

Minutes
Twin Cities Area Transportation Study
TAC Meeting
 April 19, 2010
 9:30 A.M.
 Southwest Michigan Regional Airport

MEMBERS PRESENT:	Brian Berndt, Berrien County Road Commission Ray Lenze, Michigan Department of Transportation, Statewide Planning Larry Merritt, St. Joseph Charter Township Katie Montoya, Berrien County Community Development Derek Perry, City of St. Joseph / Village of Stevensville Bill Purvis, Twin Cities Area Transportation Authority Thad Rieder, Cornerstone Alliance Mark Seaman, Village of Shoreham Brad Sharlow, MDOT Planning (ex officio) Terrie Smith, Lincoln Charter Township Paul South, Michigan Department of Transportation- Coloma TSC Sarah Woolcock, Michigan Department of Transportation - Coloma TSC
MEMBERS ABSENT:	Aaron Anthony, City of Bridgman Mickey Bennett, Sodus Township Bill Brown, Northern Indiana Regional Planning Commission (ex officio) Chris Cook, City of Benton Harbor Fred Featherly, MDOT - Multi-Modal Services (ex officio) Norah Jefferson, Benton Charter Township Jason Latham, Michigan Department of Transportation, Southwest Region Stewart McKenzie, Federal Transit Administration (ex officio) Gloria Payne, Lake Charter Township Robert Rusch, Michigan Department of Environmental Quality (ex officio) Lee Scherwitz, Southwest Michigan Regional Airport Donald Schlipp, Village of Stevensville Jim Soteriou, Royalton Township Sarah Van Buren, Federal Highway Administration (ex officio) Tim Zebell, City of St. Joseph
SWMPC STAFF PRESENT:	Suzann Flowers Anna Rahtz
OTHERS PRESENT:	John Chappock, Southwest Michigan Regional Airport Waymon Hodges Kenton McAndrew, City of Benton Harbor Michele McGowen, Disability Network SWMi

1. CALL TO ORDER:

- Berndt called the meeting to order at 9:32 A.M.

2. MINUTES:

- *A motion was made by South, seconded by Woolcock, to approve the minutes of the March 15, 2010 TAC meeting. Motion approved.*

3. STAFF REPORT:

- None.

4. **PROJECT UPDATES (2010):**

- **Berrien County Road Commission**
 - Britain Avenue – signed contract
 - Cleveland Avenue - no funding available from federal treasury for letting
 - Date Road Bridge – being postponed until 2015 – has to be removed from TIP
 - Hilltop Road – reapplying for CMAQ for separate 6' wide paths, has to be obligated by September 30th
 - Hollywood Road – no funding available from federal treasury for letting
 - Pipestone Rd ACC – Advanced Construct Conversion
 - Pipestone Rd/Nickerson Ave/Sodus Parkway/Red Arrow Highway – Construction August 1st
- **City of Benton Harbor**
 - Highland Avenue – GI plans submitted
- **City of Bridgman**
 - Lake Street – Contract awarded
- **City of St. Joseph**
 - Broad Street – under construction
- **MDOT**
 - I-94 Britain Ave. Bridge Replacement – Had OEC, constructing crossovers this summer, bridge next year
 - I-94 BL Rideshare Lot Expansion – will be closed 4/26 to 5/26 for construction
 - I-94 ROW – Design phase in process
 - M-139 resurfacing – under contract
 - I-94 bridges repair – had plan review
 - M-63 resurfacing – construction early June to late July
- **Twin Cities Area Transit Authority**
 - Scheduled bus route ridership rose by 450 passengers in the last month.
- **Safety**
 - Smith asked the status of the John Beers safety project. Berndt responded that the County and Township hope to have it completed in the summer, but they were told by the State there are insufficient funds to let the project.

5. **OLD BUSINESS:**

- **Benton Harbor Local Match Update**
 - Rahtz passed out a letter that had been received from City Manager Ron Carter on March 18, 2010. She explained that since the City of Benton Harbor now has Joseph Harris in place as the Emergency Financial Manager, John Egelhaaf plans to speak with him and alert him about the local contribution for TwinCATS.
- **Walk and Roll Subcommittee**
 - Rahtz redistributed a summary that had been passed out at the March meeting, highlighting what the Walk and Roll subcommittee has done so far.
 - Rahtz stated that at the March meeting, she had passed out a draft outreach plan. There had been discussion about how long the outreach would take and what level of public outreach was appropriate for a regional planning commission. Chris Cook had asked the full committees to think about what the Walk and Roll subcommittee should do, and vote on it at this meeting.
 - Rahtz reminded the committee that the Walk and Roll subcommittee had been formed in September 2009 because she had shown both committees a sample Complete Streets resolution from the Michigan Association of Planning (MAP). It had been agreed that the resolution had no “teeth,” and so would not be an effective tool for TwinCATS. The Non-motorized Subcommittee had been established to study what had been done in the region for non-motorized transportation and to develop priorities for non-motorized transportation for the region, with recommendations for the full TwinCATS committees of what needs to be done.
 - Rahtz showed a PowerPoint presentation, adapted from the National Complete Streets Coalition’s presentation, about the need for and benefits of Complete Streets.
 - Rahtz passed out a new revised work plan for Walk and Roll that entailed a two-pronged approach: a

long-range regional vision for trails and on-road non-motorized facilities, and a policy that could be attached to the TIP to ensure that non-motorized considerations were made for any project within certain parameters. She passed out a sample Complete Streets policy from the Northwest Indiana Regional Planning Commission.

- South questioned whether the Walk and Roll committee had been established to push Complete Streets, and Rahtz clarified that it was first brought up because of a Complete Streets policy she had shown the committee, but it was established with the purpose of strategizing how to implement the priorities in the TwinCATS area for non-motorized transportation. She added that several of the Walk and Roll members had brought up the need to formulate a policy that projects could not be added to the TIP without giving any consideration to non-motorized users.
- South commented that he was concerned about the limited availability of local match funding at the local agencies for building non-motorized facilities. He stated while most Complete Streets projects are inexpensive, there could be cases in which a local agency is prohibited from constructing a project because they do not have sufficient local match money for "extras." Woolcock added that if an agency is applying for Enhancement grant funding for the non-motorized portion of the project they want to add into the TIP, the different timing of the Enhancement application cycle could impede them from putting the project into the TIP and starting it because they won't know if the Enhancement funding will be granted.
- Rahtz stated that considerations such as those could be included in a policy by asking whether an agency is planning to coordinate the project going into the TIP with a non-motorized project. She added that she was proposing for the Walk and Roll subcommittee to study sample policies and come up with the best options for TwinCATS.
- Montoya asked what FHWA's and MDOT's selection criteria for projects in the TIP. She stated that if projects are more likely to be funded if they have non-motorized considerations, then it would be wise to have a non-motorized policy for TIP project selection. South responded that MDOT's project selection is based on cost per lane mile.
- Merritt and South commented that the Walk and Roll subcommittee should be focusing on developing a prioritized network of desired non-motorized facilities. Merritt stated that he doesn't think the Walk and Roll subcommittee is ready to talk to the public yet.
- *Motion by Montoya to approve the Walk and Roll Revised Work Plan as proposed by staff. No second. Motion not carried.*
- Woolcock stated that the Walk and Roll subcommittee should meet on April 28th and further refine the work plan, and then present it again next month.

6. NEW BUSINESS:

• TIP Amendments

○ TCATA

- Add in FY 2011, the project named New Line Haul Route for transit operations in the Twin Cities area. Federal Cost is \$108,304 and State cost is \$108,304. Continuation of 2010 route.
- Add in FY 2011, the project named New Expanded Hours for transit operations in the Twin Cities area. Federal cost is \$86,018 and State cost is \$86,018. Continuation of 2010 expanded hours.
- Add in FY 2011, the project named Mobility Manager for transit operations in the Twin Cities area. Federal cost is \$60,000 and State cost is \$15,000. Using capital for Mobility Manager.
- *Motion by Woolcock, seconded by Seaman, to recommend to the Policy Committee to approve the amendment to the FY 2008-2011 Transportation Improvement Program to add the above three TCATA projects. Motion approved.*

○ MDOT

- Add in FY 2010, the project named I-94 for early preliminary engineering, scoping in Berrien County. Federal cost is \$163,700 and State cost is \$36,300.
- *Motion by Berndt, seconded by Montoya, to recommend to the Policy Committee to approve the amendment to the FY 2008-2011 Transportation Improvement Program to add the above MDOT project. Motion approved.*

- **Draft TIP Projects List**

- Rahtz passed out a handout showing the draft project list that had been developed at the project selection meeting on February 19, 2010. She explained that the project selection had mostly been decided in 2009 when work was begun on the FY 2010-2013 TIP. Two new projects were added to the Illustrative List of projects – John Beers Road in the Village of Stevensville and Brown School Road in the Village of Shoreham.

Twin Cities Area Transportation Study
FY 2011-2014 Transportation Improvement Program
Draft List of Projects

LOCAL ROAD PROJECTS

2011					
Project Name	Responsible Agency	Federal Cost	Total Project Cost	Project Category	Limits
South State Street and Kingsley Avenue	City of St. Joseph	\$208,000	\$1,388,900	Reconstruction/Advance Construct	South State Street from Granada Avenue to Wallace Avenue and Kingsley Avenue from South State Street to 100' East of South State
Lincoln Avenue	BCRC/ Lincoln Twp	\$486,000		Reconstruction	John Beers Road to Maiden Lane
Territorial Avenue	City of Benton Harbor	\$280,000		Cold Mill and Resurface	4th Street to Fair Avenue
California Road	BCRC/ Lake Twp	\$73,000		Resurfacing	City of Bridgman to Red Arrow Highway
Total (Estimate \$1,047,223.00)		\$1,047,000		Total remaining	\$223

2012					
Project Name	Responsible Agency	Federal Cost	Total Project Cost	Project Category	Limits
Broadway Avenue	City of Benton Harbor	\$240,000		Mill and Resurface	Pipestone Avenue to Empire Avenue
Lake Street	City of St. Joseph	\$236,100	\$534,900	Reconstruction	Elm Street to Broad Street
Britain Avenue	BCRC/Benton Twp	\$186,000		Resurfacing/add 3' wide shoulders	City of Benton Harbor to Crystal Avenue
Highland Avenue	BCRC/Benton Twp	\$227,000		Resurfacing/add 3' wide shoulders	City of Benton Harbor to Crystal Avenue
South State Street and Kingsley Avenue	City of St. Joseph	\$191,000	\$1,388,900	Advance Construct Conversion	South State Street from Granada Avenue to Wallace Avenue and Kingsley Avenue from South State Street to 100' East of South State
Total (Estimate \$1,080,734.00)		\$1,080,100		Total remaining	\$634

2013					
Project Name	Responsible Agency	Federal Cost	Total Project Cost	Project Category	Limits
East Empire Avenue	City of Benton Harbor	\$160,000		Mill and Resurface	Riverview Drive to Colfax Avenue
South State Street and Kingsley Avenue	City of St. Joseph	\$173,000	\$1,388,900	Advance Construct Conversion	Granada Avenue to Wallace Avenue and Kingsley Avenue from South State to 100' east of South State
Hollywood Road	BCRC/St. Joseph, Royalton Twp	\$782,000		Reconstruction/Advance Construct	M-63 to 500 feet South of Glenlord Road
Total (Estimate \$1,115,317.00)		\$1,115,000		Total remaining	\$317

2014 Selected Project

Project Name	Responsible Agency	Federal Cost	Total Project Cost	Project Category	Limits
Hollywood Road	BCRC/Royalton Twp	\$1,151,007		Restore and Rehabilitate/Advance Construct Conversion	M-63 to 500' South of Glenlord Road
Total (Estimate \$1,151,007.00)		\$1,151,007			

Illustrative List

Project Name	Responsible Agency	Federal Cost	Total Project Cost	Project Category	Limits
John Beers Road	Village of Stevensville	\$333,056		Reconstruction	St. Joseph Ave. to DeMorrow Rd and Red Arrow Highway to I-94
Napier Avenue	City of St. Joseph	\$435,600	\$638,600	HMA Mill/Resurfacing/Storm Improvements	Niles Avenue (M63) to Langley Avenue
Brown School Road	Village of Shoreham	\$250,000		Mill and Resurface	Lakeshore Drive East to Village Limits
Botham Avenue	City of St. Joseph	\$673,500	\$1,449,100	Reconstruction	Niles Avenue (M63) to Morton Avenue
Benton Center Road	BCRC/Benton Twp	\$284,000		Resurfacing	Napier Avenue to 300 feet North of Empire Ave.
Red Arrow Highway	BCRC/Lincoln Twp	\$284,000		Resurfacing	Village of Stevensville to I-94
Red Arrow Highway	BCRC/Lincoln Twp	\$365,000		Resurfacing	Linco Road to Village of Stevensville
Napier Avenue	BCRC/Benton Twp	\$446,000		Resurfacing	M-139 to I-94
Napier Avenue	BCRC/Benton Twp	\$284,000		Resurfacing	Broadway Avenue to M-139
Napier Avenue	BCRC/Benton, St. Joseph Twp	\$397,000		Resurfacing	St. Joseph River to Broadway Avenue
Cleveland Avenue	BCRC/St. Joseph, Lincoln Twp	\$454,000		Resurfacing	Hilltop Road to I-94
Lemon Creek Road	BCRC/Lake Twp	\$113,000		Resurfacing	Red Arrow Highway to Gast Road
Wallace Avenue	City of St. Joseph	\$478,200	\$1,109,700	Reconstruction	Lakeshore Drive (I94BL) to Lakeview avenue
Kingsley Avenue	City of St. Joseph	\$290,500	\$616,200	Reconstruction	South State Street to Niles Avenue (M63)
Water Street	City of St. Joseph	\$199,800	\$413,200	Reconstruction	Intersection with Water Front Condos to State Street
Hilltop Road	City of St. Joseph	\$266,300	\$390,300	HMA Mill and Resurfacing	Lakeshore Drive (I94BL) to CSX Rail Road Crossing
Pipestone	City of Benton Harbor	\$292,000		Mill and Resurface	50' East of Main St to Britain Avenue
Lake Street	City of Bridgman	\$743,000		Reconstruction	Church Street to Gast Road

MDOT PROJECTS

2011

Project Name	MDOT Job Number	Responsible Agency	Federal Cost	Project Category	Limits
I-196	109087	MDOT	\$256,755	Bridge - Other	Red Arrow Highway over I-196, 1.0 mile north of I-94 in Berrien County
I-94	103293	MDOT	\$24,556	Roadside Facility	at Nickerson Avenue carpool parking lot off M-139, Benton Township, Lot number 711005

2012

Project Name	MDOT Job Number	Responsible Agency	Federal Cost	Project Category	Limits
I-94	103294	MDOT	\$22,100	Roadside Facility	at Nickerson Road, M-40 at M-43, and I-94 at M-40

I-94	88086	MDOT	\$362,294	Trunkline Bridge CPM/CSM GPA	under John Beers Road
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2013					
Project Name	MDOT Job Number	Responsible Agency	Federal Cost	Project Category	Limits
I-94 EB	79871	MDOT	\$14,805,000	Resurface	Sawyer Road to 0.5 mile north of Red Arrow Highway

2013 Illustrative Project					
Project Name	MDOT Job Number	Responsible Agency	Federal Cost	Project Category	Limits
I-94 EB	90362	MDOT	\$7,380,000	Resurface	Red Arrow Highway for 1.6 miles east.
I-94 EB	90362	MDOT	\$7,380,000	Resurface	

TRANSIT PROJECTS

2011					
Project Name	Responsible Agency	Federal Cost	Project Category	Limits	
Public Transportation	TCATA	\$704,000	Transit Operations	Twin Cities Area	
Transit Vehicle Replacement	TCATA	\$153,600	Transit Capital	Twin Cities Area	

2012					
Project Name	Responsible Agency	Federal Cost	Project Category	Limits	
Public Transportation	TCATA	\$710,000	Transit Operations	Twin Cities Area	
Transit Vehicle Replacement	TCATA	\$256,000	Transit Capital	Twin Cities Area	

2013					
Project Name	Responsible Agency	Federal Cost	Project Category	Limits	
Public Transportation	TCATA	\$710,000	Transit Operations	Twin Cities Area	
Transit Vehicle Replacement	TCATA	\$153,600	Transit Capital	Twin Cities Area	

2014					
Project Name	Responsible Agency	Federal Cost	Project Category	Limits	
Public Transportation	TCATA	\$710,000	Transit Operations	Twin Cities Area	

- *Motion by Berndt, seconded by McAndrew, to recommend to the Policy Committee to approve the draft list of projects for the FY 2011-2014 Transportation Improvement Program. Motion approved.*
- Rahtz noted that she needs the "total total" project costs including engineering for all 2011-2014 projects with the exception of the City of St. Joseph's. Lenze added that the cost is for everything encompassed by that project – utilities, sewer work, etc.
- **Brown School Road classification**
 - Rahtz announced that because the Village of Shoreham wants to reconstruct Brown School Road and it is on the Illustrative List of projects for the TIP, they also want to change the National Function Class for Brown School Road from an urban local road to an urban collector road. She passed out a

resolution outlining the reasons why the Village thinks that the NFC should be changed, including that it functions as a collector for Red Arrow Highway, it serves an elementary school, and it is considered a Major Street under Act 51. The resolution will next go on to the full commission of SWMPC, and then the application will go to the State.

- It was asked what the limits of the change would be, and Seaman responded that it would be the entire length of Brown School Road from Cleveland Avenue to Lakeshore Drive, and that he had cleared it with the Township.
- *Motion by Woolcock, seconded by Merritt, to recommend to the Policy Committee to approve the resolution supporting the change of Brown School Road from an urban local to urban collector road. Motion approved.*
- **Training Wheels**
 - Flowers announced that SWMPC will be hosting a training workshop put on by MDOT on May 13, 2010 from 9-2:30. The workshop, called "Training Wheels," is for engineers to learn about designing different types of on-road non-motorized facilities. The trainings were offered in Lansing, Detroit, and Grand Rapids last summer. This will be an opportunity to bring this type of workshop to Southwest Michigan and to show off the non-motorized facilities in Benton Harbor. Because there will still be construction on Main Street, the biking route will avoid Main Street and will loop through the Arts District and into Harbor Shores. Engineers and anyone else interested is encouraged to attend. It involves biking four to five miles, watching a PowerPoint presentation by John LaPlante, the author of the AASHTO Non-motorized Guide, and doing a design activity. Flowers passed out invitation cards for the meeting.
- **Sign Retroreflectivity Workshops**
 - Rahtz passed out information about sign retroreflectivity workshops being put on by Michigan's Local Technical Assistance Program. The nearest session in Kalamazoo is on May 11th. The cost is \$50 per person. The workshops will explain the federal requirements for using retroreflective materials for all new signs installed. Agencies have until January 2012 to establish a sign assessment or management method to maintain minimum reflectivity of all signs. Compliance date for regulatory, warning, and ground-mounted guide signs is January 2015, and the compliance date for overhead guide signs and street name signs is January 2018.
 - Rahtz noted that she would be attending and bringing the information back for those who could not attend.

7. PUBLIC COMMENT:

- None

8. PRIVILEGE OF THE FLOOR:

- None

9. ADJOURNMENT:

- *Motion by Woolcock, seconded by Montoya, to adjourn the meeting at 10:26 A.M. Motion approved.*
Next meeting is May 17, 2010 at 9:30 A.M.