



**Macatawa Area  
Coordinating Council**

*A Cooperative Effort Among Units of Government*

**MACC POLICY BOARD**

January 10, 2022

12:00 pm

Holland Township,

Riley Street Fire Station

131 Riley Street, Holland, MI 49424

**Face Masks Recommended**

**AGENDA**

**I. INTRODUCTIONS AND APPROVAL OF MINUTES\*\*\***  
(minutes of the November 22, 2021 meeting are enclosed)

**II. PUBLIC COMMENTS**

**III. TRANSPORTATION PROGRAM**

A. FY 2020-2023 TIP Amendments\*\*\* (memo attached)

B. 2022 Safety Performance Measures\*\*\* (memo attached)

C. FY 2023-2026 TIP – MDOT Projects\*\*\* (memo attached)

D. MDOT/FHWA Comments

**IV. PROJECT CLARITY UPDATE**

A. TMDL Annual Report

B. Watershed Annual Report

**V. ADMINISTRATIVE ISSUES**

A. Financial Report (report attached)

B. Purchasing Policy revision \*\*\* (memo attached)

C. Staffing update

**VI. MEMBERS' COMMENTS**

D. Host sharing about their community

E. Member questions or comments

**VII. OTHER ISSUES AND ADJOURNMENT**

Next Meeting: February 28, 2022 12:00 pm | Zeeland Twp Hall

\*\*\*Action Item

**Policy Board**

Howard Baumann, Jr.

Joseph Baumann

Nathan Bocks

✦ Thomas Bird

✦ Amanda Cooper

Ken DeWeerd

Linda Howell

Jim Gerard

John Kleinheksel

✦ Kevin Klynstra

Jeff Franklin

✦ Terry Nienhuis

✦ Tom Oonk

✦ Pankaj Rajadhyaksha

✦ Jim Storey

Russ Te Slaa

Todd Wolters

✦ Executive Committee



**Macatawa Area  
Coordinating Council**

*A Cooperative Effort Among Units of Government*

**MACC POLICY BOARD**

November 22, 2021

12:00 p.m.

Park Township Hall, 52 152<sup>nd</sup> Avenue, Holland, MI 49424

**(Face Masks Recommended)**

**MINUTES**

**BOARD PRESENT:** Howard Baumann, Jr., Joe Baumann, Tom Bird, Nathan Bocks, Amanda Cooper, Ken DeWeerd, Jim Gerard, Tyler Kent, Kevin Klynstra, Terry Nienhuis, Tom Oonk, Pankaj Rajadhyaksha, Jim Storey, Russ TeSlaa, Luke Walters

**OTHERS PRESENT:** Jim Camenga (Videographer), Mara Gericke (MACC), Elisa Hoekwater (MAX Transit), Arpan Lobo (Holland Sentinel), Anton Schauerte (MACC)

**Policy Board**

- Howard Baumann, Jr.
- Joseph Baumann
- Nathan Bocks
- ✦ Thomas Bird
- ✦ Amanda Cooper
- Ken DeWeerd
- Linda Howell
- Jim Gerard
- John Kleinheksel
- ✦ Kevin Klynstra
- Jeff Franklin
- ✦ Terry Nienhuis
- ✦ Tom Oonk
- ✦ Pankaj Rajadhyaksha
- ✦ Jim Storey
- Russ Te Slaa
- Todd Wolters
- ✦ Executive Committee

**I. INTRODUCTIONS AND APPROVAL OF MINUTES**

**\*\*\*It was moved by Mr. Bocks, supported by Mr. Oonk to approve the October 25, 2021 meeting minutes. Motion carried.**

**II. PUBLIC COMMENTS**

None

**III. TRANSPORTATION PROGRAM**

A. FY 2020-2023 TIP Amendment – Mr. Schauerte presented one amendment for the committee’s approval. Three changes are being made to the Byron Road over Black River Bridge project in Zeeland Township. The project was previously programmed as a bridge rehabilitation project but will now be undergoing complete reconstruction. In addition, the project is being delayed until 2022, with a change in the funding source from Local Bridge Funds to HIP – COVID Relief Funds (MDOT Bridge Bundling Program). The phase is being abandoned.

**\*\*\*It was moved by Mr. Bird, supported by Mr. Nienhuis to approve the FY 2020-2023 TIP amendment as presented. Motion carried.**

B. FY 2023-2026 TIP Project Selection – Mr. Schauerte presented the proposed allocations for the FY 2023-2026 TIP. These allocations were approved by the Technical Advisory Committee on November 8<sup>th</sup>, 2021. Changes had been made since the last Policy Committee Meeting to include additional funding for the Data Collection and Clean Air Action programs. All other projects decreased in funding.

**\*\*\*It was moved by Mr. Nienhuis, supported by Mr. Howard Baumann to approve the FY 2023-2026 TIP Project Selection as presented. Motion carried.**

C. MDOT/FHWA Comments – Mr. Kent informed the committee that the 5 Year Transportation Program has been approved by the State Transportation Commission. In addition, the Long Range Plan has been approved.

Mr. Walters informed the committee that the Infrastructure Investment and Jobs Act was recently signed and they are awaiting further information on allocations from FHWA. The committee will be updated once they receive further information.

Mr. Bird inquired about the I-196 reconstruction project between Zeeland and Hudsonville (Job Number 201133). Mr. Kent provided an update, confirming that this is a bonded project that will include maintenance cross-overs and temporary shoulder widening to accommodate two-directional traffic during construction (Job Number 201136).

Mr. Klynstra asked about whether or not the new bonding funding in addition to the new Infrastructure Investment and Jobs Act funding would put a strain on the contractors and if this would increase project costs. Mr. Kent responded that it is unknown at this time and that cost increases are built in to the Transportation Improvement Program.

#### **IV. COMMUNITY ENHANCEMENT PROGRAM (CEP)**

A. Update on CY 2021 invoicing – Mr. Rajadhyaksha reported that Mrs. Visscher has prepared the invoices and they will be sent out on December 2<sup>nd</sup>, 2021. The numbers are similar to the previous year. He thanked the committee for their continued participation.

B. Past CEP projects (2019-2020) – Mr. Rajadhyaksha reported that Mrs. Visscher prepared a list of previous CEP projects.

#### **IV. ADMINISTRATIVE ISSUES**

A. Financial Report - Mr. Rajadhyaksha noted that the audit is currently underway. Blank spaces on the report will be filled in the coming months.

B. Executive Director Search Update - Mr. Rajadhyaksha announced that the application period for the Executive Director position closed on November 22<sup>nd</sup>, 2021. Additional applications were received the morning of the meeting and a package will be sent out to those who will be interviewing applicants. Additional interviewers are welcome.

C. MACC Executive Committee Report – The committee did not meet this month.

#### **V. MEMBERS' COMMENTS**

A. Host sharing about their community – Mr. Gerard reported that progress has been made on the Outdoor Discovery Center construction and the remainder of the property to the West is undergoing Phase 3 of project determination. Public input and focus groups have been completed. In the Spring, McKenna

Group will present three development scenarios. The Township continues to evaluate short term rentals.

- B. Member questions or comments – Mr. Klynstra thanked Mr. Rajadhyaksha for serving as the Interim Executive Director

## **VI. OTHER ISSUES AND ADJOURNMENT**

Mr. Rajadhyaksha announced that Anton Schauerte has resigned from the MACC. His final day will be December 3<sup>rd</sup>, 2021. Mr. Rajadhyaksha thanked Mr. Schauerte for his work at the MACC. He announced that Mrs. Gericke begun with the MACC on November 15<sup>th</sup>, 2021.

Mr. Schauerte thanked the committee.

**\*\*\*It was moved by Mr. Neinhuis, supported by Mr. Bird to adjourn the meeting. Motion carried.**

Next Meeting: January 10, 2021 12:00 pm | Riley Street Fire Station

\*\*\*Action Item

# Memo

To: MACC Policy Board

From: Mara Gericke

Date: December 20, 2021

Re: MACC FY2020-2023 Transportation Improvement Program (TIP) Amendments

Below is a summary of the requested TIP amendments for consideration at the January 10, 2022 meeting. If you have questions, or would like to discuss items further, please contact Mara Gericke at [mgericke@the-macc.org](mailto:mgericke@the-macc.org). **\*\*\*Action Requested:** Amend the MACC FY2020-2023 TIP as presented.

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Federal Amendment Type	Reason for Amendment
2022	200683	MDOT	US-31	From Central Avenue north to 32 <sup>nd</sup> Street	1.238	Road Rehabilitation	Two Course Asphalt Resurfacing	CON	\$3,233,075	\$654,194	\$62,731	\$3,950,000	NH	Phase Budget equal or over 24%	CON phase funding increase
2022	210907	MDOT	M-40	136 <sup>th</sup> Avenue north to N of 48 <sup>th</sup> Street	0.7	Minor Widening	Add Center Left Turn Lane and New Signal at 136 <sup>th</sup> Avenue	ROW	\$57,295	\$12,705	\$0	\$70,000	CM	Phase Budget equal or over 24%	ROW phase funding increase
2023	207962	MDOT	M-40	Reimink Street north to 52 <sup>nd</sup> Street	4.125	Road Capital Preventative Maintenance	Single Course Chip Seal	CON	\$590,139	\$130,862	\$0	\$721,000	NH	Phase added	Phase added



# Memo

To: MACC Policy Board  
From: Mara Gericke  
Date: December 20, 2021  
Re: 2022 Safety Performance Measure Targets

---

## **2022 Safety Performance Measure Targets**

The Michigan Department of Transportation (MDOT) has provided the MACC with state targets for the federally required safety performance measures for calendar year 2022. Federal law and regulations require the MPOs establish targets not later than 180 days after the State Department of Transportation establishes and reports state safety targets in the State Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan's HSIP annual report on August 31, 2021. MPOs are now required to decide on their MPO safety targets for calendar year 2022 no later than February 27, 2022. MPOs may support all of the State safety targets, establish their own specific numeric targets for all performance measures, or any combination. It is MACC staff recommendation that our MPO region support the State of Michigan safety targets for calendar year 2022.

### **Michigan State Safety Targets for Calendar Year 2022**

<b>Safety Performance Measure</b>	<b>Baseline Condition (2016-2020)</b>	<b>Calendar Year 2022 State Safety Target</b>
Fatalities	1,028.2	1,065.2
Fatality Rate*	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate*	5.778	5.892
Nonmotorized Fatalities & Serious Injuries	762.8	791.6

\*Per 100 million vehicle miles traveled

For further background on how the targets were established and current trends in safety, please review the attached document titled Highway Safety Improvement Program Safety Performance Measures.

**Resolution to Support Michigan Department of Transportation State  
Targets for Safety Performance Measures  
Resolution #22-01**

Resolution of the Macatawa Area Coordinating Council (MACC) Policy Committee approving revisions to the Transportation Improvement Program (TIP) for FY2020-2023.

**WHEREAS**, the Macatawa Area Coordinating Council has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the Holland/Zeeland, Michigan urbanized area; and

**WHEREAS**, the Highway Safety Improvement Program final rule (23 CRF Part 490) required States to set targets for five safety performance measures for calendar year 2022 by August 31, 2021; and

**WHEREAS**, the Michigan Department of Transportation (MDOT) has established targets for five performance measures based on five year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

**WHEREAS**, the MDOT initially coordinated the establishment of safety targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

**WHEREAS**, the MDOT has officially adopted the state safety targets in the Highway Improvement Program annual report dated August 31, 2021 as shown in the table below:

**Michigan State Safety Targets for Calendar Year 2022**

Safety Performance Measure	Baseline Condition (2016-2020)	Calendar Year 2022 State Safety Target
Fatalities	1,028.2	1,065.2
Fatality Rate*	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate*	5.778	5.892
Nonmotorized Fatalities & Serious Injuries	762.8	791.6

\*Per 100 million vehicle miles traveled

And;

**WHEREAS**, the Macatawa Area Coordinating Council may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they

contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

**NOW THEREFORE BE IT RESOLVED**, that the Macatawa Area Coordinating Council has agreed to support the MDOT's state safety targets shown above for calendar year 2022, and

**BE IT FURTHER RESOLVED**, that the Macatawa Area Coordinating Council will plan and program projects that contribute to the accomplishment of state safety targets in its metropolitan planning area consisting of: the Cities of Holland and Zeeland; the Charter Townships of Holland and Zeeland; and the Townships of Fillmore, Laketown, Olive, Park, Port Sheldon.

Adopted this 10<sup>th</sup> day of January, 2022 by the Macatawa Area Coordinating Council Policy Committee at its regularly scheduled meeting.

---

Pankaj Rajadhyaksha, Chairperson  
Macatawa Area Coordinating Council Policy Committee



# TRANSPORTATION PERFORMANCE MANAGEMENT

## HIGHWAY SAFETY IMPROVEMENT PROGRAM

### SAFETY PERFORMANCE MEASURES

In March 2016, the Federal Highway Administration (FHWA) published in the Federal Register ([81 FR 13722](#)) a final rule revising [23 CFR part 924](#) and [23 U.S.C. 148](#) Highway Safety Improvement Program (HSIP) to incorporate new statutory requirements of MAP-21 and the FAST Act. The HSIP focuses on reducing fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety.

On the same date, FHWA published a companion Safety Performance Management (Safety PM) final rule ([81 FR 13881](#)) to support national safety goals and carryout the HSIP. The safety PM final rule has been codified in a new regulation [23 CFR Part 490, Subpart B](#). The purpose of the Safety PM is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The five safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

In 2018, the National Highway Traffic Safety Administration (NHTSA) published the final Uniform Procedures for State Highway Safety Grants Program ([83 FR 3466](#)) and updated Highway Safety Plan (HSP) requirements. The purpose of the safety grants is to focus investments on reducing fatalities, injuries, and economic loss resulting from vehicle crashes through behavioral traffic safety programs.

The FHWA and NHTSA coordinated the final rules to identify three common performance measures (1 through 3 below) for which the annual performance targets must be identical as reported in the HSIP and HSP. The measures/targets are reported as five-year rolling averages.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

## TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

With three common safety performance measures that must have identical targets reported in the annual HSIP and HSP, establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Strategic Highway Safety Office (SHSO), and Michigan Metropolitan Planning Organizations (MPOs). The coordination and target requirements promotes working collaboratively to achieve the targets.

The annual timeline for establishing and reporting targets is as follows:

**April/May:** One or more coordination sessions between MDOT and MTPA members to develop safety targets for the next calendar year.

**July 1:** SHSO reports targets for the next calendar year to NHTSA through the HSP, including “identical” targets for the three common performance measures.

**August 31:** MDOT reports targets for the next calendar year to FHWA through the HSIP.

**February 27 (following year):** MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual targets should support the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

## MPO TARGET SETTING

The MPO must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

## TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will determine whether a State has met or made significant progress at the end of the following calendar year when target-year data is available and will report findings to the State and the public. A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state-imposed consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

## 2022 MICHIGAN SAFETY TARGETS

### Existing Trend

The first step in developing annual safety targets is to establish the 5-year rolling average baseline trend. FHWA prescribes the calculation as follows: For each measure, sum the most recent five consecutive years actual performance, ending in the year the targets for the next year are being developed, divide by five, and round to the tenth decimal place. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT, then divide by five, and round to the thousandth decimal place.

Data for calculation: The Fatalities Analysis Report System (FARS) is to be used for fatality related measures, and the State of Michigan Crash database is used for serious injury related measures. The VMT is calculated annually from the Highway Performance Monitoring System (HPMS).

### Exogenous Factors

The next step in the target development process is to consider how exogenous factors influence/impact traffic fatalities and serious injuries. The respective parties have agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a completed research report titled [Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States](#), which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent. Preliminary findings indicate individual acceptance of

risk appears to have a greater impact on the number of fatalities and serious injuries than fluctuations in traffic volume. In other words, the better the economy, the greater the level of risk individuals are willing to take.

## 2021-2022 Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the change model created by UMTRI used for establishing previous targets. UMTRI predicts 1,123 fatalities in CY 2021, and 1,158 in 2022.

The change model predicts change in fatalities from the previous year based on several predictors. This log-change regression model is tied closely to whatever happened recently, so it cannot diverge very far from the current time unless we predict many years out into the future. The change model predicts a steady (slow) decrease in fatalities. The dataset is a collection of differences from one year to the next within the state, expressed as a percentage of the previous year. Thus, the predictors can influence exposure and/or risk.

Alternatively, the count model directly predicts counts so it could diverge from observed by a lot if the patterns change in the real world. Based on known factors the count model shows a steady increase in fatalities through 2025. As this is not what is expected the change model was selected in developing the targets.

While serious injuries have fluctuated over the past several years, the linear relationship of the ratio of serious injuries and fatalities (A/K) going back to 2003 is still evident. However, this trend suggests a greater reduction in serious injuries than being observed. Therefore, a quadratic model was used which projects an increase in relation to the increase of fatalities. The model predicts 5,928 serious injuries in CY 2021, and 6,090 in 2022.

VMT values have been predicted for CYs 2020, 2021 and 2022. VMT estimates for CY 2020 and CY 2021 are reduced due to COVID-19. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 1.187 for CY 2021, and 1.133 for CY 2022, and annual serious injury rates of 6.266 for CY 2021, and 5.959 for CY 2022.

Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 828 for CY 2021, and 854 for CY 2022.

The above annual forecasted values for CY 2021 and CY 2022 along with the actual values from CY 2018 to 2020 to determine the 2022 Targets (five-year rolling average) are shown in the 2022 Target Summary table. In addition, actual values dating back to CY 2016 are included as part of the determination of the 2020 baseline condition.

## 2022 Predictions (Targets)

Number of Fatalities	1,065.2
Rate of Fatalities per 100M VMT	1.098
Number of Serious Injuries	5,733.2
Rate of Serious Injuries per 100M VMT	5.892
Number of Non-Motorized Fatalities and Serious Injuries	791.6

## Strategic Highway Safety Plan (SHSP)

While MDOT and the SHSO are responsible for setting the targets in collaboration with Metropolitan Planning Organizations (MPOs), traffic fatalities and serious injuries are a State of Michigan issue that requires awareness and intentional action from all levels of government and the public to change the overall safety culture. Over 90 percent of fatal crashes are the result of human behavior and the most effective safety feature is changing user behavior to be more risk adverse. Crashes are not accidents.

Michigan’s [Strategic Highway Safety Plan \(SHSP\)](#) is the blueprint for addressing both fatalities and serious injuries. Under the guidance of the Governors Traffic Safety Advisory Commission (GTSAC) the SHSP has adopted the vision of Toward Zero Deaths. The strategy is a statewide campaign to positively enhance road user’s behavior and safety. Nearly 1,000 people do not return home in Michigan annually due to traffic crashes. The TZD strategy invokes enhancing driver

education, emergency response, enforcement, engineering, policy, communications, and other efforts that will move Michigan closer to zero fatalities. By incorporating safety into all facets of transportation, Michigan can achieve this vision. But to get there the GTSAC has adopted interim goals to reach every four years. To carry forth the SHSP is focused on four broad emphasis areas:

1. High-Risk Behaviors
2. At-Risk Road Users
3. Engineering Infrastructure
4. System Administration

Within these emphasis areas, 11 action teams provide more targeted guidance on area-specific safety issues. Structuring these action teams under the broad umbrella of these four emphasis areas creates efficiencies given the degree of overlap amongst the teams. Updated goals, strategies, objectives, and activities for each are based on current traffic crash data. More information on the GTSAC and the SHSP can be found at the GTSAC website.

All citizens of Michigan are welcome and encouraged to participate in the action teams and attend the annual Safety Summit to learn more about the SHSP and what part they can play in changing the safety culture of Michigan. MDOT offers scholarships for local officials and MPOs to attend the summit.

Michigan is committed to the goal of reducing traffic crashes and resulting injuries and fatalities. MDOT implements countermeasures such as intersection-related improvements including signalization and geometric changes by converting traditional intersections to roundabouts where feasible. Other improvements include converting four-lane roadways to three lanes, restriping improvements, the installation of centerline and shoulder rumble strips, guardrail upgrades, clear zone improvements, delineation, signing and other projects that target locations that have experienced fatal and incapacitating injury crashes. These projects, along with other research and systemic and systematic safety improvements, including safety funding for local agencies for road safety audits, have provided the foundation for deeper understanding of crash characteristics and prospective countermeasures.

Regarding the numbers, annual fatalities had decreased from 1,031 in 2017 to 985 in 2019 (as reported by FARS) but made an increase in 2020 with 1,083. This is reflected in the five-year average or target of 1,065.2 for 2022. For the same time serious injuries have decreased from 6,084 to 5,433 and is reflected in the five-year target of 5,733.2.

Below is a chart comparing the targets since their inception. In addition, the crash data for 2014 to 2020 are shown. Imagine what these could be if all participated in driving the numbers down.

### Targets Reported to FHWA (5-Year Moving Average)

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/ Serious Injury
Year	Reported Target	Reported Target	Reported Target	Reported Target	Reported Target
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6

Targets as reported to FHWA for the respective year

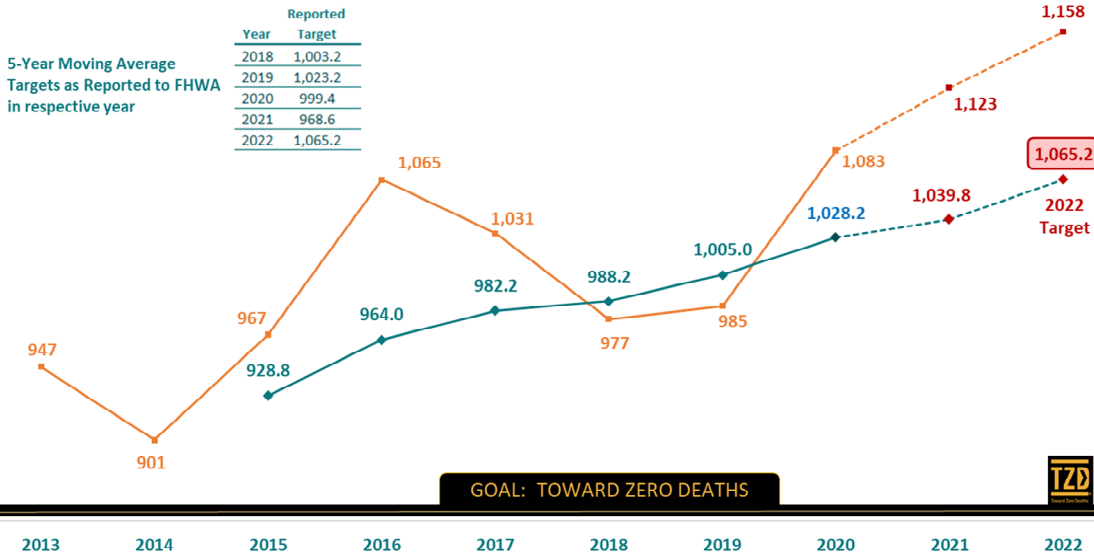
### Annual Crash Data

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/ Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	985	0.964	5,629	5.508	794
2020	1,083	1.251	5,433	6.274	742

### Reference:

- [Safety Performance Measure Final Rule](#)
- [HSIP Final Rule](#)
- [Planning Final Rule](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Strategic Highway Safety Plan](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [Highway Safety Improvement Program/Dashboard](#)

Highway Safety Improvement Program  
**Number of Fatalities**  
 2022 5-Year Moving Average Prediction



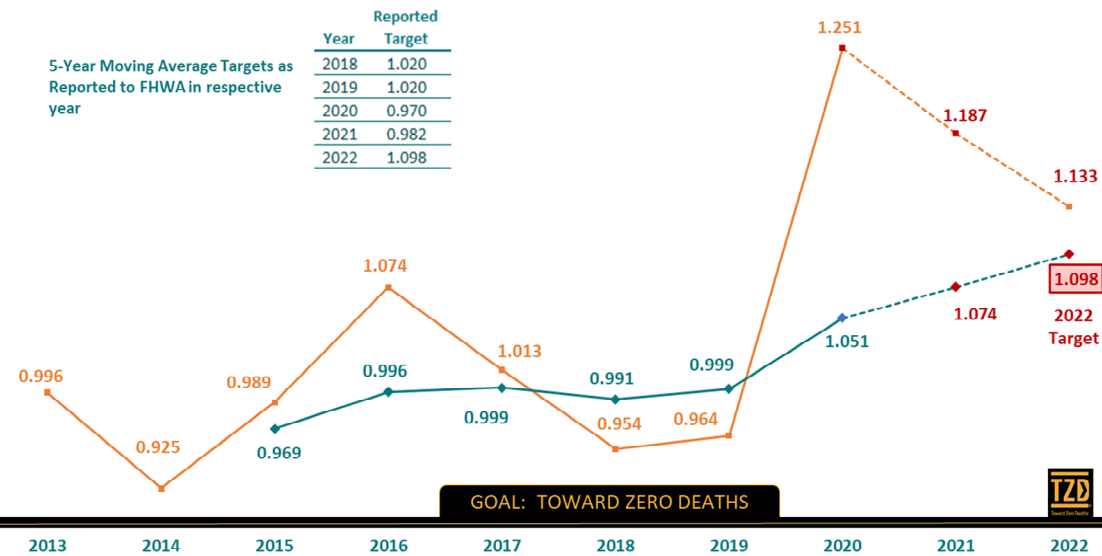
**GOAL: TOWARD ZERO DEATHS**



NOTE: 2021 and 2022 forecasted values are based on (1) 2015-2019 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program  
**Rate of Fatalities per 100m VMT**  
 2022 5-Year Moving Average Prediction



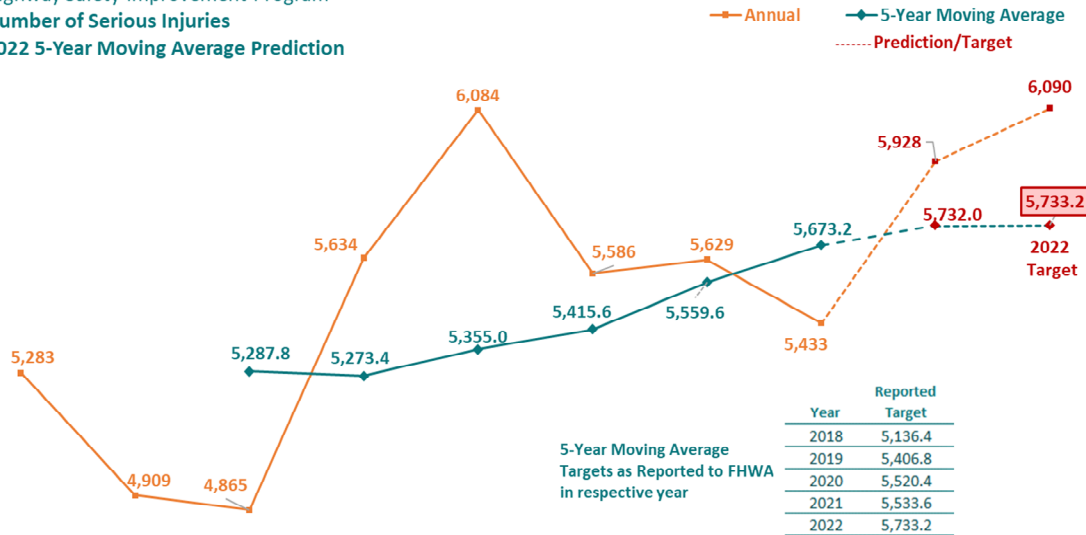
**GOAL: TOWARD ZERO DEATHS**



NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads

Highway Safety Improvement Program  
 Number of Serious Injuries  
 2022 5-Year Moving Average Prediction

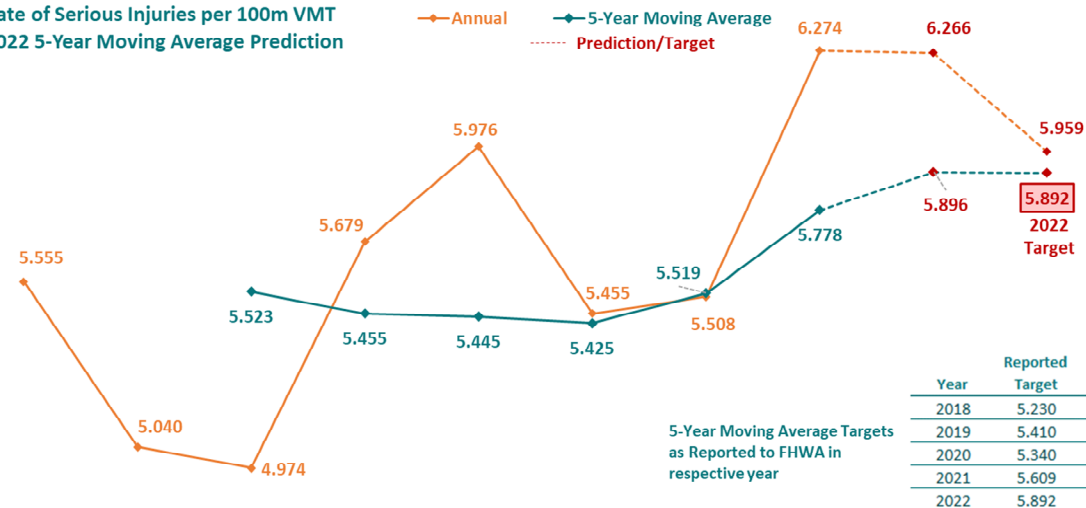


GOAL: TOWARD ZERO DEATHS



2013 2014 2015 2016 2017 2018 2019 2020 2021 2022  
 NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes  
 All Michigan public roads

Highway Safety Improvement Program  
 Rate of Serious Injuries per 100m VMT  
 2022 5-Year Moving Average Prediction



GOAL: TOWARD ZERO DEATHS

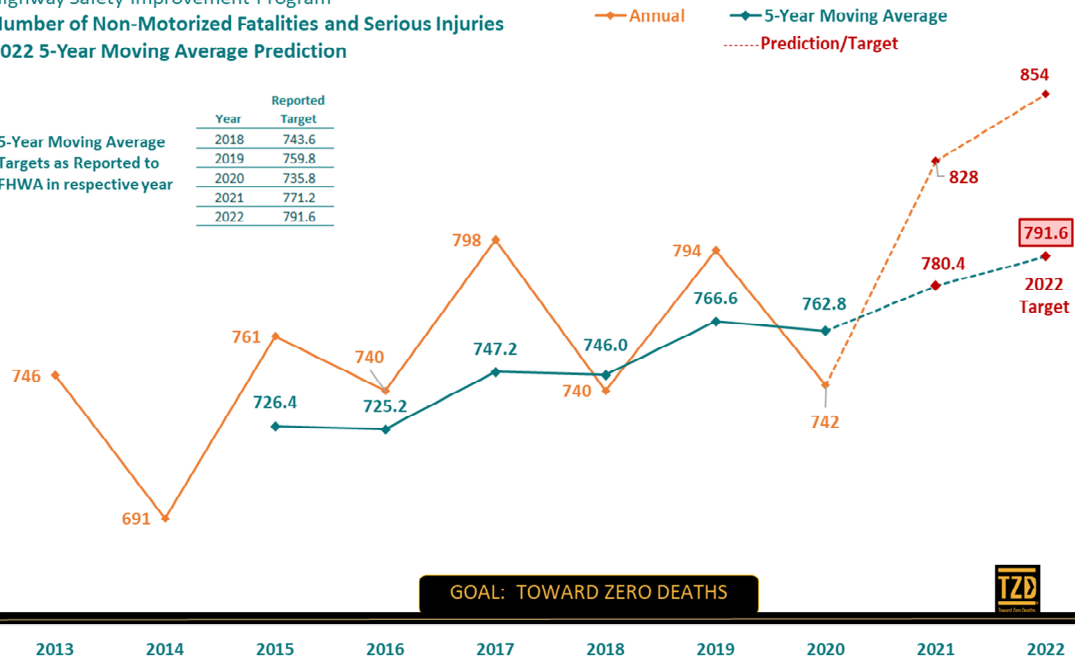


2013 2014 2015 2016 2017 2018 2019 2020 2021 2022  
 NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes  
 All Michigan public roads

Highway Safety Improvement Program  
 Number of Non-Motorized Fatalities and Serious Injuries  
 2022 5-Year Moving Average Prediction

5-Year Moving Average  
 Targets as Reported to  
 FHWA in respective year

Year	Reported Target
2018	743.6
2019	759.8
2020	735.8
2021	771.2
2022	791.6



**GOAL: TOWARD ZERO DEATHS**



NOTE: 2021 and 2022 forecasted values are based on (1) 2016-2020 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2022 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads



**Macatawa Area  
Coordinating Council**

*A Cooperative Effort Among Units of Government*

## Memo

To: MACC Policy Board  
From: Mara Gericke  
Date: December 20, 2021  
Re: FY 2023-2026 TIP – MDOT Projects

---

### **FY 2023-2026 TIP – MDOT Projects**

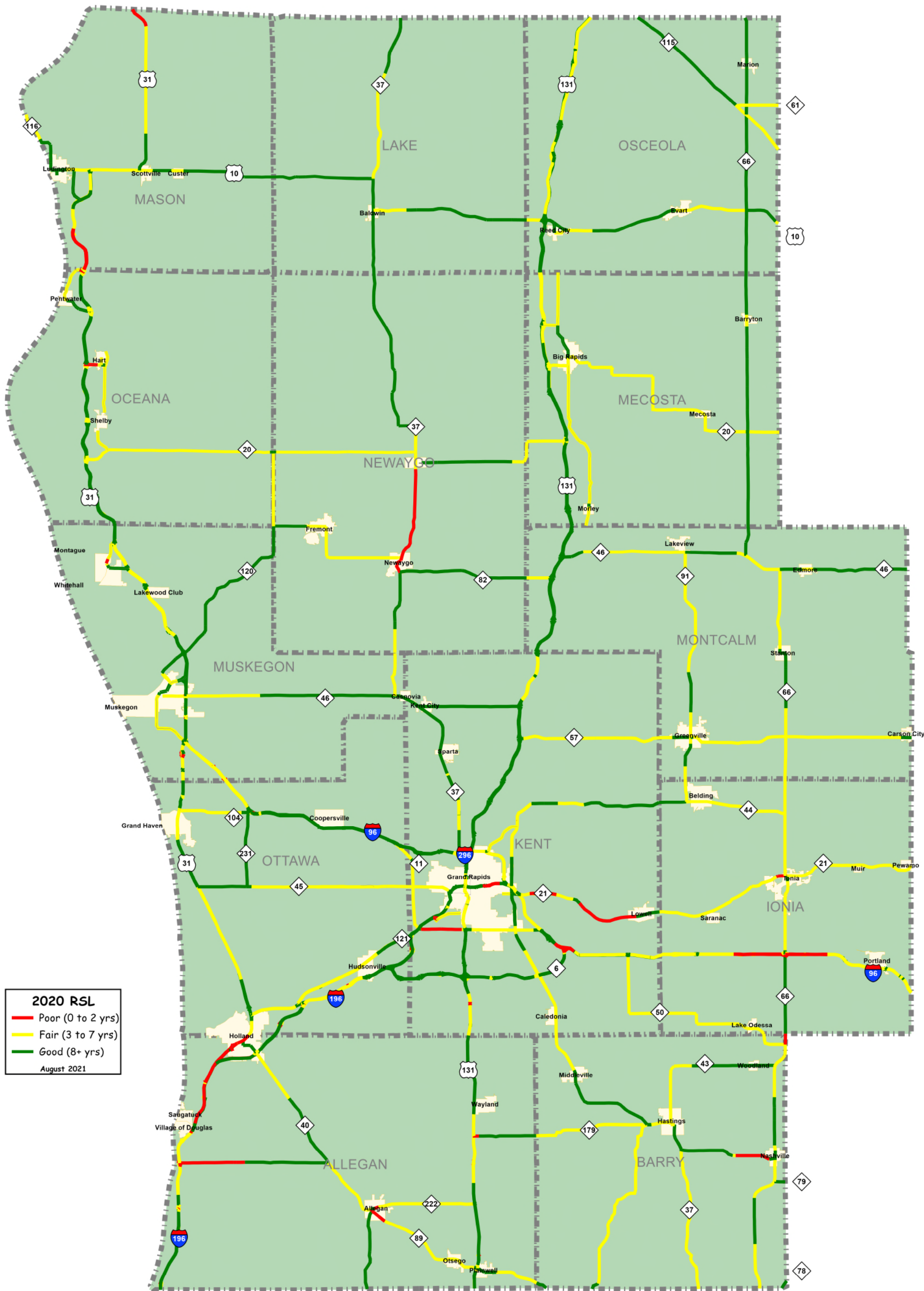
MDOT will provide an update of projects in the MDOT Five-Year Transportation Program (5YTP) and projects to be included in the MACC Fiscal Years (FY) 2023-2026 Transportation Improvement Program (TIP).

MACC staff is seeking approval to include these projects in the FY 2023-2026 Transportation Improvement Program (TIP).

Additional information and a list of projects are included in the packet.



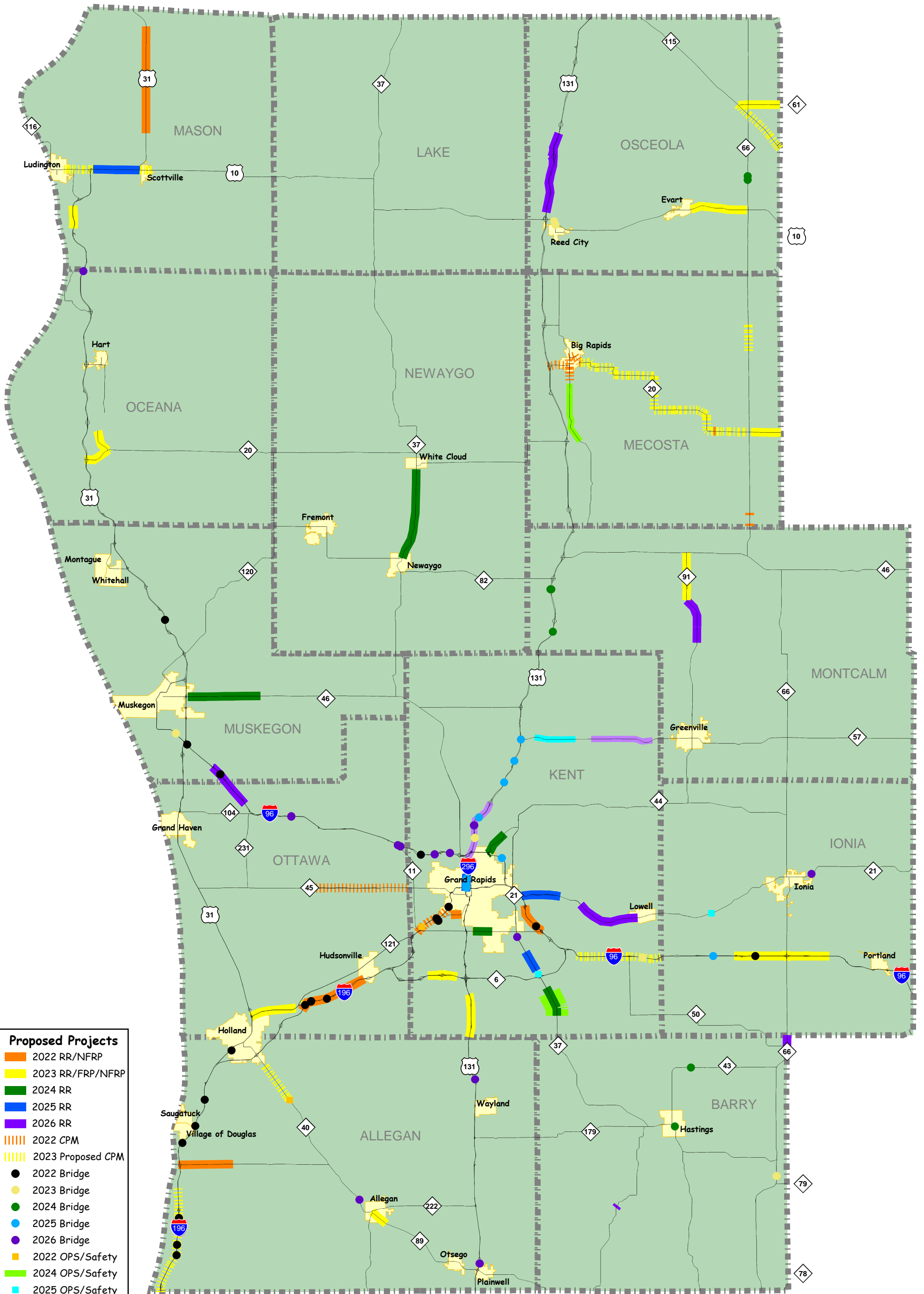
# MDOT Grand Region 2020 Remaining Service Life (RSL)



**2020 RSL**  
 — Poor (0 to 2 yrs)  
 — Fair (3 to 7 yrs)  
 — Good (8+ yrs)  
 August 2021



# Proposed MDOT Grand Region Five Year Program



**Proposed Projects**

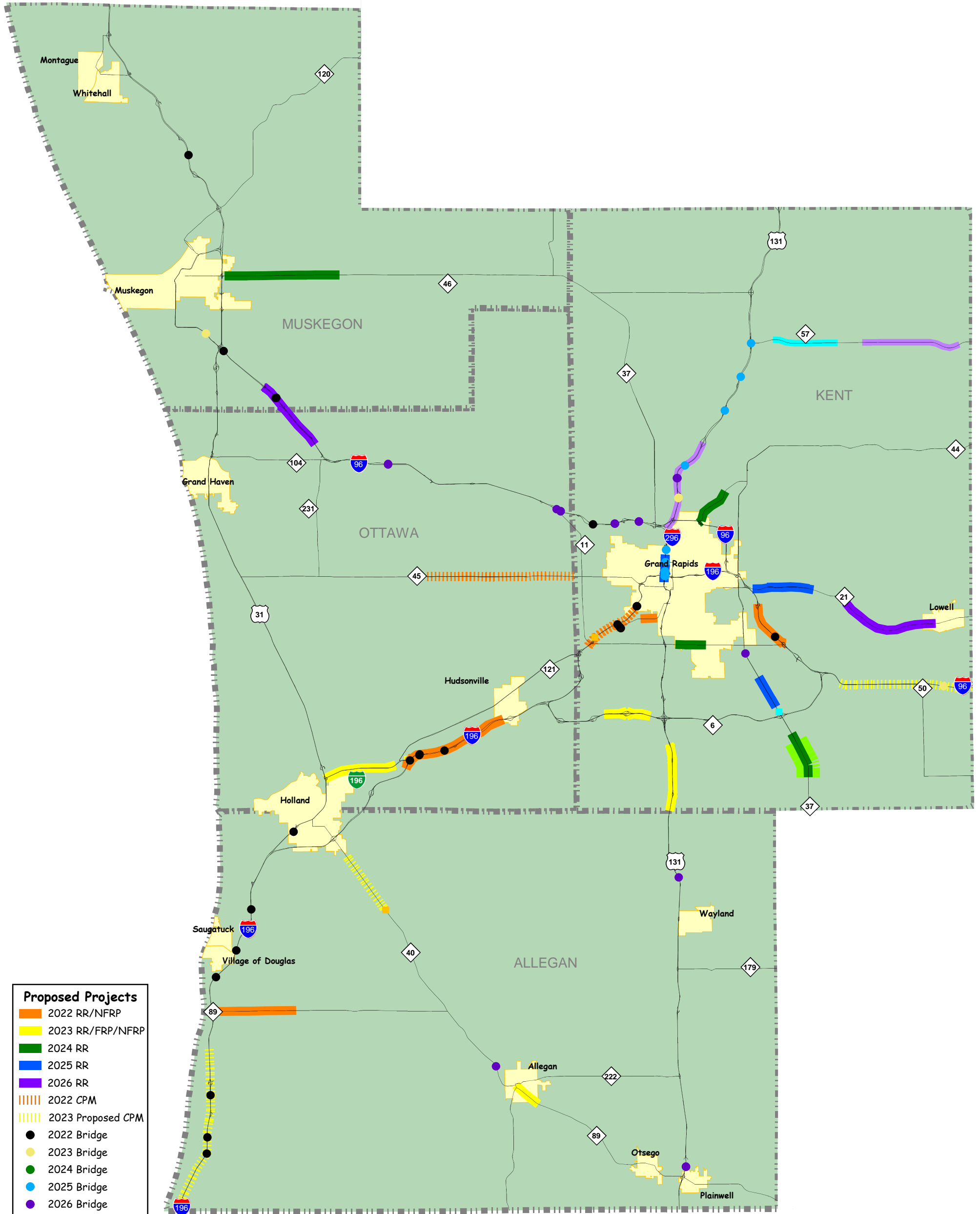
- █ 2022 RR/NFRP
- █ 2023 RR/FRP/NFRP
- █ 2024 RR
- █ 2025 RR
- █ 2026 RR
- ▨ 2022 CPM
- ▨ 2023 Proposed CPM
- 2022 Bridge
- 2023 Bridge
- 2024 Bridge
- 2025 Bridge
- 2026 Bridge
- █ 2022 OPS/Safety
- █ 2024 OPS/Safety
- █ 2025 OPS/Safety
- █ 2026 OPS/Safety

Note: Year of Obligation Shown

RR = Road Rehab & Reconstruct  
 NFRP = Non-Freeway Resurfacing Program  
 FRP = Freeway Resurfacing Program  
 CPM = Road Capital Preventive Maintenance  
 OPS/Safety = Operations/Safety Improvements



# Proposed MDOT Grand Region MPO Areas Five Year Program

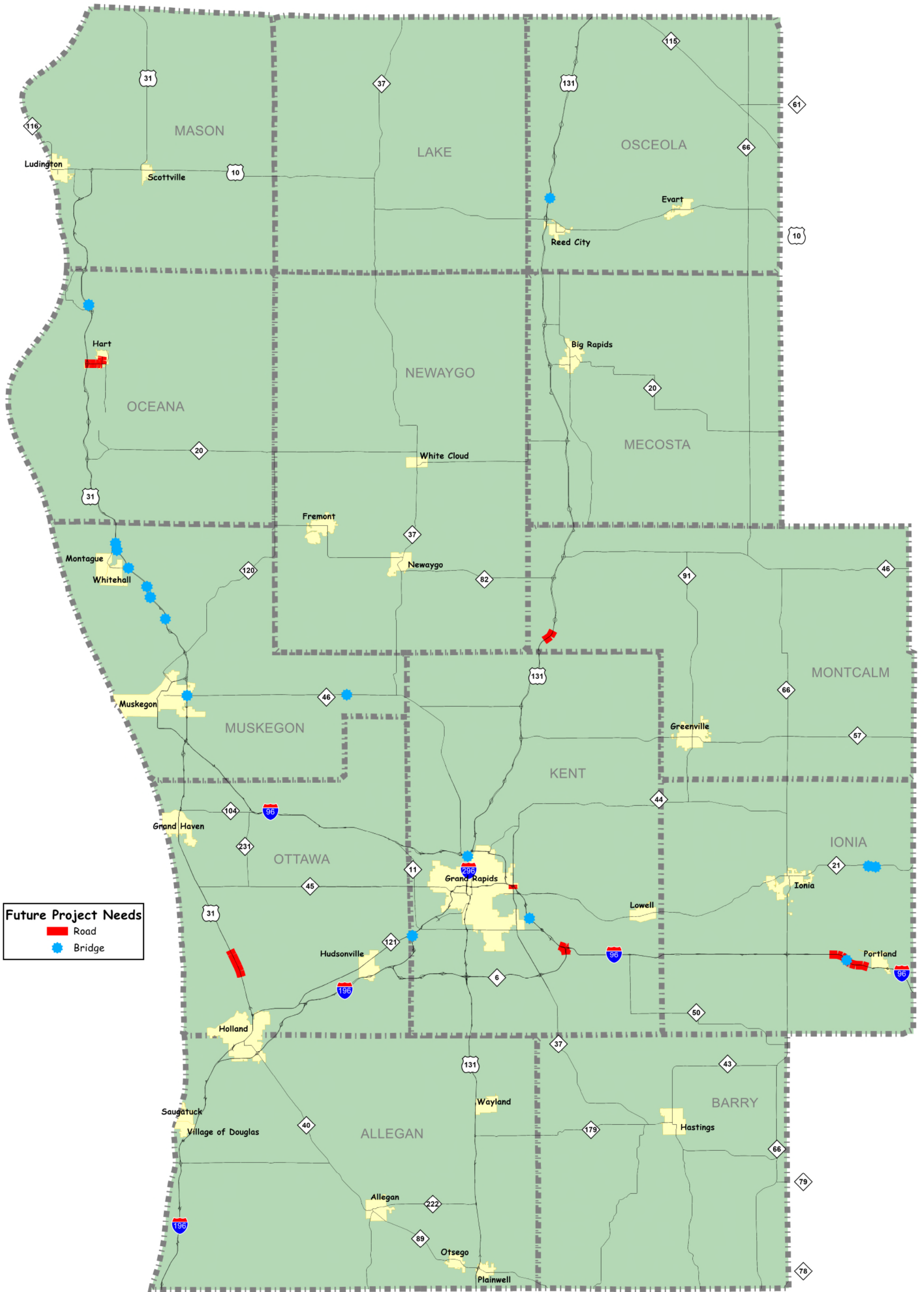


- Proposed Projects**
- 2022 RR/NFRP
  - 2023 RR/FRP/NFRP
  - 2024 RR
  - 2025 RR
  - 2026 RR
  - 2022 CPM
  - 2023 Proposed CPM
  - 2022 Bridge
  - 2023 Bridge
  - 2024 Bridge
  - 2025 Bridge
  - 2026 Bridge
  - 2022 OPS/Safety
  - 2024 OPS/Safety
  - 2025 OPS/Safety
  - 2026 OPS/Safety
- Note: Year of Obligation Shown

RR = Road Rehab & Reconstruct  
 NFRP = Non-Freeway Resurfacing Program  
 FRP = Freeway Resurfacing Program  
 CPM = Road Capital Preventive Maintenance  
 OPS/Safety = Operations/Safety Improvements



# MDOT Grand Region Future Project Needs



**Future Project Needs**

- Road
- Bridge





# ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 12/06/2021  
Page: 1 of 4

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
<b>S/TIP Line items</b>																																		
2023	Trunkline	204951	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	M-44 E	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems			CON	Programmed	20-23	\$45,570	\$5,063	\$0	\$50,633	HSIP	\$722,541.00	Admin Modification	10/27/2021	06/03/2019	10/01/2019	N/A	12/09/2022	02/03/2023					Approved	
2024	Trunkline	205235	Macatawa Area Coordinating Council (MACC)	Ottawa	MDOT	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems			CON	Programmed	23-26	\$1,058,565	\$234,734	\$0	\$1,293,299	NH	\$4,519,584.00				N/A	10/06/2023	12/01/2023							Pending
2023	Trunkline	207358	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			PE	Programmed	20-23	\$1,134	\$126	\$0	\$1,260	HSIP	\$2,860,000.00	Admin Modification	06/15/2020	06/03/2019	10/01/2019	N/A	10/10/2022	04/07/2023					Approved	
2023	Trunkline	207358	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			CON	Programmed	20-23	\$323,190	\$35,910	\$0	\$359,100	HSIP	\$2,860,000.00	Admin Modification	08/02/2021	06/03/2019	10/01/2019	N/A	03/10/2023	04/07/2023					Approved	
2023	Trunkline	207359	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region			PE	Programmed	20-23	\$1,134	\$126	\$0	\$1,260	HSIP	\$500,000.00	Admin Modification	06/15/2020	06/03/2019	10/01/2019	N/A	10/10/2022	03/03/2023					Approved	
2023	Trunkline	207359	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region			CON	Programmed	20-23	\$55,566	\$6,174	\$0	\$61,740	HSIP	\$500,000.00	Admin Modification	08/02/2021	06/03/2019	10/01/2019	N/A	02/03/2023	03/03/2023					Approved	
2023	Trunkline	207375	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region			CON	Programmed	20-23	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00	Admin Modification	06/04/2020	06/03/2019	10/01/2019	N/A	12/01/2022					Approved		
2024	Trunkline	207384	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.354	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$3,110,000.00				N/A	10/10/2023	02/02/2024					Pending		
2024	Trunkline	207384	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.354	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			CON	Programmed	23-26	\$351,540	\$39,060	\$0	\$390,600	HSIP	\$3,110,000.00				N/A	01/05/2024	02/02/2024					Pending		
2024	Trunkline	207385	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.466	Traffic Safety	Special pavement marking application on trunklines in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$500,000.00				N/A	10/10/2023	04/05/2024					Pending		



# ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 12/06/2021  
Page: 2 of 4

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
<b>S/TIP Line items</b>																																		
2024	Trunkline	207385	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.466	Traffic Safety	Special pavement marking application on trunklines in Grand Region			CON	Programmed	23-26	\$55,566	\$6,174	\$0	\$61,740	HSIP	\$500,000.00					N/A	03/08/2024		04/05/2024					Pending
2024	Trunkline	207399	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.845	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region			CON	Programmed	23-26	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00					N/A	12/01/2023							Pending
2023	Trunkline	207962	Macatawa Area Coordinating Council (MACC)	Allegan	MDOT	M-40	Reimink Street north to 52nd Street	4.125	Road Capital Preventive Maintenance	Single Course Chip Seal			CON	Programmed	20-23	\$590,139	\$130,862	\$0	\$721,000	NH	\$746,000.00					N/A	06/09/2023		08/04/2023		Phase Added			Pending
2025	Trunkline	209616	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$2,960,000.00					N/A	10/10/2024		03/07/2025					Pending
2025	Trunkline	209616	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region			CON	Programmed	23-26	\$334,530	\$37,170	\$0	\$371,700	HSIP	\$2,960,000.00					N/A	02/07/2025		03/07/2025					Pending
2025	Trunkline	209617	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$475,000.00					N/A	10/10/2024		04/04/2025					Pending
2025	Trunkline	209617	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region			CON	Programmed	23-26	\$52,731	\$5,859	\$0	\$58,590	HSIP	\$475,000.00					N/A	03/04/2025		04/04/2025					Pending
2025	Trunkline	209631	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	2.868	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region			CON	Programmed	23-26	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00					N/A	10/01/2024							Pending
2023	Trunkline	210058	Macatawa Area Coordinating Council (MACC)	Ottawa	MDOT	I-196 BL	From US-31 east to I-196	4.940	Road Rehabilitation	Inlay			CON	Programmed	20-23	\$23,327,250	\$5,125,678	\$47,072	\$28,500,000	NH	\$30,500,000.00	Admin Modification	10/05/2020	02/24/2020	03/05/2020	N/A	07/07/2023		09/01/2023					Approved
2026	Trunkline	213275	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All Trunkline Routes in Grand Region	17.669	Traffic Safety	Longitudinal Pavement Markings on trunkline routes in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$2,960,000.00					N/A	10/10/2025		04/03/2026					Pending



# ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2023, 2024, 2025, 2026

Date: 12/06/2021

Page: 3 of 4

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status														
<b>S/TIP Line items</b>																																																
2026	Trunkline	213275	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes in Grand Region, All Trunkline Routes in Grand Region	17.669	Traffic Safety	Longitudinal Pavement Markings on trunkline routes in Grand Region			CON	Programmed	23-26	\$334,530	\$37,170	\$0	\$371,700	HSIP	\$2,960,000.00					N/A	03/06/2026		04/03/2026					Pending														
2026	Trunkline	213339	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region			PE	Programmed	23-26	\$1,134	\$126	\$0	\$1,260	HSIP	\$900,000.00					N/A	10/10/2025		03/06/2026					Pending														
2026	Trunkline	213339	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region			CON	Programmed	23-26	\$100,926	\$11,214	\$0	\$112,140	HSIP	\$900,000.00					N/A	01/09/2026		03/06/2026					Pending														
2026	Trunkline	213366	Macatawa Area Coordinating Council (MACC)	Kent	MDOT	Grand Region Regionwide	All of MACC MPO	14.886	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region			CON	Programmed	23-26	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00					N/A	10/01/2025							Pending														
<b>GPA Type Subtotals:</b>																																																
<b>S/TIP Line items</b>																																																
<b>Grand Total:</b>																																																

Total Job Phases Reported: 24

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

**Preferences:**

Report Format: Standard

FISCAL Year(s): 2023, 2024, 2025, 2026

MPO/Non-MPO: Macatawa Area Coordinating Council (Holland Zeeland)

County: ALL

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2020 - Fiscal Year 2023

STIP Status: Approved, Pending  
(A - Approved, P - Pending)

Job Type: Trunkline



# ALL PROJECT SEARCH - STANDARD REPORT

Date: 12/06/2021

Fiscal Year(s) : 2023, 2024, 2025, 2026

Page: 4 of 4

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC	ACC Year(s)	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
-------------	----------	-------	-----	--------	--------------------	--------------	--------	--------	-------------------	---------------------	--------	-------------	-------	--------------	-------------	----------------------	------------------------	------------------------	------------------------	-------------	-----------------------------	-------------	----------------------	-------------------------	--------------------	-------------------	--------------------------	------------------------	-------------------	-----------------	------------------------	--------------	----------	--------------

**Phase Type:** ALL

**Phase Status:** ALL

(AP - Programmed, AC - Active, CP - Completed)

(Active - Obligated)

**Amendment Type:** ALL

**Template:** Trunkline - ALL

**Finance System:** Trunkline - ALL

**RTF:** ALL

**Include S/TIP Exempt:** No

**Include Delayed to Future S/TIP Cycle:** Yes





## MEMO

To: MACC Policy Board  
From: Kelly Goward, Watershed Manager  
Date: December 20, 2021  
Re: FY21 TMDL Annual Report

---

The Macatawa Area Coordinating Council is responsible for overseeing the reduction of phosphorus loading into Lake Macatawa. Reduction goals are outlined in the Total Maximum Daily Load (TMDL) for phosphorus in Lake Macatawa that was completed by the Michigan Department of Environment, Great Lakes and Energy (EGLE) in 1999. In 2000, the MACC, along with its members, signed a voluntary agreement to reduce phosphorus loading to the lake. The agreement was renewed in 2010 and 2021. One requirement of the agreement is to submit an annual report to EGLE that summarizes the progress made toward meeting the phosphorus goals. That report was submitted to EGLE on November 23, 2021.

The report includes a summary of efforts made to reduce nonpoint sources of phosphorus in the watershed and information about the three major point sources of phosphorus. The MACC reported about 1,000 pounds of phosphorus reduction in FY21 from various best management practices installed by MACC grants and Project Clarity. This is lower than typical due to the amount and types of grants active in 2021. From 2012-2021 the cumulative estimated phosphorus reduction is over 33,000 pounds per year. The goals established by the TMDL were to reduce phosphorus loading by 83,500 pounds per year and to achieve an in-lake phosphorus concentration of 50 parts per billion (ppb). The MACC prefers to use the in-lake concentration as the ultimate measure of success since actual loading of phosphorus into the lake is difficult to measure. The most recent published data from Lake Macatawa (GVSU, 2020) showed an in-lake concentration of about 86 ppb (average total phosphorus). Point source phosphorus discharges continue to operate below their limit established in the TMDL.



## MEMO

To: MACC Policy Board  
From: Kelly Goward, Watershed Manager  
Date: December 20, 2021  
Re: FY21 Macatawa Watershed Annual Report

---

Attached is a copy of the 2021 Macatawa Watershed Annual Report. The report provides a summary of the major projects and activities completed during fiscal year 2021. Included are highlights of the watershed outreach and education activities, stormwater management, agricultural program, and the Project Clarity partnership.

2021 highlights include:

- Participation in 6 community events
- Storm drain stenciling completed by Hope College students
- Hosted 3 river cleanup events and assisted with a beach cleanup
- Installed 5 rain gardens on 20th and 21st Streets in the City of Holland
- Trained 9 volunteers as part of the Macatawa Rainscaping Program
- Held the 5th annual green stormwater infrastructure seminar
- Farmers planted over 1,000 acres of cover crops
- Entered into MOUs with local Conservation Districts to assist with agricultural efforts
- Project Clarity
  - Worked with the Ottawa County Water Resources Commissioner to install nearly 1 mile of 2-stage channel in the Harlem Drain
  - Hosted the 2021 Macatawa Water Festival on Windmill Island with over 2,000 attendees
- Macatawa Watershed Project and Project Clarity consolidated into one program under the management of the ODC Network

# ANNUAL REPORT 2021

---



**Macatawa  
Watershed**



**Macatawa Area  
Coordinating Council**  
*A Cooperative Effort Among Units of Government*

# OUTREACH AND EDUCATION

---

From October 2020 to September 2021, the MACC's Macatawa Watershed Project participated in six community outreach events. Similar to last year, this is less than usual due to COVID restrictions. A couple highlights include a virtual rain garden program for the Holland Area Senior Professionals, participating in Ready for School summer events (photo top left) and National Night Out. We also assisted Hope College with planning and hosting a watershed camp for teachers (photo at right) and middle school students. As part of both camps, the MACC helped organize and execute field tours of agricultural and other best practices that protect water quality (photo bottom left is from the middle school farm tour).

Volunteer events also continued to be limited this year. Hope College's Office of Sustainability organized storm drain stenciling for students in April 2021. We were also able to hold two river cleanups in 2021 in partnership with the ODC Network. Other groups, including Girl Scouts and the Holland Youth Advisory Council, also held beach and river cleanups with the support of the MACC. See volunteer photos on the next page.



# THANK YOU VOLUNTEERS!



4.23 and 4.30.21 Hope College Office of Sustainability storm drain stenciling



5.22.21 Macatawa River Cleanup at Kollen Park



9.25.21 Macatawa River Cleanup at Dunton Park

# STORMWATER MANAGEMENT

---

The MACC continued to work with the City of Holland and private homeowners as part of a Great Lakes Restoration Initiative grant to plan and install curb-cut rain gardens with road reconstruction projects. These projects provide the perfect opportunity to leave an opening in the new curb and construct a rain garden in the parkway that will accept and infiltrate stormwater. Five of these gardens were installed on 20th and 21st Streets (top 3 pictures taken 10.19.21). Another two have been constructed on College Ave and will be planted in spring 2022. The grant also supports a volunteer rainscaping program that was launched in spring 2021. A virtual classroom portion was held followed by a field training (bottom photo). Nine volunteers were trained as part of the inaugural class and a few are conducting rainscaping assessments for private homeowners. The grant will also fund green stormwater infrastructure installations at Holland City Hall and Kollen Park. These projects have been designed and are awaiting final approvals before construction can begin.

The MACC held its fifth annual green stormwater infrastructure seminar on August 19th. This year's event was hybrid, with About 40 people attending in person and other 12 online. The seminar was rebranded to the West Michigan Green Stormwater Infrastructure Seminar to be more inclusive of our planning team and audience. The seminar included a variety of topics, activity stations and several vendor displays. Copies of most presentations are available on the MACC's website.



# AGRICULTURAL PROGRAM

---

In the fall of 2020, the MACC's Agricultural Technician, Rob Vink, accepted a position with a local agricultural retailer. We were sorry to see him go, but wished him the best in his new endeavor!

Prior to his departure, Rob was able to field verify over 1,100 acres of cover crops that were planted under contract with funding from the Great Lakes Commission (photos at left and top right). About 1,200 acres were also planted in the fall of 2021. Cover crops provide multiple benefits including protecting the soil from erosion, scavenging nutrients for next year's crop and improving soil structure.

In addition to the cover crops funded by the Great Lakes Commission Grant, funding is also available for the installation of grassed waterways. We have been working with Holland Engineering to design a grassed waterway system for a farmer in Zeeland Township (site visit photo bottom right). Designs will be finalized this winter and the project constructed in 2022.

Instead of rehiring a new Agricultural Technician, the MACC entered into cooperative agreements with the Allegan and Ottawa Conservation Districts. Both Districts have knowledgeable technicians with the capacity to take on some extra work. The Great Lakes Commission allowed us to modify the grant in order to compensate them for their assistance. This has been a great partnership and we are extremely grateful to have local experts willing to support farmers in the Macatawa Watershed!



# PROJECT CLARITY

In addition to the supporting the MACC's stormwater and agricultural efforts, Project Clarity accomplished the following in 2021:

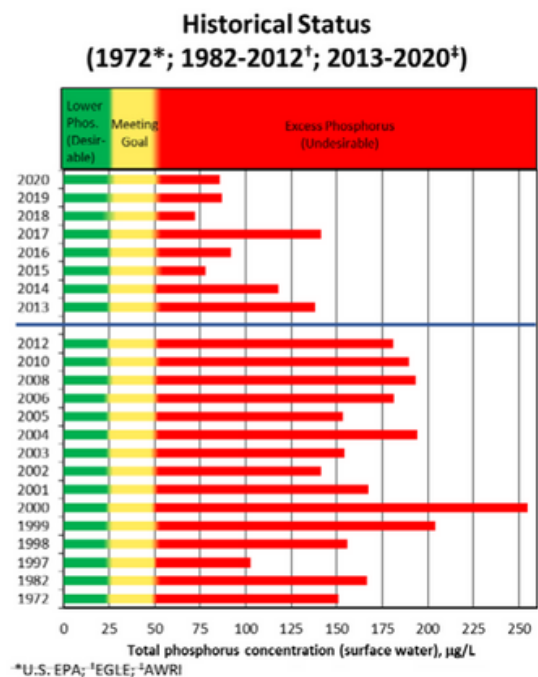
- Worked with the Ottawa County Water Resources Commissioner to install nearly one mile of 2-stage channel in the Harlem Drain (top photo, ODC Network)
- Received state funding to restore 1,950 feet of Peter's Creek
- Continue to monitor iron slag filters through funding provided by the Michigan Dept. of Agriculture and Rural Development
- Hosted an in-person 2021 Water Festival on Windmill Island with over 2,000 attendees (middle photo, ODC Network)



In early 2021, the ODC Network hired GVSU to complete a social survey of watershed residents that will help inform future outreach and education strategies. In general, the results show that community knowledge of the watershed is increasing, but there is still room for improvement. Many people noted that they are following best practices at home to reduce water quality.

Water quality continues to be monitored by GVSU's Annis Water Resources Institute and Hope College. Conditions remain undesirable but the trends show improving water quality over time (bottom graph). GVSU and Hope College Reports, including the social survey can be found online at

[outdoordiscovery.org/project-clarity](https://outdoordiscovery.org/project-clarity)





# PROGRAM CHANGES

---



After many years of collaboration, the MACC has entered into an agreement with the ODC Network to manage the Macatawa Watershed Project. The Macatawa Watershed Project (MWP), housed at the Macatawa Area Coordinating Council since 2000, officially joined the ODC Network on October 1. Kelly Goward, the MACC's Environmental Program Manager since 2012, became a member of ODC's Project Clarity team and now serves as the ODC Watershed Manager.

The MWP began as a way for local communities to partner on improving Lake Macatawa and the Macatawa Watershed. This was in response to findings by the state and EPA that the lake contained extremely high levels of suspended sediment and phosphorus. The MWP has worked towards improving the lake by addressing issues such as stormwater, agriculture, land use, monitoring, and education. The ODC and the Macatawa River Greenway have partnered closely with the MWP over the years, working to host events such as the Macatawa Water Festival and River Cleanups, educating students and community leaders on water-related topics, and collaborating on research efforts with partners like Hope College and Grand Valley State University. In addition, Kelly and the MWP have worked closely with the ODC on Project Clarity, the initiative to significantly improve water quality in the watershed. MWP staff have served on advisory boards, provided input on plans and helped communicate progress to government partners. This collaboration resulted in a myriad of successful projects implemented in our watershed over the past eight years, including restored wetlands, stabilized streams, soil-saving agricultural projects, and greener stormwater infrastructure. By joining the MWP with Project Clarity, we will streamline many projects and collaborations, allowing greater gains for the watershed.

In her new role at ODC, Kelly will continue managing all existing MACC grants and working closely with our local communities on stormwater permitting and compliance, ensuring that we update and improve existing and future infrastructure. Her skills as a grant writer, project coordinator, and educator will be great assets to the ODC team and create additional connections to regional water experts. Kelly is working out of DeGraaf Nature Center, where she will work closely with ODC's greenway, conservation, and sustainability efforts. This team will collaborate to make our area a more vibrant and ecologically sustainable place for current and future generations. Kelly can be reached at [kelly@outdoordiscovery.org](mailto:kelly@outdoordiscovery.org)

# MACATAWA AREA COORDINATING COUNCIL

301 Douglas Ave  
Holland MI 49424  
616-395-2688  
www.the-macc.org

## STAFF

Pankaj Rajadhyaksha, Interim Executive Director  
Mara Gericke, Transportation Planner  
Judy Visscher, Office Administrator

## POLICY BOARD

Howard Baumann, Jr., Port Sheldon Township  
Joseph Baumann, Ottawa County  
\*Tom Bird, Ottawa County Road Commission  
Nathan Bocks, City of Holland  
\*Amanda Cooper  
Ken DeWeerd, Fillmore Township  
Jeff Franklin, Michigan Dept. of Transportation  
Jim Gerard, Park Township  
Linda Howell, Laketown Township

John Kleinheksel, Allegan County Road Commission  
\*Kevin Klynstra, City of Zeeland  
\*Terry Nienhuis, Holland Charter Township  
Tom Oonk, Zeeland Charter Township  
\*Pankaj Rajadhyaksha, At-large  
\*Jim Storey, Allegan County  
Russ TeSlaa, Macatawa Area Express  
Todd, Wolters, Olive Township

*\*Members of the Executive Committee*

*Photo Credit: Unless otherwise noted, all pictures were taken by MACC staff.*

**MACATAWA AREA COORDINATING COUNCIL  
COMBINED SUMMARY BUDGET COMPARISON  
October 1, 2021 - September 30, 2022**

**% of budget completed      17%**

		<b>Actual</b>	<b>Actual</b>	<b>Amount Over</b>	<b>YTD %</b>
		<b>Year to Date</b>	<b>FY 22 Budget*</b>	<b>(Under) Budget</b>	<b>of Budget</b>
	<b>Revenue</b>				
	<b>Governmental Funding:</b>				
1	Consolidated Planning Grant (PL112/5303)	\$ 16,790.91	\$ 255,992.00	\$ (239,201.09)	6.6%
2	CMAQ Clean Air	103.50	\$ 40,000.00	\$ (39,896.50)	0.3%
3	MDOT Funds - Asset Management	-	19,000.00	(19,000.00)	0.0%
4	MDOT Data Collection	178.29	17,000.00	(16,821.71)	1.0%
5	RPI Grant Income	45,000.00	-	45,000.00	#DIV/0!
6	EPA Funds Great Lakes Restoration Initiative	-	63,812.17	(63,812.17)	0.0%
7	Trash Free Waters EPA	-	58,981.75	(58,981.75)	0.0%
8	MI Corp Grant	-	-	-	#DIV/0!
9	GLC Sediment/Phosphorus Reduction	-	75,761.78	(75,761.78)	0.0%
10	<b>Total Governmental Funding</b>	<b>\$ 62,072.70</b>	<b>\$ 530,547.70</b>	<b>\$ (468,475.00)</b>	<b>11.7%</b>
	<b>Jurisdictional Dues:</b>				
11	Allegan County Commission	1,718.23	\$ 1,718.23	-	100.0%
12	Allegan County Road Commission	4,875.00	\$ 4,875.00	-	100.0%
13	Fillmore Township Contribution	2,761.00	\$ 2,761.00	-	100.0%
14	Holland City Contribution	33,366.00	\$ 33,366.00	-	100.0%
15	Holland Charter Township Contribution	37,979.00	\$ 37,979.00	-	100.0%
16	Max Dues Contribution	6,000.00	\$ 6,000.00	-	100.0%
17	Laketown Township Contribution	5,797.00	\$ 5,797.00	-	100.0%
18	Olive Township Contribution	5,189.00	\$ 5,189.00	-	100.0%
19	Ottawa County Commission	12,033.09	\$ 12,033.09	-	100.0%
20	Ottawa County Road Commission	13,500.00	\$ 13,500.00	-	100.0%
21	Park Township Contribution	18,686.00	\$ 18,686.00	-	100.0%
22	Port Sheldon Township Contribution	4,598.00	\$ 4,598.00	-	100.0%
23	Zeeland Charter Township Contribution	11,077.00	\$ 11,077.00	-	100.0%
24	Zeeland City Contribution	5,559.00	\$ 5,559.00	-	100.0%
25	<b>Total Jurisdictional Dues</b>	<b>\$ 163,138.32</b>	<b>\$ 163,138.32</b>	<b>\$ -</b>	<b>100.0%</b>
	<b>Watershed/Stormwater Dues:</b>				
26	Allegan County Commission	1,640.17	1,640.17	-	100.0%
27	Allegan County Road Commission	4,653.54	4,653.54	-	100.0%
28	Fillmore Township Contribution	2,635.58	2,635.58	-	100.0%
29	Holland City Contribution	31,850.27	31,850.27	-	100.0%
30	Holland Charter Township Contribution	36,253.73	36,253.73	-	100.0%
31	Laketown Township Contribution	5,533.66	5,533.66	-	100.0%
32	Olive Township Contribution	4,953.28	4,953.28	-	100.0%
33	Ottawa County Commission	11,486.47	11,486.47	-	100.0%
34	Ottawa County Road Commission	12,886.74	12,886.74	-	100.0%
35	Park Township Contribution	17,837.15	17,837.15	-	100.0%
36	Port Sheldon Township Contribution	4,389.13	4,389.13	-	100.0%
37	Zeeland Charter Township Contribution	10,573.81	10,573.81	-	100.0%
38	Zeeland City Contribution	5,306.47	5,306.47	-	100.0%
39	<b>Total Watershed/Stormwater Dues</b>	<b>\$ 150,000.00</b>	<b>\$ 150,000.00</b>	<b>\$ -</b>	<b>100.0%</b>

		Actual	Actual	Amount Over	YTD %
		Year to Date	FY 22 Budget*	(Under) Budget	of Budget
	<b>Other Revenue:</b>				
40	Investment Income	204.21	1,400.00	(1,195.79)	15%
41	Community Enhancement	107,393.12	47,902.00	59,491.12	224%
42	Watershed Miscellaneous	-	-	-	#DIV/0!
43	Private Contributions - Watershed	-	1,000.00	(1,000.00)	0.0%
44	<b>Total Other Revenue</b>	<b>\$ 107,597.33</b>	<b>\$ 50,302.00</b>	<b>\$ 57,295.33</b>	<b>213.9%</b>
45	<b>Total Revenues</b>	<b>\$ 482,808.35</b>	<b>\$ 893,988.02</b>	<b>\$ (411,179.67)</b>	<b>54.0%</b>
	<b>Expenses</b>				
	<b>Direct Expenses - Transportation</b>				
46	Payroll Expenses - Transportation	11,708.81	201,575.71	(189,866.90)	5.8%
47	Postage	-	350.00	(350.00)	0.0%
48	Operating Supplies	-	450.00	(450.00)	0.0%
49	Capital Expenditures/Computer Equipment	-	3,000.00	(3,000.00)	0.0%
50	Contractual - Consulting	-	2,500.00	(2,500.00)	0.0%
51	Contractual - Software Maintenance	1,900.00	2,500.00	(600.00)	76.0%
52	Contractual - Clean Air Program	-	2,000.00	(2,000.00)	0.0%
53	Contractual - Data Collection/Analysis	-	9,000.00	(9,000.00)	0.0%
54	Contractual - Consolidated Planning Grant	-	15,000.00	(15,000.00)	0.0%
55	Contractual - Asset Management Program	-	1,000.00	(1,000.00)	0.0%
56	Communications	-	2,200.00	(2,200.00)	0.0%
57	Travel, Conferences, Seminars	70.00	6,000.00	(5,930.00)	1.2%
58	MACC Meetings and Seminars	-	500.00	(500.00)	0.0%
59	Printing Expense - General	-	750.00	(750.00)	0.0%
60	Miscellaneous Expense (public notices, etc.)	89.21	1,000.00	(910.79)	8.9%
61	Dues & Subscriptions	383.00	2,500.00	(2,117.00)	15.3%
62	<b>Total Direct Expenses - Transportation</b>	<b>\$ 14,151.02</b>	<b>\$ 250,325.71</b>	<b>\$ (236,174.69)</b>	<b>5.7%</b>
	<b>Direct Expenses - Watershed</b>				
63	Payroll Expenses - Watershed	693.78	6,852.01	(6,158.23)	10.1%
64	Postage	-	-	-	#DIV/0!
65	Operating Supplies	140.00	-	140.00	#DIV/0!
66	Educational Materials	-	-	-	#DIV/0!
67	Contractual - Legal	-	-	-	#DIV/0!
68	Contractual - General Consulting	28,824.33	140,000.00	(111,175.67)	20.6%
69	GLC Two Stage Ditches	-	-	-	#DIV/0!
70	GLC Streambank	-	-	-	#DIV/0!
71	GLRI Stormwater Expenses	-	-	-	#DIV/0!
72	Regional Prosperity Expense	-	-	-	#DIV/0!
73	GLC Sediment/Phosphorus Reduction Expense	-	-	-	#DIV/0!
74	Trash Free Waters Expense	-	-	-	#DIV/0!
75	Watershed Council Grant	3,911.76	-	3,911.76	#DIV/0!
76	Communications	-	-	-	#DIV/0!
77	Travel, Conferences, Seminars	-	-	-	#DIV/0!
78	MACC Meetings and Seminars	-	-	-	#DIV/0!
79	Miscellaneous Expense	-	1,500.00	(1,500.00)	0.0%
80	<b>Total Direct Expenses - Watershed</b>	<b>\$ 33,569.87</b>	<b>\$ 148,352.01</b>	<b>\$ (114,782.14)</b>	<b>22.6%</b>
	<b>Indirect Expenses</b>				
81	Payroll Expenses - Indirect	2,074.95	25,598.91	(23,523.96)	8.1%
82	Postage	-	2,600.00	(2,600.00)	0.0%

		<b>Actual</b>	<b>Actual</b>	<b>Amount Over</b>	<b>YTD %</b>
		<b>Year to Date</b>	<b>FY 22 Budget*</b>	<b>(Under) Budget</b>	<b>of Budget</b>
83	Operating Supplies	286.04	5,000.00	(4,713.96)	5.7%
84	Capital Expenditures/Computer Equipment	-	2,500.00	(2,500.00)	0.0%
85	Audit Fee	9,000.00	10,000.00	(1,000.00)	90.0%
86	Budget/Accounting	3,400.00	15,000.00	(11,600.00)	22.7%
87	Contractual - Legal	-	3,000.00	(3,000.00)	0.0%
88	Contractual - Consulting	-	2,500.00	(2,500.00)	0.0%
89	Communications	407.42	4,000.00	(3,592.58)	10.2%
90	Travel, Conferences, Seminars	15.12	1,000.00	(984.88)	1.5%
91	MACC Meetings and Seminars	905.26	7,000.00	(6,094.74)	12.9%
92	Printing	-	500.00	(500.00)	0.0%
93	Bank Service Charges	50.00	500.00	(450.00)	10.0%
94	Copier Expenses	333.74	7,500.00	(7,166.26)	4.4%
95	Insurance--Property/Officers/Worker's Comp	5,473.00	3,600.00	1,873.00	152.0%
96	Public Utilities	1,126.32	9,000.00	(7,873.68)	12.5%
97	Building Maintenance	2,491.69	13,000.00	(10,508.31)	19.2%
98	Office Equipment Maintenance	-	2,500.00	(2,500.00)	0.0%
99	Depreciation-To MACC Holding	-	12,000.00	(12,000.00)	0.0%
100	Miscellaneous Expenses	75.00	2,000.00	(1,925.00)	3.8%
101	Education and Training	-	1,000.00	(1,000.00)	0.0%
102	Dues and Subscriptions	629.28	1,000.00	(370.72)	62.9%
102	Community Enhancement Expenses	34,000.00	44,732.60	(10,732.60)	76.0%
103	<b>Total Indirect Expenses</b>	<b>\$ 60,267.82</b>	<b>\$ 175,531.51</b>	<b>\$ (115,263.69)</b>	<b>34.3%</b>
104	<b>Total Expenses</b>	<b>\$ 107,988.71</b>	<b>\$ 574,209.23</b>	<b>\$ (466,220.52)</b>	<b>18.8%</b>
105	<b>Excess of Revenues over Expenses</b>	<b>\$ 374,819.64</b>	<b>\$ 319,778.79</b>	<b>\$ 55,040.85</b>	
	*Budget originally approved in June 2021				
	**MACC members are reminded to budget 20% of their jurisdictional dues for the Local Match Contingency Fund.				

**MACATAWA AREA COORDINATING COUNCIL**

**GENERAL FUND BUDGET COMPARISON**

**October 1, 2021 - September 30, 2022**

				<i>% of budget completed</i>	<b>17%</b>
		<b>Actual</b>	<b>Actual</b>	<b>Amount Over</b>	<b>YTD %</b>
		<b>Year to Date</b>	<b>FY 21 Budget*</b>	<b>(Under) Budget</b>	<b>of Budget</b>
<b><u>Revenue</u></b>					
<b>Governmental Funding:</b>					
1	Consolidated Planning Grant (PL112/5303)	\$ 16,790.91	\$ 255,992.00	\$ (239,201.09)	6.6%
2	CMAQ-Clean Air	\$ 103.50	\$ 40,000.00	\$ (39,896.50)	0.3%
3	MDOT Funds - Asset Management	-	19,000.00	(19,000.00)	0.0%
4	MDOT Data Collection	178.29	17,000.00	(16,821.71)	1.0%
5	<b>Total Governmental Funding</b>	<b>\$ 17,072.70</b>	<b>\$ 331,992.00</b>	<b>\$ (314,919.30)</b>	<b>5.1%</b>
<b>Jurisdictional Dues:</b>					
6	Allegan County Commission	1,718.23	1,718.23	-	100.0%
7	Allegan County Road Commission	4,875.00	4,875.00	-	100.0%
8	Fillmore Township Contribution	2,761.00	2,761.00	-	100.0%
9	Holland City Contribution	33,366.00	33,366.00	-	100.0%
10	Holland Charter Township Contribution	37,979.00	37,979.00	-	100.0%
11	Max Dues Contribution	6,000.00	6,000.00	-	100.0%
12	Laketown Township Contribution	5,797.00	5,797.00	-	100.0%
13	Olive Township Contribution	5,189.00	5,189.00	-	100.0%
14	Ottawa County Commission	12,033.09	12,033.09	-	100.0%
15	Ottawa County Road Commission	13,500.00	13,500.00	-	100.0%
16	Park Township Contribution	18,686.00	18,686.00	-	100.0%
17	Port Sheldon Township Contribution	4,598.00	4,598.00	-	100.0%
18	Zeeland Charter Township Contribution	11,077.00	11,077.00	-	100.0%
19	Zeeland City Contribution	5,559.00	5,559.00	-	100.0%
20	<b>Total Jurisdictional Dues</b>	<b>\$ 163,138.32</b>	<b>\$ 163,138.32</b>	<b>\$ -</b>	<b>100.0%</b>
<b>Other Revenue:</b>					
21	Community Enhancement	107,393.12	47,902.00	59,491.12	224.2%
22	Investment Income	204.21	1,400.00	(1,195.79)	15%
23	<b>Total Other Revenue</b>	<b>\$ 107,597.33</b>	<b>\$ 49,302.00</b>	<b>\$ 58,295.33</b>	<b>\$ 2.39</b>
24	<b>Total Revenues</b>	<b>\$ 287,808.35</b>	<b>\$ 544,432.32</b>	<b>\$ (256,623.97)</b>	<b>52.9%</b>
<b><u>Expenses</u></b>					
<b>Direct Expenses - Transportation</b>					
25	Payroll Expenses - Transportation	11,708.81	201,575.71	(189,866.90)	5.8%
26	Postage	-	350.00	(350.00)	0.0%
27	Operating Supplies	-	450.00	(450.00)	0.0%
28	Capital Expenditures/Computer Equipment	-	3,000.00	(3,000.00)	0.0%
29	Contractual - Consulting	-	2,500.00	(2,500.00)	0.0%
30	Contractual - Software Maintenance	1,900.00	2,500.00	(600.00)	76.0%
31	Contractual - Clean Air Program	-	2,000.00	(2,000.00)	0.0%
32	Contractual - Data Collection/Analysis	-	9,000.00	(9,000.00)	0.0%
33	Contractual - Consolidated Planning Grant	-	15,000.00	(15,000.00)	0.0%
34	Contractual - Asset Management Program	-	1,000.00	(1,000.00)	0.0%
35	Communications	-	2,200.00	(2,200.00)	0.0%
36	Travel, Conferences, Seminars	70.00	6,000.00	(5,930.00)	1.2%

		Actual	Actual	Amount Over	YTD %
		Year to Date	FY 21 Budget*	(Under) Budget	of Budget
37	MACC Meetings and Seminars	-	500.00	(500.00)	0.0%
38	Printing Expense - General	-	750.00	(750.00)	0.0%
39	Miscellaneous Expense (public notices, etc.)	89.21	1,000.00	(910.79)	8.9%
40	Dues & Subscriptions	383.00	2,500.00	(2,117.00)	15.3%
41	<b>Total Direct Expenses - Transportation</b>	<b>\$ 14,151.02</b>	<b>\$ 250,325.71</b>	<b>\$ (236,174.69)</b>	<b>5.7%</b>
	<b>Indirect Expenses</b>				
42	Payroll Expenses - Indirect	2,074.95	25,598.91	(23,523.96)	8.1%
43	Postage	-	2,600.00	(2,600.00)	0.0%
44	Operating Supplies	286.04	5,000.00	(4,713.96)	5.7%
45	Capital Expenditures/Computer Equipment	-	2,500.00	(2,500.00)	0.0%
46	Audit Fee	9,000.00	10,000.00	(1,000.00)	90.0%
47	Budget/Accounting	3,400.00	15,000.00	(11,600.00)	22.7%
48	Contractual - Legal	-	3,000.00	(3,000.00)	0.0%
49	Contractual - Consulting	-	2,500.00	(2,500.00)	0.0%
50	Communications	407.42	4,000.00	(3,592.58)	10.2%
51	Travel, Conferences, Seminars	15.12	1,000.00	(984.88)	1.5%
52	MACC Meetings and Seminars	905.26	7,000.00	(6,094.74)	12.9%
53	Printing	-	500.00	(500.00)	0.0%
54	Bank Service Charges	50.00	500.00	(450.00)	10.0%
55	Copier Expenses	333.74	7,500.00	(7,166.26)	4.4%
56	Insurance--Property/Officers/Worker's Comp	5,473.00	3,600.00	1,873.00	152.0%
57	Public Utilities	1,126.32	9,000.00	(7,873.68)	12.5%
58	Building Maintenance	2,491.69	13,000.00	(10,508.31)	19.2%
59	Office Equipment Maintenance	-	2,500.00	(2,500.00)	0.0%
60	Depreciation-To MACC Holding	-	12,000.00	(12,000.00)	0.0%
61	Miscellaneous Expenses	75.00	2,000.00	(1,925.00)	3.8%
62	Education and Training	-	1,000.00	(1,000.00)	0.0%
63	Dues and Subscriptions	629.28	1,000.00	(370.72)	62.9%
64	Community Enhancement Expense	34,000.00	44,732.60	(10,732.60)	
64	<b>LESS: estimated overhead allocation from Watershed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>#DIV/0!</b>
65	<b>Total Indirect Expenses</b>	<b>\$ 60,267.82</b>	<b>\$ 175,531.51</b>	<b>\$ (115,263.69)</b>	<b>34.3%</b>
66	<b>Total Expenses</b>	<b>\$ 74,418.84</b>	<b>\$ 425,857.22</b>	<b>\$ (351,438.38)</b>	<b>17.5%</b>
67	<b>Excess of Revenues over Expenses</b>	<b>\$ 213,389.51</b>	<b>\$ 118,575.10</b>	<b>\$ 94,814.41</b>	
	*Budget originally approved in June 2021				

**MACATAWA AREA COORDINATING COUNCIL**

**WATERSHED BUDGET COMPARISON**

**October 1, 2021 - September 30, 2022**

				<i>% of budget completed</i>	<b>100%</b>
		<b>Actual</b>	<b>Actual</b>	<b>Amount Over</b>	<b>YTD %</b>
		<b>Year to Date</b>	<b>FY 21 Budget*</b>	<b>(Under) Budget</b>	<b>of Budget</b>
<b><u>Revenue</u></b>					
<b>Governmental Funding:</b>					
1	EPA Funds Great Lakes Restoration Initiative	-	63,812.17	(63,812.17)	0.0%
2	EPA Trash Free Waters	-	58,981.75	(58,981.75)	0.0%
3	MI Corp Grant	-	-	-	#DIV/0!
4	GLC Sediment/Phosphorus Reduction	-	75,761.78	(75,761.78)	0.0%
5	<b>Total Governmental Funding</b>	<b>\$ -</b>	<b>\$ 198,555.70</b>	<b>\$ (198,555.70)</b>	<b>0.0%</b>
<b>Watershed/Stormwater Dues:</b>					
6	Allegan County Commission	1,640.17	1,640.17	-	100.0%
7	Allegan County Road Commission	4,653.54	4,653.54	-	100.0%
8	Fillmore Township Contribution	2,635.58	2,635.58	-	100.0%
9	Holland City Contribution	31,850.27	31,850.27	-	100.0%
10	Holland Charter Township Contribution	36,253.73	36,253.73	-	100.0%
11	Laketown Township Contribution	5,533.66	5,533.66	-	100.0%
12	Olive Township Contribution	4,953.28	4,953.28	-	100.0%
13	Ottawa County Commission	11,486.47	11,486.47	-	100.0%
14	Ottawa County Road Commission	12,886.74	12,886.74	-	100.0%
15	Park Township Contribution	17,837.15	17,837.15	-	100.0%
16	Port Sheldon Township Contribution	4,389.13	4,389.13	-	100.0%
17	Zeeland Charter Township Contribution	10,573.81	10,573.81	-	100.0%
18	Zeeland City Contribution	5,306.47	5,306.47	-	100.0%
19	<b>Total Watershed/Stormwater Dues</b>	<b>\$ 150,000.00</b>	<b>\$ 150,000.00</b>	<b>\$ -</b>	<b>100.0%</b>
<b>Other Revenue:</b>					
20	Private Contributions - Watershed	-	1,000.00	(1,000.00)	0.0%
21	Watershed Miscellaneous	-	-	-	#DIV/0!
22	RPI Grant Income	45,000.00	-	45,000.00	#DIV/0!
23	<b>Total Other Revenue</b>	<b>\$ 45,000.00</b>	<b>\$ 1,000.00</b>	<b>\$ 44,000.00</b>	<b>4500.0%</b>
24	<b>Total Revenues</b>	<b>\$ 195,000.00</b>	<b>\$ 349,555.70</b>	<b>\$ (154,555.70)</b>	<b>55.8%</b>
<b><u>Expenses</u></b>					
<b>Direct Expenses - Watershed</b>					
25	Payroll Expenses - Watershed	693.78	6,852.01	(6,158.23)	10.1%
26	Postage	-	-	-	#DIV/0!
27	Operating Supplies	140.00	-	140.00	#DIV/0!
28	Educational Materials	-	-	-	#DIV/0!
29	Contractual - Legal	-	-	-	#DIV/0!
30	Contractual - General Consulting	28,824.33	140,000.00	(111,175.67)	20.6%
31	GLC Two Stage Ditches	-	-	-	#DIV/0!
32	GLC Streambank	-	-	-	#DIV/0!
33	EPA Great Lakes Restoration Initiative Expense	-	-	-	#DIV/0!
34	Regional Prosperity Expense	-	-	-	#DIV/0!
35	GLC Sediment/Phosphorus Reduction Expense	-	-	-	#DIV/0!
36	Trash Free Waters Expense	-	-	-	#DIV/0!



		<b>Actual</b>	<b>Actual</b>	<b>Amount Over</b>	<b>YTD %</b>
		<b>Year to Date</b>	<b>FY 21 Budget*</b>	<b>(Under) Budget</b>	<b>of Budget</b>
37	Watershed Council Grant	3,911.76	-	3,911.76	#DIV/0!
38	Communications	-	-	-	#DIV/0!
39	Travel, Conferences, Seminars	-	-	-	#DIV/0!
40	MACC Meetings and Seminars	-	-	-	#DIV/0!
41	Miscellaneous Expense	-	1,500.00	(1,500.00)	0.0%
42	<b>Total Direct Expenses - Watershed</b>	<b>\$ 33,569.87</b>	<b>\$ 148,352.01</b>	<b>\$ (114,782.14)</b>	<b>22.6%</b>
	<b>Indirect Expenses</b>				
43	Estimated overhead allocation to General Fund	-	-	-	#DIV/0!
44	<b>Total Indirect Expenses</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>#DIV/0!</b>
45	<b>Total Expenses</b>	<b>\$ 33,569.87</b>	<b>\$ 148,352.01</b>	<b>\$ (114,782.14)</b>	<b>22.6%</b>
46	<b>Excess of Revenues over Expenses</b>	<b>\$ 161,430.13</b>	<b>\$ 201,203.69</b>	<b>\$ (39,773.56)</b>	
	*Budget originally approved in June 2021				



**Macatawa Area  
Coordinating Council**  
*A Cooperative Effort Among Units of Government*

## Memo

To: Policy Board Members  
From: Pankaj Rajadhyaksha  
Date: January 10, 2022  
Re: Purchasing Policy proposed revision

---

Action will be sought to approve the Purchasing Policy (PP) as shown on the attached.

The current PP (revised and approved 7/13/20) states that purchase of capital assets that cost over \$1,000 to less than \$10,000 need three competitive quotes. We propose raising the minimum to “over \$3,000” to keep pace with inflation.

Accordingly, we propose adding back into the written PP a requirement for two approval signatures on expenditures over a specified amount. Previous revisions specified expenditures over \$1,000, which is still being adhered to by MACC staff. We propose increasing the specified amount to \$3,000.

Please contact me if you have questions concerning this matter.

## MACC PURCHASING POLICY

1. All purchases, except routine office supplies, must have permission of the Executive Director.
2. For capital assets (such as computers, office furniture/equipment, etc.) purchases over \$3,000 to less than \$10,000 we will need 3 competitive quotes and then approval by the Executive Director as to what is purchased.
3. For purchases over \$10,000 we will require formal, sealed bidding, complete with specs, bidder's lists, guidelines, etc. We will announce bid availability and bid opening dates. Executive Director approval is also required after bid review.
4. Invoices—must be approved by the Executive Director before payment
5. If there is an emergency, and you need to purchase something right away outside of these guidelines, then the Executive Director must approve. If you have paid for it yourself, at the end of the month please submit an expense reimbursement form with the approval signature for reimbursement. Please be aware that MACC is sales tax exempt. Every effort should be made to NOT pay sales tax.
6. Two approval signatures (from among the Executive Officers with board- authorized banking powers) will be required for expenditures over \$3000.

Approved on \_\_\_\_\_