

Minutes
Twin Cities Area Transportation Study
Policy Committee

November 16, 2009
 10:30 A.M.
 Southwest Michigan Regional Airport

POLICY MEMBERS PRESENT:	Mickey Bennett, Sodus Township Robert Judd, City of St. Joseph Ray Lenze, MDOT Planning Debra Panozzo, Berrien County Commission Bill Purvis, TCATA Lee Scherwitz, SW Michigan Regional Airport Paul South, MDOT Coloma TSC Dick Stauffer, Lincoln Charter Township Sarah Van Buren, FHWA (ex officio) Darwin Watson, City of Benton Harbor Kevin Wordelman, Berrien County Commission
POLICY MEMBERS ABSENT:	Aaron Anthony, City of Bridgman Bill Brown, NIRPC (ex officio) Bob Burkholz, Berrien County Road Commission John Egelhaaf, SWMPC Tim Fenderbosch, St. Joseph Charter Township Ron Ferguson, Benton Charter Township John Gast, Lake Charter Township Jason Latham, MDOT Regional Planning Stewart McKenzie, Federal Transit Administration (ex officio) Mark Seaman, Village of Shoreham Representative, Cornerstone Alliance Roger Seely, St. Joseph Charter Township Jim Soteriou, Royalton Township Sarah Woolcock, MDOT Coloma TSC
SWMPC STAFF PRESENT:	Nickolas Musson Anna Rahtz
OTHERS PRESENT:	Jason Auvil, Pokagon Band of Potawatomi Indians Rose Hunt, The Opportunity Center / Heartland Alliance

1. CALL TO ORDER:

- Chairman Judd called the meeting to order at 10:43 a.m.

2. MINUTES:

- *A motion was made by Scherwitz, seconded by South, to approve the minutes of the October 19, 2009 Joint TAC and Policy Committee meeting. Motion approved.*

3. STAFF REPORT:

- **Mid-America Trails And Greenways (MATAG) conference**
 - Rahtz announced that she and Musson attended a day-long workshop on US bicycle routes and learned about the program, which will help them in working on the US 35 bicycle route along with the TwinCATS non-motorized subcommittee. The US 35 route will go along the western coast of Michigan, within a 50-mile buffer; the alignment has not yet been determined.
- **SmartCode workshop**
 - Musson announced that he had attended the SmartCode workshop with Andres Duany and learned about smart growth ideas and the difference between traditional Euclidean zoning, form-based zoning,

and "smart codes."

- Musson stated that he would make the electronic version of the basic code guidebook available on the TwinCATS web page. There was discussion about how SmartCodes can be implemented and added to the existing zoning.
- **Michigan Association of Planning Transforming Transportation workshop**
 - Rahtz announced that she had attended a day-long workshop about Safe Routes to School, Complete Streets, and Context Sensitive Design. She attended four segments of the CSS track, and learned about the difference between CSS and the NEPA process, and techniques for mediating between the desires of different stakeholder groups. She asked if the committees would be interested in having a CSS presentation at some point; the MDOT CSS staff had offered to present the information to MPOs.
 - There was interest expressed by the Policy Committee members in having the MDOT CSS staff come and give a presentation at a future meeting.
- **"SMART: Moving Minds: The Next Transportation Infrastructure" conference**
 - Rahtz announced that she had attended a day of the SMART conference on sustainable transportation infrastructure at the University of Michigan and learned about the idea of "New Mobility," including focusing on developing around connections between various modes of transportation, and investing in a transportation infrastructure that is resilient to climate change and other unknown future events.

OLD BUSINESS:

- **Regional Rail**
 - Musson and Rahtz announced that they still hadn't heard about a meeting date for the WesTrain Collaborative, but that they had met with the City of Watervliet, which is trying to get a rail stop on the Pere Marquette line. Watervliet hadn't been aware of the Pere Marquette line being realigned in Phase 5 of the Midwest Regional Rail Initiative (MWRRI), and was interested in collaborating in an effort to convince MDOT to reconsider the realignment of the Pere Marquette, including gathering support and research in support of keeping the line aligned along the shoreline.
 - There was discussion about next steps, with a consensus that all communities along the current Pere Marquette route should be made aware of the future realignment in the MWRRI. It was agreed that SWMPC staff should contact Tim Hoeffner at MDOT and talk with him about the MWRRI plans, including what would be needed to convince MDOT to retain the current alignment of the Pere Marquette. It was suggested to invite Hoeffner to a TwinCATS meeting, even if it's via teleconference, and simultaneously invite representatives of the other communities on the Pere Marquette, including Watervliet, Hartford, Coloma, and Bangor.
 - It was also pointed out that ridership data should be sought from Amtrak; and that Dan Fette (Berrien County Community Development), Pat Moody (Cornerstone Chamber of Commerce), and a representative of Congressman Upton's office should be kept involved throughout the process.

5. NEW BUSINESS:

- **TIP amendments**
 - Purvis announced that Twin City Dial a Ride is encountering barriers to beginning the new Job Access and Reverse Commute bus route. There are difficulties in getting approval for bus stop signs due to concerns about loitering at bus stops. Rose Hunt and Debra Panozzo both offered to help with getting permission for the bus stops and asked to be kept in the loop on the political issues involved.

MDOT would like to add the following FY 2010 project:

- Added in FY 2010, the general program account named Local Highway Safety GPA. The federal cost is \$216,000 and the local cost is \$54,000.

A motion was made by South, supported by Panozzo, to amend the FY 2008-2011 TIP to add the previously mentioned MDOT project. Motion approved.

The following administrative modifications to the FY 2008-2011 TIP were discussed:

- Modification in FY 2009, project named I-94 (JN 104002) for bridge replacement under Britain Avenue in Benton Harbor Right of Way (ROW) Phase. Federal cost is \$24,300 and State cost is \$2,700 for a

total cost of \$27,000. Move from FY 2009 to FY 2010.

- Modification in FY 2010, project named Broad Street (JN 107685), to resurface from Lake Blvd to State Street & Main Street (I-94 BL) to Wayne Street. Federal cost is \$220,400 and Local cost is \$56,700 for a total cost of \$277,100. Limits needed to be clarified. Will be modified to Lake Blvd to State Street & Main Street (I-94 BL) to 50 feet west of Wayne Street.

- **Call for FY 2014 Projects for FY 2011-2014 Transportation Improvement Program**

- Musson announced that applications are being solicited for local and state transportation projects.
- Musson announced that Act 51 reports are due from the county, villages, and cities at the January 25, 2010 meeting.
- Musson also stated that a call for projects will soon be announced for the FY 2012-2013 CMAQ (Congestion Mitigation and Air Quality) projects. A Call for Projects meeting will be scheduled shortly.

- **Fill out Transportation Importance survey**

- Rahtz passed out the surveys and asked each TwinCATS member to fill one out and mark "TwinCATS member" at the top of the paper. Members of the public are also being asked to fill out the survey. It is online, and TwinCATS members should forward the link to the survey to everyone they know. TwinCATS members who fill out the survey online should mark "TwinCATS member" in the comment box. The survey closes December 1, and the results will be published shortly thereafter.
- Rahtz also announced that she would provide paper copies of the survey for anyone who would like to distribute them to their constituents.
- Judd remarked that he would distribute the surveys at the three St. Joseph district meetings in November and December, and Rahtz stated that the survey could remain open later than December 1, 2009 to accommodate those meetings because of the revised TIP timeline.

6. PUBLIC COMMENTS:

- Bennett inquired about the reason why businesses are opposed to bus stops at their locations, and Purvis responded that it is due to safety and loitering issues.

7. PRIVILEGE OF THE FLOOR:

- Panozzo remarked that the Lincoln Township Safe Routes to School project has been very well received in the community. Stauffer replied that it has been a success and has given the area more of a feeling of community. In response to a question about the legal issues with putting a marked crossing with lower speed limit on Cleveland Avenue, he stated that the residents have solved their own problem by forming a parents' group to help children safely cross the street.

8. ADJOURNMENT: 11:29 a.m.

- Next meeting is December 21, 2009 at 10:30 a.m.

Compiled by: Nickolas Musson and Anna Rahtz, Transportation Planners, 11/16/09