

MINUTES

**Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
WEDNESDAY, November 7, 2007
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

In the absence of Dooley and Warren, Itani entertained a motion for Bush to chair the Technical Committee Meeting.

MOTION by Conners, SUPPORT by Harrall, to nominate Bush to chair the Technical Committee Meeting. MOTION CARRIED UNANIMOUSLY.

Bush, *nominated chair*, called the meeting to order at 9:34 a.m.

I. ROLL CALL AND INTRODUCTIONS

Per Bush's request, those present introduced themselves to the committee, including their name and the organization that they represent.

Voting Members Present

Patrick Bush	<i>(Nominated Chair)</i>	City of Grand Rapids
Roger Belknap	<i>Proxy for Steve Warren</i>	KCRC
Marta Brechting		Alpine Township
Ron Carr		City of Grandville
Scott Conners		City of Walker
Sandra M. Cornell-Howe		MDOT
Rick DeVries		City of Grand Rapids
Ken Feldt		City of East Grand Rapids
Jim Fetzer		The Rapid
Tim Haagsma		Gaines Township
Wayne Harrall		Kent County
Dennis Kent	<i>Proxy for Dan DesJarden</i>	MDOT
Ken Klomparens		City of Lowell
Kent Rubley	<i>Proxy for Brett Laughlin</i>	GRFIA
Terry Schweitzer		OCRC
		City of Kentwood

Staff and Non-Voting Guests Present

Steve Bulthuis	MACC
Andrea Dewey	GVMC Staff
Chris Dingman	GVMC Staff
Andrea Faber	GVMC Staff
Abed Itani	GVMC Staff
Joan Konyndyk	Hope Network
Mary Maupin	MDEQ
Darrell Robinson	GVMC Staff
Norm Sevensma	RWBC-WMEAC

Corrected and Approved

**Corrected and Approved
Item II: Attachment A**

Jim Snell

GVMC Staff

Voting Members Not Present

Bill Dooley (*Chair*)

Steve Warren (*Vice-Chair*)

Sandra Ayers

James Beelen

Mike Berrevoets

Dick Davies

Sharon DeLange

Dan DesJarden

Mike DeVries

Steve Groenenboom

William Holland

Jim Holtrop

Dick Johnston

Brett Laughlin

Jim McIntyre

Gerald Mears

George Meek

Jim Miedema

Audrey Nevins

Steve Peterson

Dan Strikwerda

Bill Wiersma

City of Wyoming

KCRC

Village of Caledonia

Allendale Township

City of Cedar Springs

Cannon Township

Village of Sparta

City of Lowell

Grand Rapids Township

Ada Township

Georgetown Township

Ottawa County

City of Rockford

OCRC

Courtland Township

City of Wyoming

Plainfield Township

Jamestown Township

Byron Township

Cascade Charter Township

City of Hudsonville

Tallmadge Township

II. APPROVAL OF MINUTES

Bush entertained a motion to approve the October 3, 2007 Technical Committee Meeting Minutes.

MOTION by Schweitzer, SUPPORT by Haagsma, approval of the October 3, 2007 Technical Committee Meeting Minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma informed the committee that the Parade in the Sunday, November 4 edition of the Grand Rapids Press included an interesting article on railroads. Sevensma is willing to share this article with anyone who is interested in reading it.

IV. TIP/LONG RANGE PLAN PROJECT REVIEW

Dingman informed the committee that he has received several amendments and changes to the project lists within the TIP and the LRTP. The majority of these changes are outlined in additional detail in **Item IV: Attachment A**. Changes include the following:

- (1) 76th Street from Eastern to Kalamazoo: This project was originally included in the FY 2008-2011 STP-Urban but is now EDFC eligible. Therefore, it will move off of the STP-Urban list and be programmed for EDFC in 2011.
- (2) Division from 54th Avenue to 60th Avenue: This project is currently listed

in the FY 2008-2011 STP-Urban project list but will be moved to the FY 2012-2018 STP-Urban project list.

- (3) East Paris Avenue Project: This project is currently listed in the memo, but the limits of it need to be adjusted. Reconstruction will take place from East Paris Avenue/Swank Drive from 36th Street to M-37. This job will be a reconstruct project that will widen East Paris Avenue to 3 lanes instead of 4 (as the memo indicates).
- (4) 44th Street: Various projects highlighted in the memo will move from FY 2008-2011 EDFC to FY 2012-2018 EDFC in the Long Range Plan and will move out of the FY 2011 STP-Urban in the TIP. An additional project on westbound 44th Street in Grandville currently listed in the FY 2008-2011 EDFC has been completed and will be removed from the list.
- (5) West River Drive: This project is currently listed in the FY 2012-2018 STP-Urban and will be moved to the FY 2008-2011 STP-Urban.
- (6) 4 Mile Road: The two 4 Mile Road segments listed in the memo will move from FY 2012-2018 EDFC projects to FY 2008-2011 STP-Urban projects.

Dingman also commented that when the original Long Range Transportation Plan was completed, the FY 2008-2011 TIP had not yet been programmed. Therefore, all of the STP Urban projects from FY 2009 that were not advance construct projects, as well as all of the FY 2010 and FY 2011 projects, will be listed in the TIP as well as in the Long Range Transportation Plan. Dingman said that when committee members receive a distribution of this revised project list, they will see all of the final TIP projects for FY 2009, FY 2010 and FY 2011 listed in the STP-Urban with the correct funding. He suggested that committee members look over their project lists and let him know before Friday (11/9/07) if there are changes. After that date, changes to the LRTP should be directed to Itani or Dewey. Changes to the TIP should be directed to Robinson.

In regard to the Wyoming project list, Schweitzer asked if the 44th Street interchange project will be moved back. Dingman responded that the interchange improvements are all scheduled for FY 2009. There is also a CMAQ project that goes along with the interchange project that is scheduled to take place in 2009. However, improvements on 44th Street east and west of the interchange are being pushed back. The improvements west of the interchange are scheduled for EDFC for FY 2009. The improvements east of the interchange will be placed in the FY 2012-2018 Plan and will probably occur in FY 2012 or 2013. Additional questions, comments and discussion ensued.

Cornell-Howe commented that the goal is to convene the interagency workgroup Tuesday through Friday, November 13-16. In preparation for this meeting, Cornell-Howe asked the committee members to review their projects and let staff know of any changes before the end of the week. Additional comments and discussion ensued.

V. **PAVEMENT MANAGEMENT SYSTEM**

Referring to an explanatory map and a large spreadsheet that he handed out, Snell updated the committee on the status of the pavement management system. The spreadsheet included all of the data for all of the segments in the Federal Aid System in detail, including where each road is and its functional class, length, predominant number of lanes, political jurisdiction and road jurisdiction. The

spreadsheet ends with a listing of various calculations. The first calculation listed is the 2007 Ride number, a van-calculated number that perceives what the average ride would be. This number is calculated on a scale of 0-5, 5 being the high end of that range for pavements in excellent condition. The second calculation is the 2007 International Roughness Index (IRI), which calculates road relief by averaging out data over 100-foot segments. The higher the number, the worse the road is. Third is the 2007 PASER number, a number GVMC is experimenting with. Next are 2007 and 2006 PCI numbers, which are based on an older data system and derived from measurements taken in the field and calculations completed by GVMC staff. Typically, PCI will go down a couple of points or a point or two over the year, depending on how old the pavement is. The older the pavement is, the faster the number tends to drop. The PCI scale is 0-100 with 100 being a new pavement. Last was the PaMS Zone number, which references back to the old Paver system. The column ends with the survey date, and all of the data is accurate as of the date listed. There are some segments that have been rerun and new pavements and facilities that have updated info. Snell is currently going through the process of contacting each jurisdiction to make sure that we have accounted for all of the pavement upgrades with reconstructions. Therefore, committee members may receive an e-mail asking them if any work has been done on any of the stretches of road that have already been surveyed. Snell is also working to input this information into REGIS. Discussion, questions and comments followed.

VI. OTHER BUSINESS

A. Status of 2008-2009 CMAQ Program

Cornell-Howe reported to the committee that MDOT has reviewed the projects that were submitted for FY 2008 and FY 2009 and has forwarded them on to FHWA for their eligibility review. A letter approving these projects could be received in the next few weeks. Cornell-Howe asked Itani how he would like to handle this. Itani responded that, with the approval of the Technical Committee, the TIP will need to be amended. Discussion, questions and comments ensued.

Bush entertained a motion to present the CMAQ project list to the Policy Committee as a TIP amendment and to recommend approval to the metro council.

MOTION by Haagsma, SUPPORT by DeVries, to present the CMAQ project list to the Policy Committee as a TIP amendment and to recommend approval to the Metro Council. MOTION CARRIED UNANIMOUSLY.

B. Presentation on Air Quality

Guest presenter Maupin stated that the state needs to send two documents that pertain to West Michigan to the EPA by December 18. These documents need to include regulations for PM 2.5 non-attainment area boundaries and a selection of ozone contingency measures to address the violations that West Michigan experienced this summer. In June, Kent, Ottawa and Muskegon were redesignated to ozone attainment. However, later in the summer, all three counties had monitor readings that violated the standard. Therefore, the area will need to establish ozone contingency measures. Maupin passed out a handout entitled "Ozone Contingency Measures" that contained the language included in the maintenance plan that has been sent to the EPA. This document also included the state's commitment to implement one or more of the Ozone Contingency Measures. It is possible to do

the bare minimum by selecting one of the easier Ozone Contingency Measures to put in place, or to do something more that may take additional effort but contribute toward reducing the ozone standard in years to come. The easiest measure—to reduce VOC content in commercial and consumer products—has already been done. Therefore, it is likely that the EPA will want the state to do more.

Maupin suggested that the committee look to the fifth contingency measure entitled “Transportation Improvements.” All projects completed under CMAQ funding would apply to meeting this measure, even the projects done in FY 2007 and the projects that will be completed in FY 2008 and 2009. All bus replacements would also apply, irregardless of funding. Any contingency measures that are selected must be implemented within 18 months in order to meet the commitment listed in the maintenance plan.

Maupin continued to discuss the contingency measures in more detail. Discussion followed. Itani asked how, other than participating in transportation improvements, the committee could have an impact on these contingency measures. Many of these transportation improvements have already been completed through the CMAQ program. At this point, it is unknown how much will need to be done in order to bring the air quality to an acceptable level. Questions, comments and discussion followed.

Harrall asked the committee about the status of state EDFC funds. Cornell-Howe responded that the legislature cut the TEDF Funds by 45%. However, because Dingman estimated the project costs for the category C projects within the LRTP so conservatively, the budget is still within a couple hundred dollars. Therefore, the category C projects within LRTP will not be significantly impacted. Discussion, comments and questions ensued.

Itani thanked Dingman for working with the committee and wished him well in his new position at the FHWA.

VII. ADJOURNMENT

Bush adjourned the meeting at 10:32 a.m.