

CLARK HILL

MEMORANDUM

TO: Members, Birmingham City Commission and Troy City Council

FROM: Clark Hill Team

DATE: May 21, 2009

SUBJECT: Federal Update

We have prepared this memorandum in order to update the Cities of Troy and Birmingham on Clark Hill's work on your behalf in responding to developments at the federal level and our engagements with federal agencies and your Congressional Delegation.

Congressional Update

We are pursuing two major initiatives at the Congressional level: 1) a \$7 million appropriations request from the Fiscal Year 2010 Transportation, Housing and Urban Development Bill and 2) a \$7 million request in the upcoming Transportation Reauthorization Bill. We have submitted both of these requests to Rep. Peters and Senators Levin and Stabenow.

Due to the fact that the House traditionally acts quicker than the Senate, we already know that Rep. Peters has submitted a \$2 million request for the Transit Center as a part of the annual appropriations process and a \$7 million request for the Transit Center to be included in the upcoming Transportation Reauthorization Bill.

The Senate Appropriations Committee's deadline for filing appropriations requests passed last Friday, May 15, but information has yet to be made public on all Senators' requests. However, we just learned from Senator Stabenow's staff that she has submitted a \$5 million request for the Transit Center.

On the issue of the Transportation Reauthorization Bill, the Senate Environment and Public Works Committee has not yet solicited individual requests from Senators' offices. However, based on our discussions with the offices of Senators Levin and Stabenow and the reception we have received, we are confident that our needs will be addressed in that chamber as well. And while these two requests are our top priorities at the Congressional level, we will be actively engaging your Delegation and soliciting their support for any additional federal funding opportunities the Cities pursue (see below).

EECBG

We have been in contact with the U.S. Department of Energy regarding funds made available through the American Recovery and Reinvestment Act (stimulus bill) in the areas of energy

efficiency and greenhouse gas reductions, and have identified the Energy Efficiency and Conservation Block Grant (EECBG). There is an emphasis on the development of programs to promote energy efficiency over actual implementation of specific projects. However, we have determined that the Transit Center project is eligible for EECBG funding, but in order to receive these funds, the Cities must present hard facts about the energy efficiency savings and environmental benefits that would result from constructing the Transit Center. The State has been allocated \$19.6 million and Oakland County, \$4.88 million. Troy has been allocated \$921,100 while Birmingham is ineligible to receive direct assistance. We have put Birmingham city staff in touch with Oakland County to determine how best to access those dollars.

DOT Discretionary Grants

On May 18, DOT announced the availability of \$1.5 billion in discretionary grant funding authorized in the stimulus bill earlier this year. The final rulemaking will be issued by June 17 and applications will be due September 15.

The primary focus of these grants will be on projects that produce long-term results and immediate and sustained job growth, while also improving the condition of existing transportation facilities and systems, the quality of living and working environments through livable communities, and energy efficiency and reducing greenhouse gas emissions. Based on these qualifications and the conversation with Transportation Secretary LaHood reported previously to the Birmingham City Commission by Commission Moore, we feel that the Transit Center is well positioned to receive this kind of assistance.

Private Sector

The Chicago Amtrak office recently reached out to a number of Midwestern station managers and local officials to highlight private funding available for station improvements through the Transportation Lending Services Corporation (TLSC), which was founded in 2000 by the Community Transportation Association of America to supplement funding for community and public transportation development projects.

TLSC provides capital and operating money for transportation related projects that range in size from \$2,000 to \$2 million. While TLSC was founded primarily as a transit financing entity, it has recently expanded its reach to include intercity passenger rail depots. TLSC has access to several sources of low-interest government and private capital and is therefore, well positioned to offer low-cost financing for station improvement projects. We have provided TLSC contact information to the Cities' staff should either community choose to pursue this funding.