



*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*

June 24, 2010

MEMORANDUM

TO: Metropolitan Planning Organization (MPO)
FROM: Mayor Tom Henderson, Subcommittee Chairman/s/
**SUBJECT: MPO Subcommittee Minutes
June 24, 2010**

A meeting of the Metropolitan Planning Organization Subcommittee was held on Thursday, June 24, 2010, 1:30 p.m., RPC 1st Floor Conference Room, 1731 1st Avenue North, Birmingham, Alabama.

MEMBERS PRESENT

Honorable Tom Henderson, Jefferson County Municipalities
Honorable Doug Brewer, Jefferson County Municipalities
Mr. Wayne Sullivan, Unincorporated Jefferson County
Mr. Jesse Jowers, Shelby County – Pelham

MEMBERS REPRESENTED BY PROXY

Mr. Randy Cole, Shelby County
Represented by Mr. Scott Holladay
Mr. Brian Davis, ALDOT
Represented by Ms. Cindy Hill
Mr. Ray Hamilton, Shelby County
Represented by Mr. David Hunke
Honorable Bobby Humphries, Unincorporated Jefferson County
Represented by Mr. Wayne Sullivan
Mr. Guin Robinson, Birmingham-Jefferson County Transit Authority
Represented by Ms. Doris Powell

Honorable Kim Rafferty, City of Birmingham
Represented by Mr. Lou Willie

MEMBERS NOT PRESENT

Honorable William Bell, City of Birmingham
Honorable Jim Carns, Unincorporated Jefferson County
Mr. Andre Bittas, City of Birmingham
Honorable Larry Dillard, Shelby County
Honorable Delor Bauman, Jefferson County Municipalities
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

OTHERS PRESENT

Mr. Bill Foisy, Regional Planning Commission
Mr. Charles Ball, Regional Planning Commission
Ms. Cynthia Barton, Regional Planning Commission
Mr. Darrell Howard, Regional Planning Commission
Mr. Harry He, Regional Planning Commission
Mr. Mike Kaczorowski, Regional Planning Commission
Mr. Scott Tillman, Regional Planning Commission
Mr. Greg Wingo, Regional Planning Commission
Mr. Amos Wright, Regional Planning Commission
Ms. Nan Baldwin, BBA
Mr. Chris Hatcher, ONB
Mr. Lane Morrison, City of Pelham

MPO Subcommittee Chairman Tom Henderson called the meeting to order at 1:31 p.m. The meeting proceeded with the scheduled agenda items.

INTRODUCTORY ITEMS

Ms. Cynthia Barton called roll. A quorum was declared. Mr. Wayne Sullivan made a motion to approve the May 27, 2010 MPO Subcommittee minutes. Mayor Doug Brewer seconded the motion that passed on a voice vote.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Mike Kaczorowski presented a report from the TIP Subcommittee. The TIP Subcommittee met on June 3, 2010 to discuss the following:

Programming and Funding for Existing FY2010 and 2011 STPBH & CMAQ Projects

The TIP Sub-Committee reviewed the list of projects and program fund balances for both STPBH and CMAQ funds. ALDOT and other committee members stated that there are projects that will require additional funding and that the balances in the programs will likely be consumed by these increases. The next TIP will be drafted in the summer of 2011 for FY2012 to 2015. New projects will be considered when this next TIP is produced. Project sponsors should be prepared to submit their potential projects this winter. The RPC will provide specific dates and procedures for submitting new projects in the next few months.

Rideshare Program

The RPC distributed copies of the Rideshare Program annual report and highlighted the accomplishments of the program. The successful results from the program were discussed and the RPC asked the TIP Sub-Committee to program annual funding for FY2011. The TIP Sub-Committee agreed to the \$1.2 million of STPBH funds for the Rideshare Program for FY2011.

Mr. Scott Tillman introduced Ms. Jeniese Hosey and Ms. Ricki Hall of the CommuteSmart program to the Committee. Ms. Hosey is an Outreach Coordinator for part of Jefferson and Shelby counties. Ms. Hall is the Special Projects Coordinator. Mr. Tillman then previewed two videos currently available for viewing on the CommuteSmart website.

Mr. Tillman then presented the CommuteSmart Annual Report. The CommuteSmart Program reduces vehicle miles of travel by about ten million miles per year. The CommuteSmart program has a ridematch database with around 10,000 names currently listed which is a 20% increase from the previous year. Mr. Tillman noted that the incentives program has been productive with around 2,000 participants.

Additional highlights noted in the CommuteSmart Annual Report included:

- 343 Employer meetings.
- 198 Commuter events.
- 78 Participating companies.
- 2,008 Phone calls received.
- 53,791 Website visitors.
- Most cost-effective program (emissions reduction).

Mr. Mike Kaczorowski continued with his report from the TIP Subcommittee, discussing the following:

Create a Resurfacing Program using STPBH funds

The 2035 Regional Transportation Plan recently adopted by the MPO proposes that a program be established to utilize STPBH funds for resurfacing projects. This was presented by the RPC and the TIP Sub-Committee agreed to the concept of a resurfacing program using STPBH funds. The amount of funding and the method for distribution of funds would be discussed in future TIP Sub-Committee meetings and the program would be reviewed and adopted by the MPO with a goal of implementing the program by October. As part of this preliminary discussion the TIP Sub-Committee agreed that these resurfacing funds would primarily be used on non-state roadways, but that it could be used on state highways in special circumstances. Some Sub-Committee members stated that Jefferson County has recently relinquished maintenance on several major roadways and that this program could provide much needed assistance to the maintenance needs in the region.

Mr. Wayne Sullivan discussed with the MPO Subcommittee several points in reference to the Resurfacing program, including:

- Currently Jefferson County is financially unable to maintain all roads in the system that are within local city boundaries, which at this time have been done since 1952. Legal issues will need to be settled regarding repair and upkeep responsibilities.
- There is limited use of federal funds for resurfacing projects.
- Specific guidelines will need to be set for any resurfacing program.

Request for funding for the Norfolk Southern Intermodal Facility

ALDOT has sent the RPC a request for \$8 million of FY2011 CMAQ funds for the Norfolk Southern Intermodal Facility in McCalla. The RPC shared this request with the TIP Sub-Committee and discussed the issue that additional information on the project must be received before the funding request is considered. In order to consider the request for CMAQ funding and comply with Federal Highway Administration (FHWA) "Final Program Guidance for the CMAQ Improvement Program, October 2008" the following information is required:

1. A concise description of the proposed project, to include size, scope, location and timetable, for which CMAQ funds are proposed to be used.
2. A preliminary assessment of the projects expected emission reduction benefits.

The Interagency Air Group, with the guidance of the FHWA, will then make a determination of the project's eligibility, the emission reduction benefits, and any applicable air conformity provisions. The Birmingham Metropolitan Planning Organization transportation committees would then review the request in accordance with the schedule and process for modification and development of the Transportation Improvement Program.

Status of the FY2010 and 2011 STPBH and CMAQ Projects

The RPC presented a project status sheet to the TIP Sub-Committee for both STPBH and CMAQ projects. The project list was reviewed and updates were given on several projects. Most notably, three of the largest projects are on track to be let this fall which would authorize nearly \$20 million in STPBH funds. These three projects include Coalburg Road, the Chapel Lane Extension, and Tarrant-Huffman Road – Phase 2.

TIGER II GUIDELINES

Mr. Bill Foisy and Mr. Darrell Howard reviewed highlights of the **TIGER II Discretionary Grant Program**. Mr Foisy presented the following information:

Program Summary

\$600 million total is available for this round of applications. \$200 million of the \$600 million is guaranteed for rural areas, leaving \$400 million for everything else.

Similarities to TIGER I

USDOT's "TIGER II Discretionary Grant" program is very similar to the original \$1.5B TIGER Grant program created in the American recovery and Reinvestment Act (ARRA) stimulus bill. It has the same broad eligibility and generally the same criteria.

Difference from TIGER I

1. Grant Submittal Requirements:
 - Pre-application: July 16th due date
 - Final application: August 23rd due date
 - All applications must be submitted through Grants.

Note: USDOT cannot announce the successful applications prior to September 15th.

2. Grant Size and Cost Sharing:
 - Minimum grant size: \$10 million
 - Officially the maximum grant size is \$200M; however, few projects are expected to receive more than \$50M. No more than \$150M can go to any single state.
 - Non-federal Match Requirement: Minimum 20%
 - TIGER II will fund no more than 80% of the project cost
 - Overmatching is strongly encouraged: TIGER II applications with at least a 50% non-federal match are likely to be much more competitive than those offering lower shares.
 - Rural Area Guarantee: At least \$140 million must be awarded to projects in rural areas.
 - The minimum grant size is reduced to \$1 million for rural areas.
 - Rural areas are also eligible for a federal share greater than 80% of the project cost.

3. Planning Grants:

- Award Size: Up to \$35 million may be awarded for planning uses.
- Grant Evaluation

Joint USDOT/HUD Evaluation Criteria. USHUD has \$40 million Challenge Grants that will be available. It is likely that a USDOT will conduct a joint evaluation of planning applications with HUD. Joint solicitation for the TIGER II Planning Grants and HUD's Community Challenge Planning grants will be issued by the end of June 2010.

4. Benefit-Cost Analysis:

- USDOT strongly encourages all projects (except the planning grant applications) to perform and submit a thorough benefit-cost analysis.
USDOT has noted that they were generally disappointed with the quality of many TIGER I benefit-cost analyses. Extensive guidance on USDOT's benefit-cost analysis expectations is in Appendix A of the notice of grant availability.
- Staff Recommendation: begin benefit-cost analysis early.
Several nationally and internationally known consulting firms have significant experience performing thorough benefit-cost analyses in line with USDOT's expectations.

5. Other:

- Funding Obligation Timeline: Funds must be obligated by 9/30/2012.
- Up to \$150M may be used for TIFIA subsidy (TIFIA is a guaranteed federal infrastructure loan program), and administrative costs (i.e., allowing for up to ~\$1.5B in TIFIA credit assistance)

Mr. Darrell Howard then presented the following information on **the Joint TIGER II Planning Grant/HUD Sustainability Grant:**

General Summary

The intent of this joint notice is to provide TIGER II Planning Grant and Community Challenge Planning Grants funds for planning activities that ultimately lead to the development of projects that integrate housing, economic development, land use, and transportation components.

Funding Availability:

\$40 Million HUD Challenge grant
\$35 Million USDOT TIGER II Planning Grant

Key Considerations

- Funding Applications
Single applications for funding from both HUD's Community Challenge Grant program and USDOT's TIGER II Planning grants may be submitted.
- Matching Funds

USDOT TIGER II:	20% Non-federal Cash Match
USHUD Challenge Grant:	20% in leveraged resources (cash-federal and non-federal) Or in-kind (must be verified)

Overmatching is strongly encouraged and will be rewarded.
Documentation of all committed funding is required.

Funding Availability and Period Performance

TIGER II: No more than 25% (\$150 million) may be awarded to projects in a single state. All awarded funds must be obligated by September 30, 2012.

Period performance shall not exceed 36 months from the date the funds are obligated.

Threshold Requirements:

- There is no minimum grant size.
- There is a \$3 million maximum for planning.
- Only one application per project will be accepted for review.
- Pre-applications must be submitted on or before pre-application deadline.
- Both the project and the Applicant must be eligible to apply for / receive funding under either the requirements for TIGER II or Community Challenge Planning Grant Program.

Funding Eligibility

Eligible activities include:

- Highway or bridge projects eligible under Title 23, United States Code
- Public transportation projects eligible under Chapter 53 of Title 49, United States Code
- Passenger and freight rail transportation projects
- Port infrastructure investments

Community Challenge Planning Grants:

- Development of master plans or comprehensive plans
- Development and implementation of local, corridor or district plans and strategies
- Revisions to zoning codes, ordinances, building standards or other laws
- Revisions to building codes
- Strategies for creating or preserving affordable housing
- Strategies to bring additional affordable housing to areas
- Planning, establishing and maintaining acquisition funds and/or land banks

Joint Grants: Combination TIGER II Planning and Community Challenge Planning

There are a variety of projects that may include eligible activities under both the TIGER II Planning Grants and the Community Challenge Planning Grants programs. Examples of eligible projects include:

- Planning activities related to the development of a particular transportation corridor or regional transportation system.
- Planning activities related to the development of a freight corridor.
- Developing expanded public transportation options.

Evaluation Process and Criteria (Rating Factors)

- Submitted applications will be evaluated by a team of HUD, DOT and EPA staff. The selection criteria are based on:
- Project Outcome (35 points)
- Work Plan (35 points)
- Leveraging and Collaboration (15 points)
- Capacity (15 points)

Rating and Ranking:

Projects will be assigned a score between 1 and 100 based on an evaluation of the individual application against the rating factors identified above. The score will not determine whether or not specific projects will be funded. Instead they will be used to screen projects in order to identify those that are “highly recommended.”

Highly recommended projects will be advanced for further consideration by a senior-level review team. The senior-level review team will make recommendations for funding to the Secretaries of the U.S. DOT and U.S. HUD.

Deadlines and Due Dates

Pre-application: 5 p.m. EDT – 30 days from NOFA i.e. 30 days from 22 June 2010
Final application: 5 p.m. EDT – 23 August 2010

The ITP work group will be reviewing the guidelines further to determine if parts of the ITP project should be submitted for consideration.

Ms. Doris Powell asked if the local areas could work together to apply for one or more of these grants. Given the short period of time and difficulties in securing necessary funding, staff did not feel a viable project could be pulled together at this time.

MPO MEETING AGENDA (JULY 14, 2010)

Mayor Doug Brewer made a motion to cancel the July 14, 2010 meeting due to no action items. Mr. Wayne Sullivan seconded the motion that passed on a voice vote.

OTHER

MPO Subcommittee Chairman Tom Henderson asked Charles Ball to discuss the press conference that was held regarding the High Speed Rail Study from Atlanta to Birmingham. Mr. Ball stated that with the Alabama portion of the local match, approximately \$125,000, the study will move forward with federal funding from the Federal Railroad Administration and match

funding from the State of Georgia at \$125,000. A memorandum of agreement has been executed between the Georgia DOT and the RPC to conduct a corridor study with components that include

- Public Participation Program.
- Scenario Development.
- Demand and Revenue Estimation.
- Capital Cost Estimation.
- Operating and Maintenance Cost Estimation.
- Corridor/Network Financial Analysis.
- Societal Impacts Estimation.
- System Planning and Assessment.

MPO Subcommittee Chairman Tom Henderson then announced a series of upcoming meetings, including:

- Transportation Citizens Committee Meeting, July 21, 2010, 12:00 noon, RPC.
- Transportation Technical Committee Meeting, July 28, 2010, 10:00 a.m., RPC.
- MPO Subcommittee meeting July 29, 2010, 1:30 p.m., RPC.

With no other business, the Subcommittee meeting was adjourned at 2:30 p.m.

APPROVED:

Honorable Tom Henderson
MPO Subcommittee Chairman

Date