



Southwest Michigan Planning Commission

376 West Main Street, Suite 130 • Benton Harbor, MI 49022-3651

TWIN CITIES AREA TRANSPORTATION STUDY TECHNICAL ADVISORY and POLICY COMMITTEES **COMBINED** MEETING

FOR FURTHER INFORMATION CONTACT:

Kim Gallagher, *Transportation Planner*

(269) 925-1137 x 1518

Brandon Kovnat, *Transportation Planner*

(269) 925-1137 x1524

DATE: Monday, March 18, 2019

TIME: 9:30AM

PLACE: Kinexus (Michigan Works!) **Lighthouse Room**

499 W Main St, Benton Harbor, MI 49022

AGENDA

1. Call to Order / Introductions
2. Changes to the Agenda
3. Public Comment
4. Approve Minutes
 - February 11, 2019 Meeting (*Enclosed*) Action
5. Staff Report
 - Pavement Condition Report
https://www.swmpc.org/downloads/twincats_2018_pavement_condition_report_report_1.pdf
6. Community Land Use and Zoning Member Updates
7. Airport Updates
8. Public Transit Updates
 - Twin Cities Area Transportation Authority
9. Special Studies
 - Countywide Transit Study
 - Napier Corridor Study
10. Road Project Updates and Amendments
 - Berrien County Road Department Project Updates (*Enclosed*)
 - Berrien County Road Department Amendment (*Enclosed*) Action
 - MDOT Project Updates
 - MDOT Project Amendment (*Enclosed*) Action
11. Old Business
12. New Business
 - Approval of Performance Measure Language for Inclusion in the 2017-2020 TIP (*Enclosed*) Action
13. State and Federal Updates
14. Privilege of the Floor or Public Comment
15. Adjournment
 - The next TwinCATS meeting is scheduled for **April 15, 2019 @ 9:30 am.**

TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE COMBINED MINUTES

[illegible]

Pol. Ch.: Policy Chair; TAC Ch.: TAC Chair; Alt: Alternate; x-a: Alternate available; NV: Non-voting; P: Present; N: Not present; A: Absent-Alternate attending; V: Vacant; O: Observer (Alternate present but not voting because regular member is also present).

1. Call to Order / Introductions

Technical Advisory Committee Chair Brian Berndt called the meeting to order at 9:30 AM and led the group in introductions. In addition to members, also present is Ryan Fellows (SWMPC).

2. Changes to the Agenda

Agenda approved by consensus without any changes.

3. Public Comment

None.

4. Approval of Minutes

Motion to approve the minutes from the January 14, 2019 combined Technical Advisory and Policy Committee meeting. Made by Steve Tilly, second by Brian Berndt. **Motion approved.**

5. Staff Report

None.

6. Community Land Use and Zoning Member Updates

Lincoln Charter Township has a new hotel being built along Marquette Woods Road, with a Starbucks being built across the street.

7. Airport Updates

None (Vince Desjardins not present).

8. Public Transit Updates

Alex Little said TCATA survived the cold spell and are continuing on.

9. Special Studies

A) Countywide Transit Study: Kim Gallagher reported that the Michigan's Great Southwest Strategic Leadership Council gave a presentation to the League of Women Voters on the countywide transit study.

B) Napier Corridor Study: Brian Berndt replied that the BCRD assessment for the recommended lane re-configuration was still ongoing.

10. Old Business

None.

11. New Business

A) Discussion of Unprogrammed STBG Funds in 2019: Kim Gallagher notified members that there were unprogrammed STBG funds, which could be applied to increase the distance covered in the Napier Avenue project.

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the following changes to the 2019 Napier Avenue Project:

	Original	Amendment
Limits	St. Joseph River to 3,700 feet east	St. Joseph River to Colfax Ave.
Length (miles)	0.87	0.942
Federal costs	\$335,000	\$537,500
Local match	\$74,000	\$118,800
Total	\$409,000	\$656,300

Made by Tim Zebell, second by Chris Cook. **Motion approved.**

Motion for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Steve Tilly, second by Denise Cook. **Motion approved.**

- B) Adoption of 2019 Safety Targets:** Kim Gallagher presented the State of Michigan 2019 Safety Targets. Per the FAST Act, all MPO's are required to approve safety targets. MPO's may create their own safety targets with their own scientifically based methodology and data, but so far all MPO's in the state have been using the State of Michigan's targets. The goal for safety is always toward zero deaths and no accidents. However, the safety targets are not a reflection of what is desired, but what experts predict will happen given predicted increases of traffic and other factors. Adoption of these targets is tied to using crash reduction factors or other metrics for regional project selection as a way to increase the likelihood of funding projects that improve safety.

Motion for the Technical Advisory Committee to recommend that the Policy Committee adopt the 2019 Safety Targets. Made by Juan Ganum, second by Alex Little. **Motion approved.**

Motion for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Steve Tilly, second Eric Lester. **Motion approved.**

- C) 2020-2023 Transportation Improvement Program – Transit Projects:** Bill Chickering noted that a TCATA local match estimate increase of \$140,000 is very ambitious. Alex Little said the figures were based on using \$42,000 from CDBG and projected increases from fares, the millage, advertising revenue, and a variety of other sources.

Kim Gallagher noted that the mobility management work was entirely funded from state and federal sources without any match. She also noted that In May the entire TIP would be approved.

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the presented 2020-2023 Transportation Improvement Program transit projects. Made by Steve Tilly, second by Bob Lawrence. **Motion approved.**

Motion for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Denise Cook, second Chris Cook. **Motion approved.**

D) 2020-2023 Transportation Improvement Program – MDOT Projects:

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the presented 2020-2023 Transportation Improvement Program MDOT projects. Made by Tim Zebell, second by Alex Little. **Motion approved.**

Motion for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Steve Tilly, second Jonathon Smith. **Motion approved**

E) 2020-2023 Transportation Improvement Program – CMAQ Projects:

Kim Gallagher congratulated Brian Berndt on a well-run meeting for Berrien County CMAQ.

Motion for the Technical Advisory Committee to recommend that the Policy Committee approve the presented 2020-2023 Transportation Improvement Program Congestion Mitigation Air Quality program projects. Made by Steve Tilly, second by Tim Zebell. **Motion approved.**

Motion for the Policy Committee to approve the recommendations from the Technical Advisory Committee. Made by Denise Cook, second Alex Little. **Motion approved**

12. State and Federal Updates

Amy Lipset reported that FHWA and FTA were ready to approve the TwinCATS Long Range Transportation Plan, but they are waiting for review by EPA before final approval. Congressman Upton's office has been contacted for assistance in keeping the review process on target. The TwinCATS Transportation Improvement Program (TIP) is also close for federal approval, but there are concerns about another federal government shut-down, which would interrupt the work flow.

Jonathon Smith noted that the State of the State address is coming up, which might include new transportation initiatives being announced. Amy Lipset said the US-31 project might be mentioned during Governor Whitmer's address.

13. Privilege of the Floor or Public Comment

Ryan Fellows explained that TwinCATS has a new attendance sign-in sheet and procedure. Now all TwinCATS members from the Bylaws are listed on the attendance sign-in sheet. This will make attendance reporting easier and less time consuming. Also, everyone can quickly see how many positions are vacant and member's attendance year-to-date.

14. Adjournment

Meeting adjourned. The next TwinCATS meeting is scheduled for March 18, 2019, at 9:30 AM.

Minutes respectfully submitted by Ryan D. Fellows, Associate Planner, SWMPC.



Southwest Michigan Planning Commission

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Project Update Sheet

Filled out by: Brain Berndt

Date: 3/7/2019

Project Name:	John Beers Rd.
Fiscal Year of award:	2019
Responsible Agency:	Berrien County
MDOT Job Number:	130789
Project Limits	From Yellow Creek to Eidson Road
Project Length:	1.23 miles
Location:	Royalton Township
Primary Work Type:	Road Rehabilitation
Phase	CON

Project Description:

Construct 5 feet paved shoulders and resurface

Fund Source	Federal	State/Local	Total
STUL	\$350,000	\$129,000 Local	\$479,000

Activity	Estimated Date	Actual Date
Resolution of Support for Local Match Submitted to SWMPC		
Project Application Submitted to MDOT	November, 2018	February, 2019
Grade Inspection Package Submitted to MDOT	January, 2019	February, 2019
Grade Inspection Meeting Scheduled	February, 2019	February, 2019
Final Plan and Estimate to MDOT	March 2019	February, 2019
Project Obligated	April 2019	
Project Letting	May 2019	
Construction Start	July 2019	
Project Completion	September 2019	

Project is: ☐ On Schedule ☐ Behind Schedule (explain below)

Briefly describe the work done to date:



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Project Update Sheet

Filled out by: Brian Berndt

Date:

Project Name:	Napier Ave.
Fiscal Year of award:	2019
Responsible Agency:	Berrien County
MDOT Job Number:	130790
Project Limits	Napier from Saint Joseph River to Colfax Avenue
Project Length:	0.942
Location:	St. Joseph township
Primary Work Type:	Road Rehabilitation
Phase	CON

Project Description:

Mill and fill ADA ramps as required.

Fund Source	Federal	State/Local	Total
STUL	\$537,500	\$118,800 Local	\$656,300

Activity	Estimated Date	Actual Date
Resolution of Support for Local Match Submitted to SWMPC		
Project Application Submitted to MDOT	January 2019	
Grade Inspection Package Submitted to MDOT	February 2019	
Grade Inspection Meeting Scheduled	March 2019	
Final Plan and Estimate to MDOT	April 2019	
Project Obligated	April 2019	
Project Letting	May 2019	
Construction Start	July 2019	
Project Completion	September 2019	

Project is: ☐ On Schedule ☐ Behind Schedule (explain below)

Briefly describe the work done to date:



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Project Update Sheet

Filled out by: Dave Austin, P.E. , Williams & Works austin@williams-works.com

Date: 03.07.19

Project Name:	S. Roosevelt Rd.
Fiscal Year of award:	2019
Responsible Agency:	Berrien County
MDOT Job Number:	204649
Project Limits	South Roosevelt Road from Hidden Pines Trail to Marquette Woods
Project Length:	0.306
Location:	Lincoln Township
Primary Work Type:	Non-Motorized Path
Phase	CON

Project Description:

Extend the non-motorized trail over hickory creek.

Fund Source	Federal	State/Local	Total
CM	\$672,112	\$309,888	\$982,000

Note: Using an advance construct, federal funds will be paid out in 2019, 2020, and 2021.

Activity	Estimated Date	Actual Date
Resolution of Support for Local Match Submitted to SWMPC	04/10/19	
Project Application Submitted to MDOT	03/25/19	
Grade Inspection Package Submitted to MDOT	04/08/19	
Grade Inspection Meeting Scheduled	05/08/19	
Final Plan and Estimate to MDOT	06/21/19	
Project Obligated	08/1/19	
Project Letting	09/16/19	
Construction Start	10/16/19	
Project Completion	06/01/20	

Project is: ☒ On Schedule ☐ Behind Schedule (explain below)

Briefly describe the work done to date:

Completed soil borings, working on design, special provisions, estimate for Grade Inspection Package, made submittals to SHPO, Pokagon Tribe, received Rare Species Review, working on Hydraulic Analysis for pedestrian bridge per MDEQ, conducted preliminary easement and temporary grading permit contacts with property owners. Contact LAP representatives (Michael Duell and Landon Johnson).

RURAL TASK FORCE DATA SHEET ROAD PROJECT

(To be completed by each county or city for every project submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

PROJECT REQUEST

NEW PROJECT OR PROJECT CHANGE		JOB NUMBER	CHANGE TYPE FY COST SCOPE DELETE MOVE TO ILLUSTRATIVE
FISCAL YEAR	COUNTY	CITY / VILLAGE (If applicable)	

ROAD PROJECT DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/)	NFC FUNCTIONAL CLASSIFICATION	LENGTH (Miles)
FROM	TO	
PHYSICAL REFERENCE (PR) NUMBER:	BEGINNING MILE:	ENDING MILE: OR MAP ATTACHED:
CONTRACT PROCESS:		CONTRACT TYPE:
ALL SEASON ROAD STATUS PROPOSED ALL SEASON ALL SEASON NETWORK N/A (NO STATE "D" FUNDING ON PROJECT) https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0		
ANTICIPATED LETTING DATE (Month/Year)	GRAVEL ROAD? YES NO	

MAJOR WORK TYPE:

PROJECT BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)	ADDITIONAL PROJECT INFORMATION
1) STP \$ _____	
2) LOCAL MATCH \$ _____	
3a) ACC FY \$ _____	
3b) ACC FY \$ _____	
4) TOTAL PARTICIPATING STP BUDGET (Line 1-3) \$ _____	
5) EDD AMOUNT: \$ _____	
6) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS) \$ _____	
7) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC. \$ _____	
TOTAL PROJECT COST: \$	

By checking this box, the person completing this form certifies that the project identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
SIGNATURE		PHONE NUMBER



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

PAUL C. AJEGBA
DIRECTOR

March 11, 2019

Mr. K. John Egelhaaf, Executive Director
Southwest Michigan Planning Commission
376 W. Main Street, Suite 130
Benton Harbor, Michigan 49022

Dear Mr. Egelhaaf:

The Michigan Department of Transportation (MDOT) would like to inform the Twin Cities Area Transportation Study (TwinCATS) MPO committees of an amendment request to the FY2017-2020 Transportation Improvement Plan (TIP). Additional details for this project are included in the table below:

FY	Project Name	Project Limits	Primary Work Type	Phase	Federal Cost & Source	State Cost & Source	MDOT Job #	Proposed Change
2019	US-31	North of Napier Rd. to I-94	New Roads	UTL	\$7,539,340.00 NH	\$1,671,827.00 M	49719	Phase Abandoned

If you have any questions, please contact me at (269) 337-3922 or sanadab1@michigan.gov.

Sincerely,

Brian Sanada
Transportation Planner

DATE: March 11, 2019

TO: TwinCATS TAC and Policy Committee

PREPARED BY: Kim Gallagher and Brandon Kovnat

SUBJECT: 2018-2021 TIP Amendment: Performance Measure Language

REQUESTED ACTION:

Approve a motion to amend the TwinCATS 2017- 2020 Transportation Improvement Program (TIP) to incorporate Pavement condition, Bridge Condition, and system reliability performance measure language.

BACKGROUND AND PURPOSE OF ACTION:

In 2012, Congress passed and the President signed into law Moving Ahead for Progress in the 21st Century (MAP-21), which established performance-based planning and performance management requirements for States and MPOs. The FAST Act continues MAP-21's overall performance based approach, and ensures that State DOTs and MPOs invest in projects that collectively make progress toward seven National Goals established by Congress.

1. Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.
3. Congestion Reduction - To achieve a significant reduction in congestion on the National Highway System (NHS).
4. System Reliability - To improve the efficiency of the surface transportation system.
5. Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. Environmental Sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. Reduced Project Delivery Delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

TwinCATS is required to establish performance targets and track progress towards target achievement for a number of measures related to safety, pavement and bridge condition, and travel time reliability. This amendment fulfills the requirement to include a description in the TIP of the anticipated effect of the TIP toward achieving targets related to infrastructure condition, and system reliability performance measures.

Infrastructure Condition Performance Measures Target-Setting

The final rule on pavement and bridge condition performance measures target setting was the second of a series of rules related to target setting, effective May 20, 2017.

Pavement and bridge condition performance measures require State DOTs and MPOs to assess the following on the NHS to carry out the National Highway Performance Program (NHPP):

- **Percent of Interstate Pavement in Good Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Good condition suggests no major investment is needed.
- **Percent of Interstate Pavement in Poor Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Poor condition suggests major reconstruction investment is needed.
- **Percent of Non-Interstate NHS Pavement in Good Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Good condition suggests no major investment is needed.
- **The percent of Non-Interstate NHS Pavement in Poor Condition:** Pavement condition shall be calculated in accordance with the HPMS Field Manual and based on three condition ratings of Good, Fair, and Poor calculated for each pavement section. Poor condition suggests major reconstruction investment is needed.
- **Percent of NHS Bridge by Deck Area in Good Condition:** Measures are based on deck area. Deck area is computed using National Bridge Inventory (NBI) data. Classification is based on NBI condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by lowest rating of these. If the lowest rating is greater than or equal to seven the bridge is classified as good.
- **Percent of NHS Bridges by Deck Area in Poor Condition:** Measures are based on deck area. Deck area is computed using National Bridge Inventory (NBI) data. Classification is based on NBI condition ratings for deck, superstructure, substructure, and culvert. Condition is determined by lowest rating of these. If the lowest rating is less than or equal to four, the bridge is classified as poor.

MPOs may establish targets by either

- (1) Agreeing to plan and program projects so they contribute toward the accomplishment of the overall statewide targets or
- (2) Committing to quantifiable targets specific to the metropolitan planning area.

On September 17, 2018, the TwinCATS Technical and Policy Committees voted to support the Michigan Department of Transportation's individual four-year pavement condition, bridge condition, and system reliability performance measure targets by planning and programming projects so they contribute to the accomplishment of the statewide targets, thereby fulfilling the requirements related to pavement condition, bridge condition, and system reliability performance measure target setting established under MAP-21 and the FAST Act. These targets can be found in tables below:

Established Statewide Infrastructure Condition Targets

Pavement Condition

Performance Measure	Description	State Target 2021
Percentage of pavement on the Interstate System in good condition.	The percentage of pavement on the Interstate system considered in good condition.	47.8%
Percentage of pavement on the Interstate System in poor condition.	The percentage of pavement on the Interstate system considered in poor condition.	10.0%
Percentage of pavement on the non-Interstate National Highway System in good condition.	The percentage of pavement on the non-Interstate National Highway System considered in good condition.	43.7%
Percentage of pavement on the non-Interstate National Highway System in poor condition.	The percentage of pavement on the non-Interstate National Highway System considered in poor condition.	24.9%

Bridge Condition

Performance Measure	Description	State Target 2021
Percentage of National Highway System (NHS) bridge deck area in good condition.	The percentage of bridges on the NHS that are considered in good condition.	26.2%
Percentage of National Highway System (NHS) bridge deck area in poor condition.	The percentage of bridges on the NHS that are considered in poor condition.	7.0%

While FHWA will determine whether a State DOT has met or made significant progress toward meeting these targets, it will not directly assess progress toward meeting targets at the regional level. The MPO will continue to review these performance measures and will update these targets on a two- or four-year cycle, following updates completed by the state.

System Reliability- Performance Measures Target-Setting

The final rule on system reliability target setting was the third of a series of rules related to target setting, effective May 20, 2017. System Performance measures require State DOTs to assess the following on the NHS to carry out the National Highway Performance Program (NHPP):

- Interstate Travel Time Reliability
- Non-Interstate NHS travel Time Reliability
- Interstate Truck Travel Time Reliability
- Total Emissions Reductions
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle Travel

TwinCATS is only subject to the first three travel time reliability measures listed above. On September 17, 2018, the TwinCATS Technical and Policy Committees voted to support the Michigan Department of Transportation's individual four-year system performance targets by planning and programming projects so they contribute to the accomplishment of the overall statewide targets, thereby fulfilling the requirements related to system performance measure target setting established under MAP-21 and the FAST Act. These targets are below

Established Statewide System Reliability Targets

Performance Measure	Description	State Target 2021
Percentage of the person-miles traveled on the Interstate that are reliable.	The percentage of miles traveled by a person on the Interstate that are reliable.	75%
Percentage of the person-miles traveled on the non-Interstate NHS that are reliable.	The percentage of miles traveled by a person on the non-Interstate NHS that are reliable.	70%
Truck Travel Time Reliability (TTTR) Index	The sum of maximum TTTR for each reporting segment, divided by the total Interstate system miles	1.75

The System Performance Measures Final Rule Reliability measures are:

- Interstate Travel Time Reliability – This is a measurement describing the predictability of travel times for all the Interstates in the planning area. A lower value means there is higher unpredictability. It is not the level of congestion. In cities that are congested people can plan for ‘normal’ delays, therefore 100% reliability is possible even in congested areas. Travel time reliability only measures the extent of unexpected delay. A formal definition for travel time reliability is the percentage of people (not vehicles) who have travel that have consistent travel times. Using person-miles and not vehicle miles of travel takes into account the travel on buses or by carpooling.
- Non-Interstate NHS travel Time Reliability - This is the same measure as above, except for it includes highways designated as part of the National Highway System that are not Interstates. Again, it is not level of congestion; it is the predictability of travel.
- Interstate Truck Travel Time Reliability (TTTR) – The TTTR is an assessment of for the reliability of freight movement. It is defined as the ratio the time it takes 95 percent of trucks to travel a given segment divided by the ‘average’ time (50 percent of trucks) it takes to travel the segment.

TIP Impacts

All projects utilizing federal funding in the TIP are subject to a thorough performance-based analysis, utilizing a variety of quantitative measures as well as staff analysis. Criteria related to infrastructure condition and included in project evaluation include: identification of improvements focused on reconstruction, repair, operations, and average daily traffic volumes. System preservation is a primary category used for evaluating projects for inclusion in the TIP, accounting for 34% of a project’s possible score. Additionally, addressing system preservation was a qualitative criteria of project evaluation. Based on this, the program of projects and investment priorities included in the TIP prioritize a state of good repair.

Next Scheduled Update

Under current federal law, the MPO’s Transportation Improvement Program must be updated at least once every four years. The FY 2017-2020 TIP will be in effect until the end of FY 2019 when it will be replaced until by the FY 2020-2023 TIP.

Major revisions to the adopted TIP will be carried out, as needed, in the form of formal amendments. All amendments are publicly-noticed according to the procedures contained in the Southwest Michigan Planning Commission Public Participation Plan prior to their adoption.