

Technical Advisory Committee (TAC) – Meeting

MACC Office - 301 Douglas Ave., Holland, MI 49424

<https://us02web.zoom.us/j/88368405026?pwd=Y1U4TGtQK0xJLzRwcHZVeUxBQkkzdz09>

Phone: +1 646 558 8656 Meeting ID: 883 6840 5026 Passcode: 401306

**May 9th, 2022
10:00 AM**

AGENDA

1. CALL TO ORDER AND ROLL CALL

2. APPROVAL OF 12/13/21 - 2/14/21 – 3/14/22 MEETING MINUTES

3. PUBLIC COMMENT

4. DISCUSSION ITEMS

5. ACTION ITEMS

A. FY 2020-2023 TIP Amendments

The MACC is seeking reviewal and approval of two amendments to the FY 2020 - 2023 TIP.

B. FY 2023-2026 TIP

The MACC is seeking your action to recommend the adoption of the FY2023-2026 TIP to the MACC Policy Board on June 6th.

C. Unified Work Program

The MACC is seeking your reviewal, comment, and action to recommend the draft of the FY23 UWP to the MACC Policy Board on June 6th.

D. Air Quality Conformity Analysis

The MACC is seeking your reviewal, comment, and action to recommend the latest Air Quality Conformity Analysis for both Allegan and Ottawa County to the MACC Policy Board on June 6th.

E. Model SE-Data

The MACC is seeking reviewal and approval of the provided SE Data.

F. Quorum

Review, decipher, and adjust current By-Laws regarding TAC quorum.

6. COMMENTS BY MDOT

7. COMMENTS BY MACC STAFF

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

9. ADJOURNMENT

The next regularly-scheduled TAC meeting will be held on July 11th, 2022 at 10:00 AM



MACATAWA AREA COORDINATING COUNCIL
TECHNICAL ADVISORY COMMITTEE - MEETING MINUTES

December 13, 2021
In-Person / Virtual Zoom Meeting

1. CALL TO ORDER AND ROLL CALL

Members Present: Craig Atwood (Allegan County Road Commission), Brian White (City of Holland), Kevin Plockmeyer (City of Zeeland), Ken DeWeerd (Fillmore Twp.), Steve Bulthuis (Holland Charter Twp.), Al Meshkin (Laketown Twp.), Elisa Hoekwater (MAX Transit), Brett Laughlin (Ottawa County Road Commission)^, Howard Fink (Park Twp.), Howard Baumann (Port Sheldon Twp.)^, Luke Walters (MDOT)

Staff/Others Present: Mark Reese (MAX Transit), Tyler Kent (MDOT), Matt Block (MDOT)^, Heather Bowden (MDOT)^, John Lanum (MDOT)^, Mara Gericke (MACC), Pankaj Rajadhyaksha (MACC)^

^ (Participated virtually)

2. APPROVAL OF NOVEMBER 8, 2021 MEETING MINUTES

***** It was moved by Mr. DeWeerd and supported by Mr. Atwood to approve the November 8, 2021 meeting minutes. The motion passed unanimously.**

3. PUBLIC COMMENT- None

4. DISCUSSION ITEMS

- A. BL-196 Crossing Study** – Mr. Bulthuis presented the BL-196 Crossing Study discussion item to the committee. The City of Holland, City of Zeeland, Holland Charter Township, and Zeeland Charter Township would like to study bicycle and pedestrian movements across BL-196 from 8th Street to Byron Road. Mr. Bulthuis proposed that a work task be created in the MACC FY 2022 Unified Work Program (UWP) to undertake this study in conjunction with an upcoming MDOT rehabilitation project. The project has not yet been scoped, however, the total projected cost is estimated at \$100,000. The estimated funding includes \$80,000 from the MACC with the four local units of government providing the 20% local match. This will be a FY 2022 study, meaning an amendment to the FY 2022 UWP and committee approval will be necessary.

Mr. Walters noted that the MACC is limited in Federal Metropolitan Planning (PL)

funding. Mr. Kent suggested that this could be a potential non-motorized project. MDOT staff agreed to look in to the potential funding sources and follow up with the stakeholders.

A motion was presented by Mr. Bulthuis for MACC team members to draft a FY 2022 UWP work task for the BL-196 Non-Motorized Crossing Study from 8th St. to Byron Rd.

***It was moved by Mr. Bulthuis and supported by Mr. White to develop a FY 2022 UWP work task for the BL-196 Crossing Study: 8th Street to Byron Road

5. ACTION ITEMS***

A. FY 2020-2023 TIP AMENDMENTS*** – Mr. Kent presented three proposed amendments for the committee’s approval.

1. *Job Number 200683 - US-31: Central Ave. to 32nd St.*

An amendment to this job is necessary due to a CON phase funding increase over 25%. Mr. Block explained that the original cost estimate only included resurfacing for the road lanes. Later, it was determined that layer thickness required adjustment in addition to shoulder resurfacing being added to the project. Mr. Block explained that pedestrian and signal improvements at the M-40 and Lincoln intersection are included in the project. The project will be let at end of season and constructed in the fall. Mr. Kent and Mr. Block will follow up with the committee on whether or not local participation is needed.

2. *Job Number 210907 - M-40: 136th Ave. to 48th St.*

An amendment to this job is necessary due to a ROW phase funding increase over 25%. Mr. Kent explained that this is a preservation project tied to operational improvements, including a center left turn lane and signaling the 136th Street intersection. MDOT is working with the school district on realignment, bus access, and crossing options for students.

3. *Job Number 207962 – M-40: Reimink St. to 52nd St.*

An amendment to this job is necessary due to the addition of a project phase. This is a road capital preventative maintenance / single course chip seal project.

*** It was moved by Mr. Atwood and supported by Mr. DeWeerd to approve the amendments as presented. The motion passed unanimously. The amendments will be sent to the Policy Board for final approval.

B. 2022 Safety Performance Measures*** – Ms. Gericke presented the MDOT calendar year 2022 safety performance measure targets to the committee. The MACC has until February 27th, 2022 to move to support the State of Michigan targets, establish their own specific numeric targets, or any combination of the two.

Mr. Lanum explained the timeline and offered to answer any questions related to the item. He explained that the targets are rolling targets and are increasing because the actual trends in the data are increasing.

*** It was moved by Mr. Atwood and supported by Mr. White to support the State of Michigan safety targets for calendar year 2022. The targets will be sent to the Policy Board for final approval.

- C. **FY 2023-2026 TIP – MDOT Projects** – Mr. Kent presented the proposed MDOT projects to be included in the MACC FY 2023-2026 TIP. He presented an overview of the MDOT regions, project development measures and methodology, and timeline.

Discussion ensued about research and innovations in resurfacing technology and a temporary stop light on M-40. Mr. Block clarified that this is a temporary signal that will be in place through the next season due to ongoing work.

*** It was moved by Ms. Hoekwater and supported by Mr. Atwood to include the MDOT projects in the MACC FY 2023-2026 Transportation Improvement Program (TIP). The list of projects will be sent to the Policy Board for final approval.

6. **COMMENTS BY MDOT** – Mr. Walters provided an update on the Infrastructure Investment and Jobs Act (IIJA). An MTPA meeting will be held to discuss and determine funding allocations with a federal notice of the appropriation expected soon. Mr. Walters noted that there is no further information at this time and that he will keep the committee informed of future updates.
7. **COMMENTS BY MACC TEAM MEMBERS** – Ms. Gericke informed the committee that the MACC has not yet filled the position for Executive Director and reported that the MACC will be hiring a second Transportation Planner. Mr. Bulthuis reported that the interview team for the Executive Director position is currently reviewing the applicants. The application submission deadline for the position was November 22nd, 2021. Mr. Rajadhyaksha reported that 10 resumes were submitted and the interview team is waiting on feedback from one additional member. Once received, interviews will be conducted. It was confirmed that the interviews will be held in an open meeting format.
8. **MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS** – Ms. Hoekwater introduced Mark Reese, Procurement Coordinator at MAX. Ms. Hoekwater announced that MAX has 10 busses to replace in 2024, with funding typically available for two. MAX is seeking grant opportunities to fund these additional bus purchases.

9. ADJOURNMENT

*** It was moved by Mr. Atwood and supported by Mr. Fink to adjourn the meeting. The motion passed unanimously.

Next Meeting:
February 14, 2022
10:00 a.m.

Technical Advisory Committee (TAC) – Meeting Minutes
MACC Office - 301 Douglas Ave., Holland, MI 49424

February 14, 2022
10:00 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

The meeting was unofficially called to order at 10:09 AM

Present:

- Luke Walters – MDOT
- Melissa Veldheer – Zeeland Charter Township
- Steve Bulthuis – Holland Charter Township
- Dennis Kent – MDOT
- Tyler Kent – MDOT
- Alec Miller – MACC
- Jason Latham – MACC
- Elisa Hoekwater – MAX

Zoom:

- Heather Bowden – MDOT
- Matt Block – MDOT
- Jon Roberts – MDOT
- Brian White – MDOT

2. APPROVAL OF DECEMBER 13, 2021 MEETING MINUTES

There was no official approval due to the lack of present voting members.

3. PUBLIC COMMENT

None.

4. DISCUSSION ITEMS

A. MACC Staffing Update

Jason Latham (Executive Director) and Alec Miller (Transportation Planner) both introduced themselves and gave a brief background.

B. FY 2021 Obligated Project List

Luke Walters explained that this is the obligated project cost vs. what was programmed into JobNet. Only two projects (JN: 212203 & 212204) do not show obligated amounts, but that's because they were advanced constructed (AC). All other jobs have been obligated.

C. FY 2022 IIJA Funding Allocations

Luke Walters explained that there had been a subgroup meeting a few weeks ago in order to get these funds correctly allocated to existing jobs. None of the four jobs (JN: 206324, 213136, 206347, 206321) needed amendments since the overall cost stayed the same; the money was used to replace local overmatch.

5. ACTION ITEMS

A. FY 2020-2023 TIP Amendments

JN: 206346 – Blue Star Highway Non-Motorized Pathway

An amendment is needed because there has been an updated cost estimate from the consultant resulting in an increase in budget, and the scope is being slightly reduced.

JN: 212791(PE & CON) - Striping

An amendment is needed because this restriping project was abandoned due to high costs at the moment.

JN: 214956 (PE & PES) – I-196 over the CSX Railroad Bridge Rehabilitation

An amendment is needed because this is a new project. This project was able to happen due to the IIJA creating new funding sources specifically for bridges.

6. COMMENTS BY MDOT

Luke Walters explained the new IIJA amounts and CMAQ reductions Allegan County is a non-attainment area, therefore they are not getting reduced. Ottawa County is a LOMA (Limited Orphan Maintenance Area) and will be cut *roughly* 45 percent. This makes us over-programmed for FY23-FY26.

FY23: **\$67,866** (\$285,000-\$217,134) Blue Star Highway is \$50,000 federal for MACC/
\$350,000 federal for RTF 8B

FY24: **\$91,213** (\$312,689 – \$ 221,476)

FY25: **\$86,783** (\$312,689 – \$225,906)

FY26: **\$82,265** (\$312,689 – \$230,424)

However, there is a new Carbon Reduction Program which most CMAQ projects will be eligible for.

FY 2023 Estimate: \$219,000

FY 2024 Estimate: \$223,000
FY 2025 Estimate: \$227,000
FY 2026 Estimate: \$232,000

Any CMAQ changes that need to be done, must be done by March 1st. Those present at the meeting recommended replacing the loss in CMAQ funds with the Carbon Reduction funds and bring forward the leftover Carbon Reduction funds to the committee in the future.

7. COMMENTS BY MACC STAFF

Jason and Alec further explained their backgrounds and stated they were happy to be here. Jason stated he got his email up and running: jlatham@the-macc.org

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

Steve Bulthuis – an intergovernmental project between Holland Charter Township and the City of Holland is being discussed. An 8th Street corridor study from Lincoln on the west, to Paw Paw Drive on the east, was done in order to find a way to improve both motorist and pedestrian safety. WSP conducted the study and will be going to the Township board in March. A wide shoulder and a 6-foot concrete sidewalk on the south side will be created. It will also be going from a 4-lane to a 3-lane (two continuous sections and a middle turn lane).

Elisa Hoekwater – MAX put in an order for two buses and they're awaiting them due to shortages.

Tyler Kent & Matt Block – Provided updates for the I-196 rebuilding project from Byron Road near Zeeland to 32nd Avenue in Hudsonville. Some tree clearing will be required for the project and must be completed prior to April 1st. MDOT staff also discussed the reconstruction project on US-131 between I-196 and Central Avenue.

9. ADJOURNMENT

The meeting was ended at 11:08 AM.

The next regularly-scheduled TAC meeting will be held on March 14, 2022 at 10:00 AM

Technical Advisory Committee (TAC) – Meeting
MACC Office - 301 Douglas Ave., Holland, MI 49424

March 14th, 2022

10:00 AM

AGENDA

1. CALL TO ORDER AND ROLL CALL

The meeting was unofficially called to order at 10:02 AM

Present:

- Al Meshkin – Laketown Township
- Brett Laughlin – OCRC
- Brian White – City of Holland
- Craig Atwood – ACRC
- Dennis Grylicki – Public
- Elisa Hoekwater – MAX
- Howard Fink – Park Township
- Kevin Plockmeyer – City of Zeeland
- Luke Walters – MDOT
- Tyler Kent – MDOT
- Alec Miller – MACC
- Jason Latham – MACC

Zoom:

- Matt Block – MDOT
- Andrew Roszkowski – Ottawa County

2. APPROVAL OF BOTH 12/13/21 & 2/14/21 MEETING MINUTES

There was no official approval due to the lack of present voting members.

3. PUBLIC COMMENT

Dennis Grylicki did not make any official comments.

4. DISCUSSION ITEMS

A. FY 2023 Amendment Freeze

Luke Walters explained that between the months of July – September, no amendments will be able to be made on FY23 jobs. This results in the last opportunity for changes to be at the May TAC & June Policy meetings.

October FY23 is when amendments will once again be able to be processed. During this time, the TAC will still be able to act on these amendments, but FHWA will not approve them until October 2023.

5. ACTION ITEMS

A. FY 2020-2023 TIP Amendments

JN: 201328 – Bridge Rehabilitation

An amendment is needed because due to the advanced deterioration, it requires a deck replacement instead of rehabilitation. The cost for the entire job is proposed to increase to reflect the new scope of work.

JN: 210907 – Minor Widening

An amendment is needed because of a cost increase. A center left-turn lane and a signal are being added at 136th Ave.

JN: 207573 – MAX Transit Capital

An amendment is needed because we added multiple scope codes that increased the cost.

JN: 207581 – MAX Transit Capital

An amendment is needed because we added multiple scope codes that increased the cost.

B. FY 2024-2026 TIP Project List Additions

JN: 214582 – MAX Transit Capital

An amendment is needed because we added multiple scope codes that increased the cost.

JN: 215895 – MAX Transit Capital

An amendment is needed because we added multiple scope codes that increased the cost.

JN: 215664 – MAX Transit Capital

An amendment is needed because we added multiple scope codes that increased the cost.

6. COMMENTS BY MDOT

Tyler Kent explained that he is working with MPOs to develop the new STIP/TIP cycle and make sure all projects are submitted. Some of MDOT's bigger projects are also about to begin – US31 and I-196 reconstructs.

Matt Block explained US31 tree removal has just started and the detour will begin next week. For I-196, tree clearing started 3/7/21, and once construction starts, the plan is to keep two lanes into Grand Rapids and one lane back.

7. COMMENTS BY MACC STAFF

Jason Latham stated that he and Alec Miller are currently working to update the MACC's UWP, along with the FY23-26 TIP.

8. MACC MEMBER REPORTS / STATUS OF CURRENT PROJECTS

Craig Atwood – ACRC's MACC project is waiting for FAA clearance.

Brett Laughlin – Lakewood Blvd project should be starting soon.

Elisa Hoekwater – MAX is still looking for six drivers.

Luke Walters – continuing to work with the MACC to develop the UWP and TIP.

Brian White – continues to bid out projects and is running into pipe delays. Pine Ave reconstruction will not be started until after Tulip Time.

9. ADJOURNMENT

The meeting ended at 11:00 AM

The next regularly-scheduled TAC meeting will be held on April 11, 2022 at 10:00 AM



**Macatawa Area
Coordinating Council**

A Cooperative Effort Among Units of Government

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

Re: FY 2020-2023 TIP Amendments

JN: 201328 -

(I-196 bridges in Allegan County) Construction Engineering sub-phase cost increase (**no committee review or approval needed**)

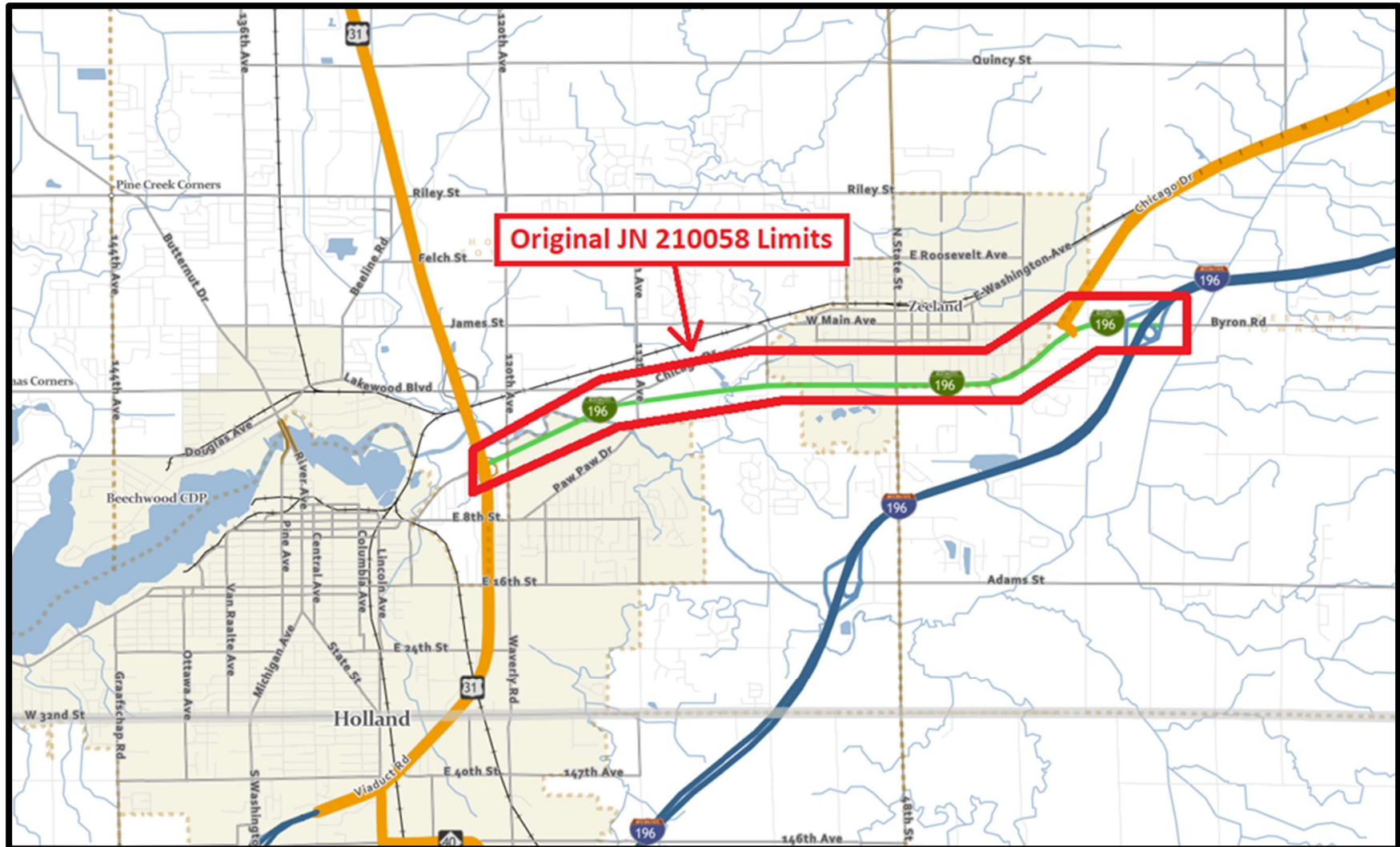
JN: 210058 (I-196 BL between US-31 and 88th Avenue) and **JN: 216629** (I-196 BL between 84th Avenue and I-196) -

Splitting the original job into two smaller jobs. The smaller section (JN 216629) is a new job but was originally programmed in MACC FY 2020-2033 TIP as part of JN: 210058. JN: 216629 is anticipated to be constructed with the ongoing I-196 Byron Road to 32nd Avenue reconstruction project in 2023 to minimize traffic disruptions.

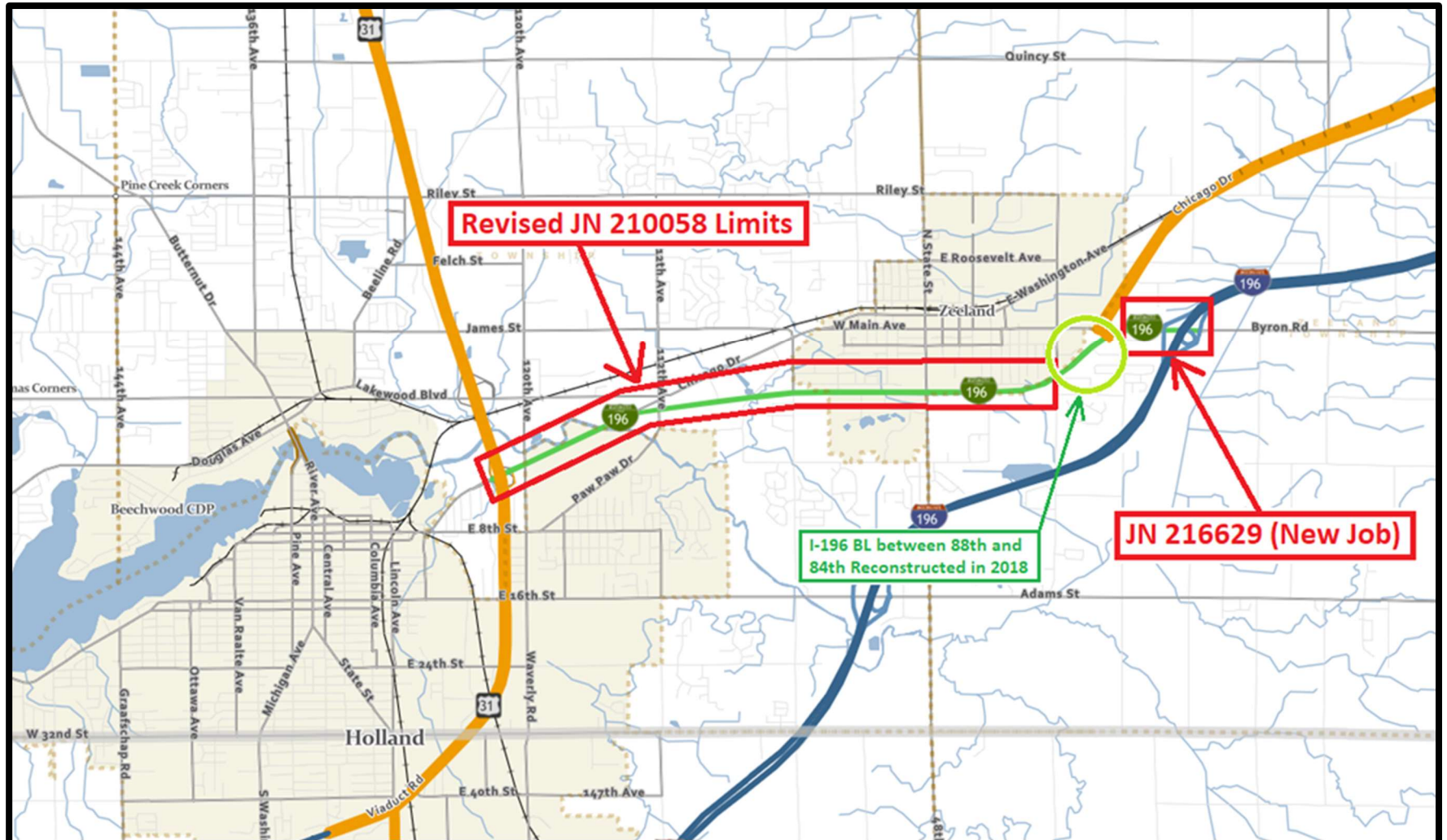
Amendments for May 9th TAC Meeting

Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Federal Amendment Type	Reason for Amendment
2022	Trunkline	201328	MDOT	I-196 N	STR 121	0.000	Bridge Rehabilitation	Bridge Rehabilitation on Three (3) Structures	CON	Programmed	\$1,511,770	\$335,231	\$0	\$1,847,000	NH	Cost Increase	None
2023	Trunkline	210058	MDOT	I-196 BL	From US-31 east to 88th Avenue	4.474	Road Rehabilitation	Inlay	CON	Programmed	\$19,640,727	\$4,315,642	\$39,633	\$23,996,000	NH	New Limits	New Limits
2023	Trunkline	216629	MDOT	I-196 BL	From 84th Avenue east to I-196	0.466	Road Rehabilitation	Concrete Pavement Inlay	CON	Programmed	\$3,686,525	\$817,477	\$0	\$4,504,000	NH	Phase Added	New Job

Original Limits for JN: 210058



New Limits for JN: 210058 & JN: 216629





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

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

Re: FY2023-2026 TIP

FY2023-2026 Transportation Improvement Program (TIP)

Attached are several items related to the development of the FY 2023-2026 Transportation Improvement Program:

Draft FY2023-2026 Project list – Contains all the roadway, bridge, transit, nonmotorized and planning projects proposed for inclusion in the FY 2023-2026 TIP. Please check your project(s) on this list for accuracy and let us know if you detect discrepancy between the attached and your records.

Agency Consultation – The FAST Act requires that the MACC consult with federal, state, and local entities. A packet including a cover letter, project location maps, and a document explaining the MACC and the TIP process will be sent to twenty-four organizations that are responsible for:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movements
- Land use management
- Natural resources
- Conservation
- Historic preservation

Public Open House – An open house for the public to review the information in the FY2023-2026 TIP is scheduled for Wednesday, May 18th at the MACC office from 12:00 - 2:00 P.M. and 4:00 - 6:00 P.M. Your assistance in promoting the event to your residents is appreciated. Staff will be seeking your action to recommend the adoption of the FY2023-2026 TIP to the MACC Policy Board on June 6th.

Fiscal Year	Job Type	Job#	County	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	Total Job Cost
2023	Trunkline	204951	Kent	MDOT	Regionwide	Ottawa	0.000	Traffic Safety	Install traffic signal dilemma zone systems	CON	\$45,570	\$5,063	\$0	\$50,633	HSIP	\$722,541.00
2023	Local	206128	Ottawa	OCRC	64th Ave	Byron Rd. to Chicago Dr. (M-121)	1.900	Road Capital Preventive Maintenance	Resurfacing and paved shoulders	CON	\$370,000	\$0	\$360,000	\$730,000	STUL	\$730,000.00
2023	Local	206145	Ottawa	OCRC	8th St./Chicago Dr.	US-31 to Chicago Dr., 8th St. to US-31	1.250	Road Capital Preventive Maintenance	Resurfacing	CON	\$700,000	\$0	\$275,000	\$975,000	STUL	\$975,000.00
2023	Local	206313	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Data Collection	NI	\$17,000	\$0	\$4,250	\$21,250	STUL	\$21,250.00
2023	Local	206322	Allegan	Holland	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement	CON	\$32,127	\$0	\$42,873	\$75,000	HIC	\$300,000.00
2023	Local	206322	Allegan	Holland	Waverly Rd	Waverly at M-40	0.100	Traffic Safety	Intersection Improvement	CON	\$175,000	\$0	\$50,000	\$225,000	STUL	\$300,000.00
2023	Local	206323	Allegan	ACRC	136th Ave	58th St. to 50th St.	4.000	Road Rehabilitation	Resurfacing	CON	\$160,000	\$0	\$40,000	\$200,000	HIC	\$700,000.00
2023	Local	206323	Allegan	ACRC	136th Ave	58th St. to 50th St.	4.000	Road Rehabilitation	Resurfacing	CON	\$400,000	\$0	\$100,000	\$500,000	STUL	\$700,000.00
2023	Local	206344	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Program	NI	\$35,000	\$0	\$10,000	\$45,000	CM	\$45,000.00
2023	Local	206345	Ottawa	Holland Township	Greenly St	Greenly St.: 120th-112th	1.020	New Facilities	Non-Motorized Pathway	CON	\$67,866	\$0	\$16,967	\$84,833	CRSM	\$503,000.00
2023	Local	206345	Ottawa	Holland Township	Greenly St	Greenly St.: 120th-112th	1.020	New Facilities	Non-Motorized Pathway	CON	\$132,134	\$0	\$286,033	\$418,167	CM	\$503,000.00
2023	Local	206346	Allegan	ACRC	Blue Star Hwy	Blue Star Hwy	0.824	New Facilities	Non-Motorized Pathway	CON	\$400,000	\$0	\$508,264	\$908,264	CM	\$908,264.00
2023	Trunkline	207358	Kent	MDOT	Regionwide	All trunkline routes of MAACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$4,250	HSIP	\$2,860,000.00
2023	Trunkline	207358	Kent	MDOT	Regionwide	All trunkline routes of MAACC MPO	1.845	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	CON	\$323,190	\$35,910	\$0	\$359,100	HSIP	\$2,860,000.00
2023	Trunkline	207359	Kent	MDOT	Regionwide	All trunkline routes of MAACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$500,000.00
2023	Trunkline	207359	Kent	MDOT	Regionwide	All trunkline routes of MAACC MPO	1.845	Traffic Safety	Special pavement marking application on trunklines in Grand Region	CON	\$55,566	\$6,174	\$0	\$61,740	HSIP	\$500,000.00
2023	Trunkline	207375	Kent	MDOT	Regionwide	All trunkline routes of MAACC MPO	2.971	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY23 - 5307 Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$330,000.00
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	1110-Bus Rolling Stock	FY23 - 5307 Transit Capital Items	NI	\$224,000	\$56,000	\$0	\$280,000	5307	\$330,000.00
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY23 - 5307 Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$330,000.00
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY23 - 5307 Transit Capital Items	NI	\$16,000	\$4,000	\$0	\$20,000	5307	\$330,000.00
2023	Multi-Modal	207581	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1404-computers (hardware and software)	FY23 - 5307 Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$330,000.00
2023	Multi-Modal	207582	Ottawa	MAX	Transit Operating	MAX Service Area	0.000	SP3000-operating except JARC and New Freedom	Operating	NI	\$1,210,474	\$1,640,827	\$1,210,474	\$4,061,775	5307	\$4,061,775.00
2023	Multi-Modal	207584	Ottawa	MAX	Transit Operating	MAX Service Area	0.000	6470-New Freedom Projects	Twilight & Night Owl	NI	\$142,500	\$0	\$142,500	\$285,000	5310	\$285,000.00
2023	Multi-Modal	207585	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	6410-5310 Projects	Mobility Management	NI	\$56,000	\$14,000	\$0	\$70,000	5310	\$70,000.00
2023	Multi-Modal	207588	Ottawa	MAX	Transit Capital	MAX Service Area	0.000	SP1101-~30 foot replacement bus with or without lift	Bus Replacement	NI	\$144,000	\$36,000	\$0	\$180,000	5339	\$180,000.00

Fiscal Year	Job Type	Job#	County	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	Total Job Cost
2023	Trunkline	207962	Allegan	MDOT	M-40	Reimink St. north to 52nd St.	4.125	Road Capital Preventive Maintenance	Single Course Chip Seal	CON	\$590,139	\$130,862	\$0	\$721,000	NH	\$746,000.00
2023	Trunkline	210058	Ottawa	MDOT	I-196 BL	From US-31 east to I-196	4.940	Road Rehabilitation	Inlay	CON	\$23,327,250	\$5,125,678	\$47,072	\$28,500,000	NH	\$30,500,000.00
2024	Trunkline	205235	Ottawa	MDOT	I-96	I-196 in Ottawa and Allegan	34.885	ITS Applications	Rural Freeway Traffic Management systems	CON	\$1,058,565	\$234,734	\$0	\$1,293,299	NH	\$4,519,584.00
2024	Trunkline	207384	Kent	MDOT	Regionwide	All trunkline routes of MA CC MPO	3.354	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$3,110,000.00
2024	Trunkline	207384	Kent	MDOT	Regionwide	All trunkline routes of MA CC MPO	3.354	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	CON	\$351,540	\$39,060	\$0	\$390,600	HSIP	\$3,110,000.00
2024	Trunkline	207385	Kent	MDOT	Regionwide	All trunkline routes of MA CC MPO	1.466	Traffic Safety	Special pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$500,000.00
2024	Trunkline	207385	Kent	MDOT	Regionwide	All trunkline routes of MA CC MPO	1.466	Traffic Safety	Special pavement marking application on trunklines in Grand Region	CON	\$55,566	\$6,174	\$0	\$61,740	HSIP	\$500,000.00
2024	Trunkline	207399	Kent	MDOT	Regionwide	All trunkline routes of MA CC MPO	1.845	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00
2024	Trunkline	214189	Muskegon	MDOT	Regionwide	US-31, I-196 at 32nd	0.000	Traffic Safety	Modernize signalized intersections	PE	\$51,494	\$0	\$0	\$51,494	STG	\$2,256,614.00
2024	Local	214514	Ottawa	MA CC	Douglas Ave	Area-Wide (MA CC office, 301 Douglas Ave.)	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2023 - 09/30/2024)	NI	\$20,000	\$0	\$5,000	\$25,000	CM	\$25,000.00
2024	Multi-Modal	214523	Ottawa	MAX	Lincoln Ave	Area-Wide	0.000	SP 1409-administrative vehicle	FY 2024 CMAQ: Two <30 foot replacement buses and one administrative vehicle	NI	\$40,000	\$10,000	\$0	\$50,000	CM	\$251,845.00
2024	Multi-Modal	214523	Ottawa	MAX	Lincoln Ave	Area-Wide	0.000	SP 1101-<30 foot replacement bus with or without lift	FY 2024 CMAQ: Two <30 foot replacement buses and one administrative vehicle	NI	\$161,476	\$40,369	\$0	\$201,845	CM	\$251,845.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1410-misc. support equipment (explanation must be provided in work detail)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$12,000	\$3,000	\$0	\$15,000	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1409-administrative vehicle	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$18,000	\$4,500	\$0	\$22,500	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1101-<30 foot replacement bus with or without lift	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$190,296	\$47,574	\$0	\$237,870	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1403-office equipment (copier, office furniture, etc.)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1404-computers (hardware and software)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1408-maintenance equipment (hoists, tools, etc.)	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$797,717.00
2024	Multi-Modal	214582	Ottawa	MAX	Transit Capital	Area-wide	0.000	SP 1106-<30 foot expansion bus with or without lift	FY24 5307: Bus replacement, service vehicle, and expansion bus	NI	\$393,878	\$98,469	\$0	\$492,347	5307	\$797,717.00
2024	Multi-Modal	214585	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	SP 1101-<30 foot replacement bus with or without lift	FY24 5339: Bus Replacement	NI	\$132,061	\$33,015	\$0	\$165,076	5339	\$165,076.00
2024	Multi-Modal	214587	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	6410-5310 Projects	FY 2024 Section 5310: Mobility Management	NI	\$56,000	\$14,000	\$0	\$70,000	5310	\$70,000.00
2024	Multi-Modal	214588	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	6470-New Freedom Projects	FY 2024 Section 5310: Twilight & Night Owl	NI	\$142,500	\$0	\$142,500	\$285,000	5310	\$285,000.00
2024	Multi-Modal	214589	Ottawa	MAX	Lincoln Ave	Area-wide	0.000	3000-Operating Assistance	FY 2024 Section 5307: Transit Operating Assistance	NI	\$1,927,000	\$1,641,000	\$566,000	\$4,134,000	5307	\$4,134,000.00
2024	Local	214789	Allegan	ACRC	Blue Star Hwy	500' S of 142nd Ave. to 143rd Ave.	0.599	Road Rehabilitation	Resurfacing	CON	\$170,333	\$0	\$629,667	\$800,000	STUL	\$800,000.00
2024	Trunkline	214956	Allegan	MDOT	I-196	I-196 over the CSX Railroad	0.000	Bridge Rehabilitation	Substructure Repairs	CON	\$3,240,000	\$360,000	\$0	\$3,600,000	BFPI	\$4,100,000.00

Fiscal Year	Job Type	Job#	County	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	Total Job Cost
2024	Local	215164	Ottawa	OCRC	Riley St	US 131 to 112th Ave.	1.789	Road Capital Preventive Maintenance	Resurfacing	CON	\$494,333	\$0	\$205,667	\$700,000	STUL	\$700,000.00
2024	Local	215242	Ottawa	Holland	Columbia Ave	10th St. to 24th St.	0.907	Reconstruction	Reconstruction	CON	\$994,334	\$0	\$3,005,666	\$4,000,000	STUL	\$4,000,000.00
2024	Local	215447	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	\$17,000	\$0	\$4,250	\$21,250	STUL	\$21,250.00
2024	Multi-Modal	215787	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY24 Carbon Reduction - SP1101 partial <30 foot replacement bus	NI	\$91,213	\$22,803	\$0	\$114,016	CRSM	\$114,016.00
2025	Trunkline	209616	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$2,960,000.00
2025	Trunkline	209616	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	3.908	Traffic Safety	Longitudinal pavement marking application on trunklines in Grand Region	CON	\$334,530	\$37,170	\$0	\$371,700	HSIP	\$2,960,000.00
2025	Trunkline	209617	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$475,000.00
2025	Trunkline	209617	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	1.983	Traffic Safety	Special pavement marking application on trunklines in Grand Region	CON	\$52,731	\$5,859	\$0	\$58,590	HSIP	\$475,000.00
2025	Trunkline	209631	Kent	MDOT	Regionwide	All trunkline routes of MACC MPO	2.868	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Grand Region	CON	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00
2025	Local	214268	Ottawa	OCRC	152nd Ave	152nd Ave. from Buttemut Dr. to Quincy St.	0.526	New Facilities	New non-motorized pathway	CON	\$205,906	\$0	\$75,615	\$281,521	CM	\$390,000.00
2025	Local	214268	Ottawa	OCRC	152nd Ave	152nd Ave. from Buttemut Dr. to Quincy St.	0.526	New Facilities	New non-motorized pathway	CON	\$86,783	\$0	\$21,696	\$108,479	CRSM	\$390,000.00
2025	Local	214519	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2024 - 09/30/2025)	NI	\$20,000	\$0	\$5,000	\$25,000	CM	\$25,000.00
2025	Local	214776	Allegan	ACRC	48th St	142nd Ave. to Ottogan St.	2.782	Road Capital Preventive Maintenance	Resurfacing	CON	\$396,667	\$0	\$226,583	\$623,250	STUL	\$623,250.00
2025	Local	214927	Ottawa	OCRC	120th Ave	Taylor St. to Fillmore St.	0.973	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	\$239,333	\$0	\$91,026	\$330,359	STL	\$350,000.00
2025	Local	214927	Ottawa	OCRC	120th Ave	Taylor St. to Fillmore St.	0.973	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	\$0	\$19,641	\$0	\$19,641	EDD	\$350,000.00
2025	Local	215172	Ottawa	OCRC	Riley St	112th Ave. to 96th Ave.	1.993	Road Capital Preventive Maintenance	Resurfacing	CON	\$496,666	\$0	\$343,334	\$840,000	STUL	\$840,000.00
2025	Local	215254	Ottawa	Zeeland	S Church St	Washington Ave. to Central Ave.	0.233	Reconstruction	Reconstruction	CON	\$796,667	\$0	\$1,471,033	\$2,267,700	STUL	\$2,267,700.00
2025	Local	215453	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	\$17,000	\$0	\$4,250	\$21,250	STUL	\$21,250.00
2025	Multi-Modal	215871	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY25 - 5307 - SP3000 Transit Operating	NI	\$1,284,191	\$1,640,827	\$1,284,191	\$4,209,209	5307	\$4,209,209.00
2025	Multi-Modal	215873	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6470-New Freedom Projects	FY25 - 5310 - 6470 Transit Operating	NI	\$142,500	\$0	\$142,500	\$285,000	5310	\$285,000.00
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	FY25 - 5307 - Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$248,616.00
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY25 - 5307 - Transit Capital Items	NI	\$162,893	\$40,723	\$0	\$203,616	5307	\$248,616.00
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1404-computers (hardware and software)	FY25 - 5307 - Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$248,616.00
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	FY25 - 5307 - Transit Capital Items	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$248,616.00
2025	Multi-Modal	215895	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	FY25 - 5307 - Transit Capital Items	NI	\$12,000	\$3,000	\$0	\$15,000	5307	\$248,616.00

Fiscal Year	Job Type	Job#	County	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	Total Job Cost
2025	Multi-Modal	215896	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY25 - 5339 - SP1101 Transit Capital (to replace)	NI	\$132,061	\$33,015	\$0	\$165,076	5339	\$165,076.00
2026	Trunkline	213275	Kent	MDOT	Regionwide	All Trunkline Routes in Grand Region	17.669	Traffic Safety	Longitudinal Pavement Markings on trunkline routes in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$2,960,000.00
2026	Trunkline	213275	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	\$334,530	\$37,170	\$0	\$371,700	HSIP	\$2,960,000.00
2026	Trunkline	213339	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region	PE	\$1,134	\$126	\$0	\$1,260	HSIP	\$900,000.00
2026	Trunkline	213339	Kent	MDOT	Regionwide	All trunkline routes in MACC MPO	1.557	Traffic Safety	Application of special pavement markings on trunklines in Grand Region	CON	\$100,926	\$11,214	\$0	\$112,140	HSIP	\$900,000.00
2026	Trunkline	213366	Kent	MDOT	Grand Region Regionwide Pvmr Mrkg Retro Readings	All of MACC MPO	14.886	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Grand Region	CON	\$1,814	\$202	\$0	\$2,016	HSIP	\$16,000.00
2026	Trunkline	214189	Muskegon	MDOT	Regionwide	US-31, I-196 at 32nd	0.000	Traffic Safety	Modernize signalized intersections	ROW	\$3,333	\$0	\$0	\$3,333	STG	\$2,256,614.00
2026	Local	214521	Ottawa	MACC	Douglas Ave	Area-Wide	0.000	Planning, Research & Design	Clean Air Action Program (10/01/2025 - 09/20/2026)	NI	\$20,000	\$0	\$5,000	\$25,000	CM	\$25,000.00
2026	Multi-Modal	214524	Ottawa	MAX	Lincoln Ave	Area-Wide	0.000	SP1101-<30 foot replacement bus with or without lift	FY 2026 CMAQ: One <30 foot replacement bus with or without lift	NI	\$210,424	\$52,606	\$0	\$263,030	CM	\$263,030.00
2026	Local	214775	Allegan	ACRC	136th Ave	50th St. to M-40	1.220	Road Rehabilitation	Resurfacing	CON	\$365,750	\$0	\$1,334,250	\$1,700,000	STUL	\$1,700,000.00
2026	Local	214812	Ottawa	OCRC	Port Sheldon St	120th Ave. to 96th Ave.	2.998	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	\$0	\$58,923	\$0	\$58,923	FDD	\$1,050,000.00
2026	Local	214812	Ottawa	OCRC	Port Sheldon St	120th Ave. to 96th Ave.	2.998	Road Rehabilitation	Milling and Two Course Asphalt Overlay	CON	\$718,000	\$0	\$273,077	\$991,077	STL	\$1,050,000.00
2026	Local	214974	Ottawa	OCRC	Port Sheldon St	120th Ave. Intersection	2.505	Traffic Safety	Roundabout	CON	\$365,750	\$0	\$584,250	\$950,000	STUL	\$950,000.00
2026	Local	215125	Ottawa	OCRC	Butternut Dr.	Lakewood Blvd. to Riley St.	1.830	Road Capital Preventive Maintenance	Resurfacing	CON	\$495,750	\$0	\$304,250	\$800,000	STUL	\$800,000.00
2026	Local	215249	Ottawa	Holland	Waverly Rd	Chicago Dr. to 16th St.	0.996	Road Rehabilitation	Resurfacing	CON	\$495,750	\$0	\$1,004,250	\$1,500,000	STUL	\$1,500,000.00
2026	Local	215454	Ottawa	MACC	Areawide	Areawide	0.000	Planning, Research & Design	Data Collection	NI	\$17,000	\$0	\$4,250	\$21,250	STUL	\$21,250.00
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1404-computers (hardware and software)	5307: FY26 Bus Replacement	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$286,000.00
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1410-misc. support equipment (explanation must be provided in work detail)	5307: FY26 Bus Replacement	NI	\$12,000	\$3,000	\$0	\$15,000	5307	\$286,000.00
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1403-office equipment (copier, office furniture, etc.)	5307: FY26 Bus Replacement	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$286,000.00
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	5307: FY26 Bus Replacement	NI	\$192,800	\$48,200	\$0	\$241,000	5307	\$286,000.00
2026	Multi-Modal	215664	Ottawa	MAX	Transit Capital	Areawide	0.000	SP1408-maintenance equipment (hoists, tools, etc.)	5307: FY26 Bus Replacement	NI	\$8,000	\$2,000	\$0	\$10,000	5307	\$286,000.00
2026	Multi-Modal	215665	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP3000-operating except JARC and New Freedom	5307: FY26 Transit Operating Assistance	NI	\$1,322,716	\$1,640,827	\$1,322,716	\$4,286,259	5307	\$4,286,259.00
2026	Multi-Modal	215739	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6470-New Freedom Projects	FY26 5310 NF Operating	NI	\$142,500	\$0	\$142,500	\$285,000	5310	\$285,000.00
2026	Multi-Modal	215747	Ottawa	MAX	Transit Capital	Areawide	0.000	6410-5310 Projects	5310: FY26 Mobility Management	NI	\$56,000	\$14,000	\$0	\$70,000	5310	\$70,000.00
2026	Multi-Modal	215748	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY26 5339 - Transit Capital	NI	\$132,061	\$33,015	\$0	\$165,076	5339	\$165,076.00
2026	Multi-Modal	215793	Ottawa	MAX	Lincoln Ave	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	FY26 Carbon Reduction - SP1101 partial <30 foot replacement bus	NI	\$82,265	\$20,566	\$0	\$102,831	CRSM	\$102,831.00
2026	Multi-Modal	215874	Ottawa	MAX	Lincoln Ave	Areawide	0.000	6410-5310 Projects	FY25 - 5310 Transit Capital 6410-5310	NI	\$56,000	\$14,000	\$0	\$70,000	5310	\$70,000.00



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

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

Re: Unified Work Program

The MACC staff is seeking approval of the FY23 Unified Work Program. To review the FY23 UWP, please visit the MACC's website. Once on the website, click the Transportation tab, then Unified Work Program (UWP).

Below is the link:

<http://www.the-macc.org/transportation/unified-work-program/>

*Please note that this is a draft and all information may not be up to date. Changes will be highlighted.



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

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

Re: Air Quality Conformity Analysis

The MACC is seeking review and approval of the latest Air Quality Conformity Analysis for both Allegan and Ottawa County. To view these documents, please visit the MACC's website. Once there, click on the Transportation drop down and select Air Quality. There you will see both:

FY2023-2026 TIP & 2045 LRTP: Air Quality Conformity Analysis: Allegan County

FY2023-2026 TIP & 2045 LRTP: Air Quality Conformity Analysis: Ottawa County

You may also use the link below:

<http://www.the-macc.org/air-quality/>

****As of today, we have received only the Ottawa County Analysis. The Allegan County Analysis should be given to us later this week****



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

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

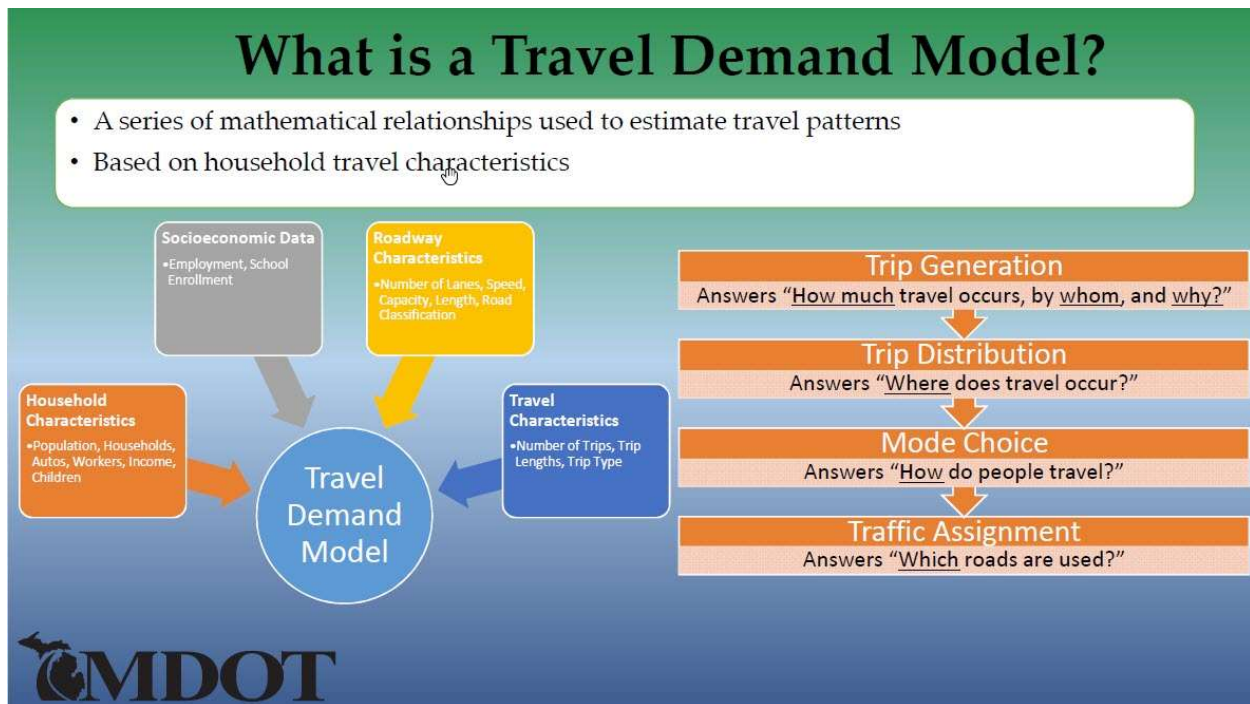
Re: Model SE Data

Attached are the following documents:

1. What is a Travel Demand Model?
2. SE Data for Updating Travel Demand Model
3. SE Data Spreadsheet*

Please review all documents and approve the SE Data Spreadsheet.

The Upcoming Holland Travel Demand Model:



MPOs are required to have an objective method to evaluate the federal aid road system as part of their Long-Range Transportation Plan, or LRTP. The objective method we use in Michigan are Travel demand models. Most small MPO's generally have very limited staff resources so MDOT holds the models for the Small MPOs which are Metropolitan areas with a population of 50,000 – 200,000.

What is a travel demand model?

- Developed as a forecasting tool.
- Designed for system wide analysis.
- Based on average travel characteristics of a household stratified by household characteristics such as number of people, workers, children, and vehicles in the household.

How is a travel demand model used?

- To estimate traffic conditions for a given analysis year.
- To help predict how changes in the network, or road system, will affect traffic flows.
- To predict how future changes in Socio-Economic data, commonly referred to as SE-data, effect traffic flows.
- To predict future traffic congestion and to test solutions for that congestion.
- For congestion management purposes.

MPOs long range transportation plans may include maps of the corridors of congestion as demonstrated by the travel demand model. The model defines segments or corridors that have a volume over capacity ratio greater than one as congested. The capacity we use represents the amount of traffic that is comfortable for the area. Therefore, if the volume exceeds the capacity, then the road is congested.

The model assigns trips to the network that can be quantified as model volumes. Other outputs that are helpful in comparative analysis between changes in the road system or future forecasts can then be calculated such as:

- Volume changes
- Growth Factors
- Vehicle Miles Traveled
- Vehicle Hours Traveled
- Volume to Capacity Ratios

MPOs use this information as they develop their project lists for the LRTP. In looking at ways to alleviate congestion we can analyze more than just widening the congested roads. We can also look at things like improving parallel corridors, improving connectivity which gives drivers an alternate route. Although signal timing and access management can help a lot with congestion, they cannot be modeled using a travel demand model.

Travel demand models were designed for the analysis of a transportation system and how it performs as a whole. Travel demand models are very useful for analysis of travel patterns, growth factors and comparative analysis. Although the model assigns a specific volume to each segment in the model network, values at this level need to be used with caution as they are used for system wide analysis and depict patterns of change rather than projecting actual volumes.

The model inputs such as SE-data, and road network attributes are developed in conjunction with the MACC and are reviewed and approved by the MPO committee as part of their LRP process. For the upcoming MACC model, MDOT staff will develop 2019 estimations for population and household data based on the latest Census Block data and the ACS estimates available at the time.

Once the model is calibrated, capacity projects can be tested through the model. A capacity project is anything that would either improve or diminish the capacity of a road. Examples include any project that is adding lanes, roads or ramps or re-striping a road segment that is four lanes to a two-lane road with a continuous turn lane. All capacity projects need to be incorporated into the MPOs long range plan which has at least a 20-year horizon and the Transportation Improvement Program or TIP which has a four-year horizon. All future capacity projects listed in the TIP or LRP must be modeled in forecasts. The travel demand model will be built to maintain a 20-year horizon throughout the life of the LRTP. For more information on the MACC model or model development process, please contact Jon Roberts at Robertsj10@michigan.gov.

SE-Data for Updating to the Travel Demand Model

The model SE-data represents the model base year (2019) and forecasted horizon year (2050) conditions for the model area in terms of total population, total housing units, and total employment.

Development of Total Population and Housing Units

- Population and household data for the base year is sourced from a combination of Census, ACS (American Community Survey), REMI (Regional Economic Models Inc.), and the previous model.
- Growth factors are calculated by our demographic specialist in conjunction with the University of Michigan / REMI (Regional Economic Models Inc.) data and ACS (American Community Survey) forecasts.

Development of Total Employment

- Employer data for the Allegan and Ottawa County area was developed from data purchased by MDOT from the Nielson Company and Data Axle.
- The data includes general business information, industry type, geographic location, and an estimated employee count.
- The Final Business List and Employee Counts were checked with historical data from previous LRPs/models

This data will need to be approved through the Technical Advisory Committee to be incorporated into the model update.

FAQS (Frequently Asked Questions)

How is this data being used?

The data serves as one of many inputs to a traffic analysis tool known as the travel demand model. These models forecast long-term future travel demand based on current conditions and future projections of household and employment characteristics. Travel demand models were originally developed to determine the benefits and impact of major highway improvements in metropolitan areas. Travel demand models only have limited capabilities to accurately estimate changes in operational characteristics (such as speed, delay, and queuing) resulting from implementation of ITS/operational strategies.

Why is the base year of the model 2019?

As a result of the Covid-19 pandemic, 2020 presented a unique shift in terms of travel patterns and the collection efforts of traffic counts. Since the model is a long-term forecast model, the 2019 traffic counts provide a more reliable source for representing the base-year travel characteristics of the region.

Is the 2020 census data reflected in these estimates?

Yes. Model estimates look at a variety of sources including Census, ACS, statewide demographic trends, REMI data (University of Michigan), and previous travel demand models/long range plans. The 2019 model SE-data estimates are within .8% of the 2020 census estimated households and .5% of the 2020 census estimated population. The 2020 Census data for population and households are now available for download on the Census website.

For questions, please contact Jon Roberts at (517) 897-1265 or robertsj10@michigan.gov

MCD	2019 Households (Est)	2050 Households (Est)	2019 Total Pop (Est)	2050 Total Pop (Est)
Fillmore Twp	943	1,408	2,647	3,936
Holland (City)	13,155	15,179	34,791	39,619
Holland Twp	13,657	18,983	39,850	55,467
Laketown Twp	2,542	2,808	6,206	6,899
Olive Twp	1,443	2,111	5,021	7,190
Park Twp	6,967	7,883	18,904	21,460
Port Sheldon Twp	1,740	2,128	4,583	5,620
Zeeland (City)	2,325	2,518	5,699	6,124
Zeeland Twp	3,999	5,201	11,087	14,499
Totals	46,771	58,219	128,788	160,814
Overisel Twp	985	1,021	2,952	3,046
Totals w/ Overisel	47,756	59,240	131,740	163,860

MCD	Retail 2019 (Est)	Retail 2050 (Est)	Service 2019 (Est)	Service 2050 (Est)	Other 2019 (Est)	Other 2050 (Est)
Fillmore Twp	103	179	324	371	601	844
Holland (City)	3,910	4,708	12,120	13,871	18,760	21,370
Holland Twp	4,815	6,134	9,729	12,516	12,644	17,179
Laketown Twp	57	147	120	168	208	270
Olive Twp	177	230	492	566	1,587	2,165
Park Twp	166	180	1,694	1,693	792	811
Port Sheldon Twp	125	127	305	297	388	392
Zeeland (City)	683	795	2,882	3,548	10,612	12,051
Zeeland Twp	467	683	913	1,030	2,070	2,660
Totals	10,503	13,183	28,579	34,060	47,662	57,742
Overisel Twp	15	15	150	144	346	352
Totals w/ Overisel	10,518	13,198	28,729	34,204	48,008	58,094

2015-2045 Travel Demand Model

MCD	Approved 2015 Households	Approved 2045 Households	Approved 2015 Total Pop	Approved 2045 Total Pop
Fillmore Twp	927	1,314	2,606	3,673
Holland (City)	12,465	15,016	33,214	39,254
Holland Twp	12,864	18,374	37,414	53,706
Laketown Twp	2,477	2,774	6,038	6,808
Olive Twp	1,403	2,061	4,898	7,031
Park Twp	6,837	7,797	18,534	21,233
Port Sheldon Twp	1,702	2,051	4,480	5,415
Zeeland (City)	2,297	2,494	5,625	6,077
Zeeland Twp	3,856	5,018	10,685	13,987
Totals	44,828	56,899	123,494	157,184
Overisel Twp	981	1,019	2,947	3,040
Totals w/ Overisel	45,809	57,918	126,441	160,224

MCD	Approved 2015 Retail	Approved 2045 Retail	Approved 2015 Service	Approved 2045 Service	Approved 2015 Other	Approved 2045 Other
Fillmore Twp	105	165	318	366	596	806
Holland (City)	3,786	4,625	11,763	13,751	18,301	21,131
Holland Twp	4,480	6,030	9,024	12,263	11,961	16,835
Laketown Twp	59	124	115	155	211	250
Olive Twp	177	221	461	562	1,487	2,128
Park Twp	172	173	1,682	1,701	797	805
Port Sheldon Twp	126	126	300	301	389	390
Zeeland (City)	679	771	2,693	3,475	10,397	11,856
Zeeland Twp	445	672	872	1,030	1,968	2,623
Totals	10,029	12,907	27,228	33,604	46,107	56,824
Overisel Twp	15	15	147	147	346	349
Totals w/ Overisel	10,044	12,922	27,375	33,751	46,453	57,173



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

Memo

To: Technical Advisory Committee

From: Alec Miller

Date: 05/2/2022

Re: Quorum

As many of you know, there recently have been issues regarding what qualifies as an official quorum. Attached is a segment from our most recent 2018 By-Laws. Please review and share how you interpret the language.

This language is vague and can be deciphered in many different ways. The MACC is suggesting that we create a clear and decisive definition as to what qualifies as a quorum. This definition will then be brought to the Policy Board.

SECTION VII, PAGE 5 FROM 2018 BY-LAWS

VII. STANDING SUBCOMMITTEES

The Board may establish and dissolve subcommittees as it deems necessary from time to time. There shall be one standing subcommittee of the Board, which shall be the Technical Transportation subcommittee. The Technical Transportation subcommittee shall consist of the engineering, technical, and/or planning staffs of the units of government appointing members to the Board and others appointed from time to time by the Board. The Technical Transportation subcommittee shall not have more than one representative from each member unit of government.

7.1 Subcommittee Quorum/Voting Requirements

A majority of the members of a subcommittee shall constitute a quorum for the transaction of business before the subcommittee. Except as otherwise provided, the procedures of subcommittees shall be governed by the most recent edition of Roberts Rules of Order. All subcommittees shall meet at the call of the Chairperson of the subcommittee; upon the request of a majority of the members of the subcommittee; or upon the request of the Board. Any matter before a subcommittee shall be decided by a majority of the quorum present at the meeting of the subcommittee. Each member of a subcommittee shall be entitled to one vote on any issue before the subcommittee.