

**TWIN CITIES AREA TRANSPORTATION STUDY**  
**TECHNICAL ADVISORY and POLICY COMMITTEES MEETING**  
**Monday, July 17, 2023**  
**9:30 am**

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**In Person:** Kinexus (Michigan Works!) **Anchor Room A**  
499 W Main St, Benton Harbor, MI 49022

**Web:** <https://us06web.zoom.us/j/9489277047?pwd=RzkydlFacGFHNkVWeURpak1kSEcxUT09>

**Audio:** Call in Number: 1 (312) 626-6799  
Meeting ID: 948 927 7047  
Passcode: 000619

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**AGENDA**

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of May 15, 2023 Meeting Minutes *Action* Pg.2
5. SWMPC Staff Report
6. Local Road Agency Updates
7. Local Amendment Requests *Action*
  - 2024 Stevensville John Beers Road Project Amendment
  - Rail Crossing Project Amendment pg. 7
8. Transit Updates
9. MDOT Project Updates
10. System Reliability Performance Targets *Action* pg. 8
11. Privilege of the Floor or Public Comment
12. Adjournment

Comments can be sent prior to the meeting to Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or calling (269) 925-1137 x 1524. For questions about accessibility or to request accommodations, please contact Kim Gallagher at (269) 925-1137 x 1518 or by email at [gallagherk@swmpc.org](mailto:gallagherk@swmpc.org)

**TWIN CITIES AREA TRANSPORTATION STUDY**  
**TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE**  
 May 15, 2023 Meeting Attendance

TWINCATS MEMBER ORG./POSITION	MEMBERS	TAC	POL	J	F	M	A	M	J	J	A	S	O	N	D
Benton Charter Township	Richard Royal	x	x	V		V		A							
Berrien Co. Board of Commissioners	Ray Bell		x	V		A		A							
Berrien Co. Community Dev. Dept.	(Vacant / Dan Fette)	x		A		A									
Berrien Co. Planning Commission	Eric Lester, M.D.		x	A		A		A							
Berrien Co. Road Dept.	(Vacant)		x	A											
Berrien Co. Road Dept.	Kevin Stack	x		IP		IP		A							
City of Benton Harbor	Ellis Mitchel		x	A		A		A							
City of Benton Harbor	Tim Drews	x	Alt	A		IP		IP							
City of Bridgman	Juan Ganum	Alt	x	IP		A		IP							
City of Bridgman	(Vacant)	x	Alt												
City of St. Joseph	John Hodgson		x	A		A		A							
City of St. Joseph	Tim Zebell (TAC V. Ch.)	x		A		V		V							
Cornerstone Alliance	Sue Wyman	x	x	A		A		A							
Disability Network of SW Mich.	Cindy gray	x		A		IP		A							
Hagar Township	(Vacant)	x	x												
Kinexus	(Vacant)	x													
Lake Charter Township	(Vacant)	x	x	A		A									
Lincoln Charter Township	Dick Stauffer (Pol. Ch.)		x	IP		A		IP							
Lincoln Charter Township	Terrie Smith	x		IP		A		IP							
MDOT – Bureau of Trans. Planning	Jim Sturdevant	x	x	IP		IP		IP							
MDOT – Bureau of Trans. Planning	Richard Bayus	Alt	Alt	A		A		A							
MDOT – Southwest Region	Josh Grab	x	x	V		V		IP							
MDOT – Southwest Region	(Vacant)	Alt	Alt												
MDOT – Trans. Service Center	Jonathon Smith	x	x	V		V		V							
Royalton Township	Steve Tilly	x	x			A		A							
Sodus Township	David Chandler	x	x			A		A							
Southwest Mich. Regional Airport	Vince Desjardins	x	x			A		A							
St. Joseph Charter Township	Denise Cook		x	IP		IP		IP							
St. Joseph Charter Township	Roger Seeley	x		IP		IP		IP							
	Jonathan Fisk	Alt		IP		IP		IP							
Twin Cities Area Trans. Authority	Oliver Lindsey	x	x	A		IP		A							
Village of Grand Beach	(Vacant)	x	x												
Village of Shoreham	Mike Schnable	x	x	IP				A							
Village of Shoreham	Mike Allard	x	x			V		A							
Village of Stevensville	Kacey Dominguez		x	IP		V		V							
Village of Stevensville	Tim Drews	x	Alt	A		IP		A							
Federal Highway Administration	Andy Pickard	x	x	A		A		A							
Federal Transit Administration	Susan Webber	x	x	A		A		A							
MDOT - Modeling	Katie Beck	x		A		A		A							
MDOT - Passenger Division	Fred Featherly	x		A		V		V							
Northwestern Ind. Reg. Plan. Comm.	Scott Weber	x	x	A		A		A							
Southwest Michigan Planning Comm.	Kim Gallagher	x	x	IP		IP		IP							
Southwest Michigan Planning Comm.	Brandon Kovnat			IP		IP		IP							

Pol. Ch. - Policy Chair; TAC Ch. - TAC Chair; Alt – Alternate; IP – Present in person; V – Participating remotely; A – Absent; A blank spot means the position is vacant.

Others: Allan Smaka, *Wightman & Associates on behalf of St. Joseph Township*; Maddy Thorburn, *MDOT Southwest Region*

**Minutes**  
TWIN CITIES AREA TRANSPORTATION STUDY  
JOINT TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE MEETING  
Monday, May 15, 2023

1. Call to Order and Roll Call

Policy Committee Chair, Dick Stauffer, called the meeting to order at 9:30 am. Kim Gallagher took roll call. Josh Grab introduced Maddy Thornburn, who was recently hired as the assistant MDOT Southwest Region planner.

2. Changes to the Agenda

None.

3. Public Comment

None.

4. Approval of Previous Meeting Minutes

***Refer to page 2 of the meeting Packet***

**Motion** to approve the minutes from the March 20, 2023 TwinCATS combined Policy and Technical Advisory Committee meeting. Made by Roger Seely and seconded by Juan Ganum. **Motion approved.**

5. SWMPC Staff Report

Gallagher presented on the following topics.

**Transportation funding workshop:** SWMPC is planning to hold a transportation funding workshop in mid-summer. The workshop will feature Bill Hamilton, a senior fiscal analyst with the Michigan House Fiscal Agency, specializing in transportation. He will discuss Act 51 funding, transit, and the federal allocation process. More details, including the exact date & location, will be forthcoming.

**Asset Management Program:** PASER ratings will occur in the southern half of Berrien County this summer. In the past, the rating team included MDOT, the County Road Department, and SWMPC. Since 2020, MDOT has not participated. This year, SWMPC will have two staff participating to make a three-person team. The pavement condition data will be available in September. Past data can be found online at [Michigan.gov/TAMC](http://Michigan.gov/TAMC). For more details questions contact Brandon Kovnat.

**2020 Census Urban Boundaries:** After the U.S Census Bureau releases its Urban boundaries, states can make minor adjustments, to create an Adjusted Census Urban Boundary (ACUB). This is because the Census boundaries can be very irregular and may exclude certain areas like urban parks. The ACUB is used to determine whether a road is categorized as urban or rural for funding purposes. MDOT will hold a meeting with SWMPC staff and local jurisdiction to discuss the adjustments. A significant development for 2020 is that the census urban area now extends along the coast with a small gap between the Benton Harbor Urban Area and the Michigan City Urban Area. Staff will be meeting with NIRPC (Michigan City MPO) to discuss the adjustment and planning boundaries.

Kovnat added that the Census Urban Area population (not ACUB) is used to determine federal transportation funding. The total funding to the State is set by Congress. Population increases in one urban area of the state mean less funding in other areas. In addition, a larger urban area means more roads will be federal-aid eligible, and competing for the same dollars.

6. Local Road Agency Updates

**City of Bridgman:** Construction on Lake Street is expected to begin in June.

**Berrien County Road Department:** The Napier Avenue project bid was approximately 6% above the Engineers Estimate. Construction is currently underway.

**Napier Ave. Sidewalk:** Smaka said the sidewalk was halfway done and would be finished in a month. The long-term goal is to continue sidewalks in the Fairplain area.

**City of St. Joseph:** Tim Drews said that the Lake Blvd. had its GI meeting which went well. They are still waiting on SHPO approval.

**City of Benton Harbor:** Drews said the Pipestone resurfacing project held its GI meeting and is waiting for SHPO approval. The Pipestone & Market signal replacement is set for the July Letting

7. New Berrien County Road Department Projects

**Refer to Meeting Packet Page 7**

**Lakeview Trail:** This is a proposed 10ft. non-motorized path along the east side of M-63 which will connect Harbor shores to Whirlpool headquarters. The project just received TAP funding approval for FY 2024. Gallagher mentioned that the tunnel under M-63 will connect to this path. She noted that this is a good example of a public-private partnership, and we'll be seeing more of these types of projects in the future.

**Shoulder widening on Empire Ave:** The Berrien County Road Department will widen the shoulders on Empire Avenue between M-139 and Crystal Ave. The project is funded in 2024 by the Vulnerable Road Users Program (VRU), which is a new program under the IJA for improving safety for pedestrians or cyclists.

8. Transit Updates

Gallagher said that TCATA continues to have serious problems with service. Oliver Linsey, a consultant, is still acting as interim director of TCATA. They hired a firm to lead a search for a permanent director, which will begin this summer.

9. MDOT Project Updates

**Refer to Meeting Packet Page 8**

Smith said that the I-94 project is set for a June letting. He said that regardless of the bid, the project would go forward. The construction this year will be on Pipestone Bridge and some pre-work required to maintain traffic when the main construction occurs. Work at Exit-23 will begin in 2024.

MDOT will select a consult on Wednesday (5/17) for the Main Street project in St. Joseph. Once a consultant is hired, additional outreach with the city and stakeholders will occur.

10. MDOT Project Amendments

**Refer to Meeting Packet Page 9**

Smith gave additional details about the road safety audit. He said that a consultant will be hired for this but MDOT staff are very involved in the process.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the Amendments to the TwinCATS 2023-2026 Transportation Improvement Program (TIP) as presented. Made by Tim Drews and seconded by Terrie Smith. **Motion approved.**

**Motion** for the Policy Committee to approve the recommendation from the Technical Advisory Committee. Made by Jim Sturdevant, and seconded by Juan Ganum. **Motion approved.**

## 11. CMAQ Total Emission Reduction Targets

### **Refer to Meeting Packet Page 10**

Kovnat explained that each transportation funding program has a performance measure and required targets associated with it. The CMAQ performance regulations were enacted in 2017, but the first performance period of 2017-2021 only applied to urban areas with a population of 1 million or more. For the current performance period of 22-2205, every MPO which receives CMAQ funding is required to adopt targets. The CMAQ Performance measure, also known as the Total Emission Reduction Performance Measure, is the total amount of criteria emissions reduced. This is based on the emission reduction estimates from CMAQ applications. Kovnat said that he did not know what the penalties would be if the state fails to meet the targets MDOT set.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the MDOT statewide targets for The Total Emission Reduction Performance Measure. Made by Juan Ganum and seconded by Roger Seely. **Motion approved.**

**Motion** for the Policy Committee to approve the recommendation from the Technical Advisory Committee. Made by Denise Cook and seconded by Jim Sturdevant. **Motion approved.**

Kovnat gave an update on the air quality determination for Berrien County. In 2018 the EPA designated Berrien County as *marginal* nonattainment due to slightly exceed in the 2015 Ozone standard. Marginal areas were required to meet the target by August 2021. Berrien County failed to meet the standard, and the EPA has redesignated the county as *moderate* nonattainment. This designation results in more stringent regulations for certain facilities and will have economic development impacts. The CMAQ funding is only based on any level of nonattainment and is not affected by the redesignation.

## 12. FY 2024 Unified Work Program

Gallagher gave a brief overview of the 2024 Unified Work Program. She said that most tasks were the same every year, such as administering the Transportation Improvement Program. For 2024, Grant writing assistance is now an eligible expense. Gallagher said that SWMPC has Marcy Hamilton on staff who is a grant writing wizard, and she can now charge TwinCATS for that work.

Gallagher explained that most items in the UWP are funded with that year's planning funds. If there are unused funds from the previous year, SWMPC can make a request to MDOT to use these for a special project. SWMPC requested to use carryover to hire a consultant for an EV readiness plan. This plan will focus on the local and regional steps for accommodating electric vehicles. Gallagher mentioned that Michigan will need tens of thousands more EV chargers by 2030 based on expected EV adoption. She presented an online EV toolkit from SEMCOG which shows EV charger locations in Michigan by jurisdiction. Currently Southwest Michigan has 37 charging locations.

Sturdevant mentioned that every 10 years with the new census population, MDOT works with MPOs to update the formula for distributing planning funds. The new formula which takes effect in FY 2024 significantly increases the funding to TwinCATS. He said he worked hard to get this change which benefits the smaller MPOs.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve the FY 2024 Unified Work Program and support the submission of the UWP to the SWMPC Board with any minor changes requested by MDOT. Made by Jim Sturdevant and seconded by Terrie Smith.

**Motion** for the Policy Committee to approve the recommendation from the Technical Advisory Committee. Made by Denise Cook and seconded by Juan Ganum. **Motion approved.**

13. Privilege of the Floor or Public Comment

None.

14. Adjournment

The meeting was adjourned at 10:45 AM. The next meeting is scheduled for Monday July 17, 2023.

*Minutes compiled by Brandon Kovnat, SWMPC Transportation Planner.*

# LOCAL AMENDMENT REQUESTS

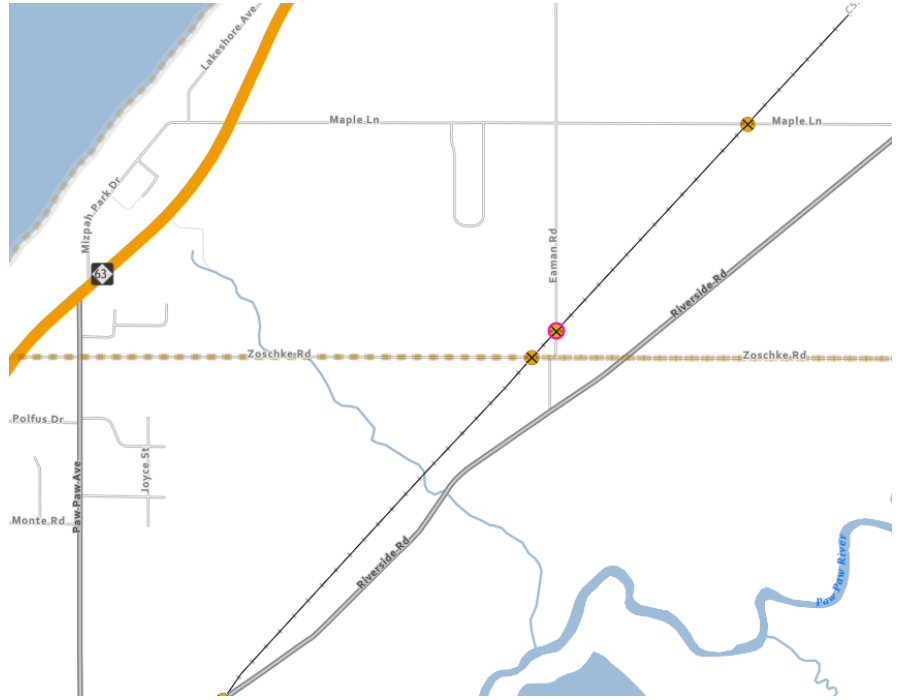
## Hagar Township - 2023

### Install Rail Signals and Gates

CSX plans to install flashing-light signals and half-roadway gates at the rail crossing on Eaman Rd. in Hagar Twp.

This project will be funded with Federal Rail Crossing Safety funding (STRP), also known as local section 130 funds, and matched by the state.

Federal: \$481,735  
State Match: \$53,526  
 Total Cost: \$535,261



## Village of Stevensville - 2024

### John Beers Road Reconstruction

Year Change: 2026 to 2024

Funding: Add additional federal STBG funding to project.

	Federal	Local	Total
Initial TIP approval - 2026	\$448,000	\$233,162	\$681,162
Revised Estimate and requested funding - 2024	\$675,263	\$149,738	\$825,000

### Subcommittee Notes December 2022:

Stevensville has requested to move the John Beers reconstruction from FY 2026 to FY 2024 and utilize the maximum STBG funding amount of \$675,263. The TwinCATS STBG Funding Subcommittee agreed that if the City of St. Joseph and the City of Benton Harbor put in a good-faith effort but fail to get their project obligated in FY 2023, the Lake Blvd and Pipestone projects will revert to FY 2024. Moving the Stevensville John Beers project from FY 2026 to 2024 will be contingent on whether St. Joseph and/or Benton Harbor get their projects obligated in FY 2023.

# TRAVEL TIME RELIABILITY

## What is Travel Time Reliability

Travel time reliability (TTR) measures how consistent travel time is from one point to another and from one day to the next. It is not a measure of the typical congestion on a road but the variability in congestion over time.

## How is TTR Calculated:

- Travel time for each segment of the National Highway System (NHS) is measured and ranked from the shortest time (fastest speed) to the longest time (slowest speed).
- Reliability is determined by comparing the "normal" travel time (50th percentile) to either the 80th or 95th percentile travel time.
- If the difference between the normal travel time and the longer travel time is more than 50 percent, the segment is considered unreliable.
- The truck travel time measure applies only to the Interstate and uses the 95th percentile.

## Example

- Suppose someone's normal travel time from home to work is 20 minutes.
- Supposed the 80th percentile travel time is 30 minutes or longer to travel to work about once per work week. – 1/5<sup>th</sup> of the time = 80<sup>th</sup> percentile
- If this person experiences 30 minutes or more of travel time to work in a typical week, the route would be considered unreliable – (30/20 = 1.5x)
- For trucks, the travel time measure uses the 95th percentile which is the top 5% slowest times or 1 out of 20 trips.

## Federal Requirements

- The regulations require setting reliability targets for the percent of person-miles on the Interstate and non-Interstate NHS, where person-miles refers to the estimated number of people traveling, not necessarily the number of vehicles.

## Based on past performance MDOT set the following statewide targets for Travel Time Reliability

Performance Measure	SWMPC 2021 Baseline*	Statewide 2021 Baseline	2 yr. Targets – 2023 Statewide	4 yr. Targets – 2025 Statewide
Percentage of the person-miles traveled on the Interstate that are reliable.	100%	97.10%	80.00%	80.00%
Percentage of the person-miles traveled on the non-Interstate NHS that are reliable.	95.9%	94.40%	75.00%	75.00%
Truck Travel Time Reliability (TTTR) Index (interstate only)	1.12	1.31	1.60	1.60

\*Combination for both NATS & TwinCATS