transportation Strategic Plan to develop intermodal connectivity of the nation's transportation system and identify projects of national significance
- Reform U.S. Department of Transportation to require intermodal planning and decision-making; ensure that projects are planned and completed in a timely manner; and ensure that DOT programs advance the livability of communities

MPO Reform, included in the Blueprint as part of an effort to increase metropolitan and government ability to access and benefit from suballocated STP and Transportation Enhancement Funds, contains the following provisions:

- Population threshold for mandatory MPO creating is increased from 50,000 to 100,000, but allows existing MPOs in regions under 100,000 to be "grandfathered" in
- Increased participation by public transit officials in all MPOs
- Reforms MPO certification process by requiring proportional voting on MPO boards as well as performance targets, and applies certification requirements to all MPOs with 100,000-plus population
- New Performance Targets
- A national MPO database will be established for USDOT to collect information on MPO performance
- USDOT to set transportation planning performance measures for MPOs with minimum requirements
- MPOs to develop performance targets to meet the performance measures

- MPOs to annually report on meeting performance measures
- Performance measures to be linked to the MPO certification process
- Strengthened Planning Process for Largest Metropolitan Areas
- Metro areas with population of more than one million (or 500,000 if want to receive Metropolitan Mobility funding) are required to perform “Blueprint” alternative planning
 - Land use to support improved mobility and reduced dependency on single occupant vehicle trips
 - Adequate supply of housing for all income levels
 - Limited impacts on valuable farmland, natural resources and air quality
 - Reductions in greenhouse gas emissions
 - Increase in water and energy conservation and efficiency
 - Increase in livable communities

Statewide and Rural Planning reform contains the following provisions:

- Strengthen Role of Rural Agencies in Statewide Process
 - Recognize RPOs that currently exist within the States
 - Direct States to coordinate with existing RPOs and local officials in statewide transportation planning process
 - Eliminates TEA-21 provision that prohibits DOT from reviewing rural consultation process
- Establish New Performance Targets (for States)

Mr. Tom Maxwell reviewed a portion of the proposed House bill related to Complete Streets initiatives. The portion of the bill discussed reads as follows:

GUIDANCE ON COMPREHENSIVE STREET DESIGN

PRINCIPLES—Not later than one year after the date of enactment of this Act, the Secretary, in consultation with the Office of Livability, shall issue guidance on the Department’s implementation of the requirements related to comprehensive street design policies and principles and practical design standards under section 109(a) of title 23, United States Code.

This initiative will allow for better intermodal planning with other projects.

Mr. Darrell Howard reviewed a portion of the proposed House bill related to Appalachian Highway Funds. The portion of the bill discussed reads as follows:

APPALACHIAN DEVELOPMENT HIGHWAY SYSTEM

APPORTIONMENT —Subject to subsection (b), the Secretary shall apportion funds made available by section 1102(a)(6) of this Act for each of fiscal years 2010 through 2015 among the States in the ratio that— (1) the latest available cost to complete estimate for the Appalachian development highway system under section 14501 of title 40, United States Code, in each State; bears to (2) the latest available cost to complete estimate for the Appalachian development highway system under section 14501 of title 40, United States Code, in all States.

MINIMUM AND MAXIMUM APPORTIONMENT — Notwithstanding subsection (a), each State that receives an apportionment under subsection (a) shall receive— (1) not less than one percent of the funds apportioned under this section; and (2) not more than 25 percent of the funds apportioned under this section.

CORRIDOR X-I — (1) In determining the cost to complete estimate for the Appalachian development highway system of title 40, United States Code, the total Federal share of the cost to complete Corridor X-I in Alabama, as designated in section 123 of title I of division F of Public Law 108-199 (118 Stat. 296) shall not exceed \$500,000,000.

More information will be sought to determine the exact impact of this provision on the proposed Northern Beltline should the bill pass as written.

IN-TOWN TRANSIT PARTNERSHIP

At the request of MPO Subcommittee Chairman Mayor Doug Brewer, the In-Town Transit Partnership simulation video for the bus rapid transit project was presented to the MPO Subcommittee again along with a draft Resolution of support for a grant application.

MPO MEETING AGENDA (AUGUST 12, 2009)

Mr. Wayne Sullivan made a motion to include Agenda Item #1 (Unified Planning Work Program), Agenda Item #2 (Transportation Improvement Program (TIP)), Agenda Item #3 (Surface Transportation Authorization Act of 2009) and the In-Town Transit Partnership Resolution on the August 12, 2009 MPO meeting agenda. Ms. Doris Powell seconded the motion that passed on a voice vote.

OTHER MEETINGS

Mayor Doug Brewer announced a series of upcoming meetings, including:

- Transportation Improvement Program (TIP) Subcommittee, June 30th, 1:30 p.m., RPC.
- Transportation Citizens Committee, August 19th, 12:00 Noon, RPC.
- Transportation Technical Committee, August 26th, 10:00 a.m., RPC.
- Announcement of next MPO Subcommittee Meeting, August 27th, 1:30 p.m., RPC.

With no other business, the Subcommittee meeting was adjourned at 2:32 p.m.

Page 8
July 23, 2009

APPROVED:

Honorable Doug Brewer
MPO Subcommittee Chairman

Date

DB:cyb
K:\TRA\Production\01-Clt-Adm\Adm-MPO\MPO Sub-Min July 09.doc