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MINUTES

**Grand Valley Metropolitan Council
Transportation Division
POLICY COMMITTEE
WEDNESDAY, NOVEMBER 28, 2007
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI**

Pasquale, Chair of the Policy Committee, called the meeting to order at 9:36 a.m.

Pasquale introduced Bill Cousins and Mary Maupin to the committee. Cousins replaced Beahan as the representative for Cascade Township. Maupin was introduced as a guest presenter from the MDEQ.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present

Dave Pasquale (<i>Chair</i>)	City of Lowell
Pat Bush	City of Grand Rapids
Bill Cousins	Cascade Township
Dick Davies	Cannon Township
Jim Holtrop	Ottawa County
Dal McBurrows	MDOT
Sandi Parrish	Kent County
Jon Rice <i>Proxy for Kent County</i>	KCRC
Darrel Schmalzel	City of Walker
Keith VanBeek	City of Kentwood
Don VanDoeselaar	City of Hudsonville
Peter Varga (<i>Vice-Chair</i>)	The Rapid

Staff and Non-Voting Guests Present

Andrea Dewey	GVMC Staff
Andrea Faber	GVMC Staff
Jim Fetzer	The Rapid
Abed Itani	GVMC Staff
Dennis Kent	MDOT-Grand Rapids
Mary Maupin	MDEQ
Darrell Robinson	GVMC Staff
Jim Snell	GVMC Staff
Don Stypula	GVMC Staff

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Voting Members Not Present

James Beelen
 Marta Brechting
 Larry Bruursema
 Christine Burns
 Sharon DeLange
 Mike DeVries
 Rick DeVries
 Jeff Dood
 Ken Feldt
 George Haga
 Bryan Harrison
 Roger Haynes
 Don Hilton, Sr.
 Dennis Hoemke
 Bill Holland
 Jim Koslosky
 Ken Krombeen
 Jim McIntyre
 George Meek
 Jim Miedema
 Audrey Nevins
 Rich Pastoor
 Steve Warren
 Bill Wiersma

Allendale Township
 Alpine Township
 Ottawa County
 City of Cedar Springs
 Village of Sparta
 Grand Rapids Township
 City of Grand Rapids
 City of Rockford
 City of East Grand Rapids
 Ada Township
 Caledonia Charter Township
 City of Wyoming
 Gaines Township
 Algoma Township
 Georgetown Township
 GRFIA
 City of Grandville
 Courtland Township
 Plainfield Township
 Jamestown Township
 Byron Township
 City of Wyoming
 Plainfield Township
 Tallmadge Township

II. APPROVAL OF MINUTES

Pasquale entertained a motion to approve of the October 17, 2007 Policy Committee Meeting Minutes.

MOTION by Varga, SUPPORT by Holtrop, to approve of the October 17, 2007 Policy Committee Meeting Minutes. MOTION CARRIED UNANIMOUSLY.

III. OPPORTUNITY FOR PUBLIC COMMENT

None

IV. TIP/LONG RANGE PLAN PROJECT REVIEW

Speaking on **Item IV: Attachment A** in the agenda, Dewey updated the committee on several changes to the LRTP project list. This list has been updated since Dingman first brought it before the Technical Committee on November 7 and includes the changes he received from Technical Committee members. The projects that are highlighted in

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yellow indicate changes. Two major changes to note are two 4 Mile projects that moved from EDF-C in FY 2012-2018 to the FY 2008-2011 STP-Urban in the Long Range Plan, and from the illustrative list of the TIP to FY 2010 STP-Urban. Additional changes include two 44th Street projects that will move from 2008-2011 EDF-C in the LRTP to 2012-2018 EDF-C and will be deleted from FY 2011 STP-Urban in the TIP. The other changes listed are fairly minor and involve mostly scope and project timing.

Itani added that these projects were originally in the plan, but some of them needed to change in scope. Also, many of the projects needed to be shifted from year to year because of air quality issues. The original air quality years that GVMC ran were 2007-2011, 2012-2018, 2018-2025 and 2025-2035. Whenever a project is moved from year to year, it has an air quality ramification in the plan. As a result, the LRTP must be amended and air quality data must be run again. Furthermore, the plan must be financially constrained. Itani clarified that the changes reflected in the LRTP do not impact the financial constrain issues for the plan itself, so the plan is still financially constrained. The only other issue that must be taken into account is the new federal guidelines that mandate that the cost of inflation be included in projected costs in the future. Itani said that for FY 2007-2011, the financial estimate will be taken from the members because the members have already included inflation in the numbers they submitted for the TIP. However, the members must provide documentation so that the Feds can approve the project numbers. Between 2012 and 2035, GVMC will use FHWA or MDOT inflation numbers to reflect inflation in the plan itself. Itani concluded by requesting that the Policy Committee approve the list of changes so that GVMC can proceed with the air quality analysis and move the project list to Metro Council for final approval.

Pasquale entertained a motion to approve the amendments identified by Staff to the Long Range Transportation Plan Project List and to bring these changes to the Metro Council for final approval.

MOTION by Varga, SUPPORT by VanBeek, to approve the revisions to the Long Range Transportation Plan Project List and to bring these changes to the Metro Council for final approval. MOTION CARRIED UNANIMOUSLY.

V. **2008-2011 TIP AMENDMENT**

Itani spoke to the committee regarding **Item V: Attachment A** in the agenda, which included a list of 2008 and 2009 CMAQ projects. The committee has previously approved these lists, as have the Feds. He requested that the committee recommend to Metro Council to approve these projects and that they be included in the FY 2006-2008 TIP and FY 2008-2011 TIP. GVMC is currently operating under the FY 2006-2008 TIP while they wait for federal approval of the FY 2008-2011 TIP. It is the Staff's responsibility to ensure that the FY 2006-2008 and FY 2008-2011 TIPs look exactly the same, which is why both TIPs must be amended.

Robinson continued that Kent provided him with a revision to the attachment before the meeting. This revision was to the (listed) State 01, I-96/M-21 project in the

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CMAQ 2009 list with job number 41025. The proposed improvement should read eastbound and westbound turning lane improvements instead of what the list currently says. The cost is also incorrect because the number was taken from FY 2007 preliminary engineering estimates. In addition, the program target amount at the bottom is high. Robinson said that, according to Kent, the actual CMAQ cost is \$800,000 Federal and the local cost is \$200,000, for a combined total of \$1,000,000. With that in mind, the actual "target amount" is listed as correct now. Kent added that the gray box at the bottom of the page should read 2009 instead of 2007. Additional questions, discussion and comments ensued.

Holtrop asked about a project on the 2009 CMAQ list that stated "local ap missing." Robinson responded that the project submitted wasn't completely eligible for CMAQ funds. Therefore, the limits needed to be reduced in order to have it be fundable by CMAQ. More information and definition is still needed. Additional comments ensued.

Varga mentioned that the program target dates included on the sheets are incorrect.

Pasquale entertained a motion by Varga to recommend to Metro Council to approve the amendments to both TIPs with the changes outlined by Staff above. Upon Varga's motion, Rice noted an additional change: on the 2009 sheet, under local project 5, it should read "Kent County," not "City of Grand Rapids."

MOTION by Varga, SUPPORT by Bush, to approve the amendments to both project lists in the FY 2006-2008 TIP and the FY 2008-2011 TIP. MOTION CARRIED UNANIMOUSLY.

VI. PAVEMENT MANAGEMENT SYSTEM

Snell stated that, because it is starting to snow, it is time to wrap up pavement condition surveys for the year. He passed out copies of two different handouts. The first was a 2007 map depicting the pavement conditions of federal roads. The second showed GVMC pavement conditions from 1998 to present and was in the form of a bar graph. The map is based on PCI numbers and shows a little slipping from previous years, but overall, the roads are still in fairly good condition. Overall, this was a good year for pavement surveying. All of the federal aid roads were covered, except for a few stretches that were under (and remain under) construction. Snell said that there may be one more day before it snows to collect data on some of the roads that were missed. A draft version of the data is available on REGIS, and some of the road surface pictures are also there as well. Additional large copies of the data spreadsheets were available around the table. These spreadsheets will be placed on the web site for the policy committee's convenience. Additional discussion, comments and questions ensued.

VII. MDEQ PARTICULATE MATTER AND OZONE CONTINGENCY STRATEGIES

Speaking on **Item VII: Attachment A** in the agenda, Maupin updated the committee about recent happenings regarding air quality in West Michigan. Because Kent,

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Muskegon and Ottawa Counties violated the ozone standard three times last summer, contingency measures must be adapted or the state may lose transportation dollars. Many of the possible contingency measures involve transportation, so all of the transportation projects that have been completed with CMAQ dollars, such as bus replacements and the creation of park and ride lots, could be listed as endeavors that West Michigan is taking to lower ozone. However, the committee may want to consider being more proactive in addressing the lower ozone standards that will likely be adopted this spring.

The counties that will be included in the non-attainment area are yet to be determined. Maupin can make a case to the EPA to keep the non-attainment area as small as possible using 9 different factors that the EPA provides. However, it is very likely that the EPA would not accept that recommendation because many transport issues are involved.

As an additional challenge, the EPA has lowered the standard for PM_{2.5}. Many of the components of PM_{2.5} are also either transported or come from transportation. However, because nitrogen oxide (NO_x) is a precursor to ozone and fine particles, some of the same strategies used to reduce ozone pollution will also work in reducing PM_{2.5}. Questions, comments and discussion ensued.

Holtrop asked what was being done to address the ozone problem in Gary, IN., Chicago and Milwaukee, since much of West Michigan's ground-level ozone is transported from those areas. Maupin commented that these cities are also working on emission reductions and mentioned that the EPA is instituting new national rules that should help curtail the transportation of pollutants. VanBeek asked if an ozone plan for one of the three cities mentioned above would need to be more comprehensive than one for Kent County, since they likely violated the ozone standard more often. Maupin clarified that while emission levels in Gary, Chicago and Milwaukee are much higher than those in West Michigan, they have lower ozone levels because the lake amplifies the chemicals. VanBeek asked where the funding would come from, and Maupin said that while some grant dollars were available, any ozone reduction initiatives would need to be funded by transportation dollars. For the most part, costs are not covered by the Federal Government.

Itani stated his concern that just Kent County would be included in the non-attainment area for PM_{2.5}. Itani clarified that if this happens, Kent County will not be able to force the power plants in Ottawa County that are affecting our readings to reduce their emissions because they won't be included in the non-attainment area. He believes it best that Muskegon, Ottawa, Kent and Allegan Counties be included in the non-attainment area for PM_{2.5} so that all four counties can shoulder the burden of reducing it. Also, because so many transport issues are involved, Kent County can't reduce PM_{2.5} readings on its own. Maupin added that new rules are going to affect power plants across the nation whether they're in attainment or non-attainment areas. She also continued that MPOs in some of the other counties are interested in collaborating on improving air quality but have no interest in being included in the non-attainment area. Questions, comments and discussion ensued.

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Varga asked if more needs to be done for local emissions and if monitoring and testing of vehicles is necessary. Maupin responded that that is an option, not a mandate, and recommended remote testing if the committee decides to go this route. She mentioned one example of a remote testing pilot program that took place in SW Michigan that involved testing the emissions coming from vehicles as they traveled up highway ramps. The drivers of the vehicles with high emissions received letters in the mail.

Schmalzel asked how many monitors were in Grand Rapids and where they were located. Discussion ensued. Itani asked how monitor location was determined. According to Maupin, the Feds set the criteria based on population and proximity to roadways, trees, etc. Discussion continued about the feasibility of moving the monitors to ensure a more accurate reading, but according to Maupin, the monitors cannot be moved.

Pasquale entertained a motion that the Policy Committee look at the causes of Kent County's non-attainment from as broad of an area as possible so that the measures taken reduce the readings in Kent County.

MOTION by Varga, SUPPORT from VanBeek, that the Policy Committee adopt a position that the measures to address non-attainment should come from as broad of an area as possible.

Discussion continued. Bush requested that the committee also address the issue of where the monitors are located in order to identify where the problem is coming from. In addition, he asked that the committee not rely on data from only one monitor.

Varga and VanBeek agreed to amend the motion. Pasquale called to question the motion on the floor. **MOTION CARRIED UNANIMOUSLY.**

VIII. OTHER BUSINESS

None

IX. ADJOURNMENT

Pasquale entertained a motion to adjourn the Policy Committee Meeting.

MOTION by Davies, SUPPORT by Holtrop, to adjourn the Policy Committee Meeting. MOTION CARRIED UNANIMOUSLY.

The meeting was adjourned at 10:41 a.m.