

County Administrator's Digest

October 17, 2014

Alan G. Vanderberg, County Administrator



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ECHLER AWARDED FOR CUSTOMER SERVICE

Do you serve a sector of the community who does not “want” our services? Do you struggle with how you can provide excellent customer service while adhering to laws and policies? Ask Amanda Echler. Amanda has been selected as Ottawa County's Outstanding Customer Service Award recipient of the second quarter of 2014.

Amanda is an Environmental Health Specialist in the Food Service Division of the Ottawa County Department of Public Health. According to the Michigan Food Law, routine inspections are required to ensure that food service establishments are adhering to safety standards designed to protect public health. Amanda conducts these routine inspections and educates food service employees about how to safely prepare and serve food to the public. As you can imagine, not every food service employee is delighted to see an inspector walk through the front door. Our County's Food Service team has worked for many years to change the industry's perspective from “enforcer” to “educator.” Employees like Amanda make the difference! Here are excerpts from the five customers who nominated Amanda wrote:



“She is very friendly and takes the time to explain the process, not just write things down with no explanation at the time. Will listen to why you do things and reasoning behind it. You feel that you can talk to her and she is listening. Very professional. She has also taught my staff with one of the classes on food safety. Good job!”

“She is someone you look forward to coming because she is friendly and she checks every nook and cranny and if she find things wrong she explains how to correct them. She answers any question or concerns we have.”



“Amanda is always very friendly when completing our inspections. She communicates well what needs to be done if there is something that requires attention.”

“Amanda Echler was very professional in her inspection. She clearly explained each violation.”

“I would like to nominate Amanda Echler for doing an outstanding job. I have only been in business for about a year and half and she has helped me so much. I have never felt threatened when she walks into my facility. In fact I am relieved, because then I know if I am doing everything correctly. She answers any questions I may have and is always very helpful. I take my business very seriously and would feel just horrible if one of my customers got ill because I was not doing something properly.”

Read more about Amanda at miOttawa.org. Feel free to give Amanda a public pat on the back via [Facebook](#) by commenting or sharing the status that announces her award.

Click the link to read the [miOttawa County Connections employee newsletter](#) article announcing all of the nominees of the 2nd Quarter 2014 Outstanding Customer Service Award.

REGIONAL PROSPERITY INITIATIVE

Chair Holtrop, Commissioner Bergman, Keith Van Beek and I attended the Third General Session of the West Michigan Regional Prosperity Alliance meeting at GVSU's Kirkhof Center on Friday. About 120 were in attendance from throughout the 13 county region and the top six projects were voted on. The top rated project was The Port of Muskegon Logistics Hub. For a description of each project and how it ranked, please read GVMC Director John Weiss' update at the end of the Digest. A request for second year funding for the Alliance at the \$250,000 level will be submitted to the State by the November 1 deadline.

LOCAL UNIT COLLABORATION MEETING

One of our communication goals when I began as County Administrator almost 11 years ago, was to build closer relationships with our cities, village and townships. We initiated a Local Unit Newsletter which was gradually replaced by this Digest message and other communication. We also initiated Quadrant Meetings where County officials and staff met with local unit elected and appointed leaders on a bi-annual basis in town halls located in the four quadrants of the County. As communication and relationships flourished, the need for so many meetings diminished and we tried two in a year and last year for the first time hosted just one meeting at the Fillmore Administrative Complex.

The focus of the meeting last year was collaboration, allowing County and local leaders to share success stories of working together. Since that time, the County and various local governments have inked agreements on provision of Information Technology, Assessing, Financial Services, and we are close to an agreement where the Prosecutor would provide local code enforcement services for one of our local governments.

We plan to have another robust session on October 31st and will hear more from County and local unit leaders regarding success from the past year and where we might move together in the future. If you are reading this and are thinking that you would like to speak briefly about collaboration on that day, please contact Keith (kvanbeek@miottawa.org), Misty (mcunningham@miottawa.org) or I (avanderberg@miottawa.org) and we will work to include you on the agenda.

SHERIFF – ICMA

Typically, Keith and I have not both attended the International City/County Management Association (ICMA) Conference each year but this year was the 100th Anniversary so we both traveled to Charlotte, North Carolina. Keith represented the Michigan Local Government Management Association (MLGMA) on the ICMA Conference Committee and arranged for Sheriff Gary Rosema to speak on collaboration. The Sheriff's Office is the only one in the State to have school resource officers in each of the public schools located within the County and has contracts for service with most of the townships located in the County as well as the City of Coopersville, City of Hudsonville, and the Village of Spring Lake/City of Ferrysburg. He spoke to a group of 70 and did an excellent job.

CAL-ICMA WEBINAR

It was an honor for me to co-present a webinar entitled "Leading by Example" this week in conjunction with the Cal-ICMA educational program. More than 400 sites around the country and over 1,000 "attended" the webinar electronically. The session was moderated by Mr. Don Maruska and the first presenter was Dr. Ray Benavides who spoke on leadership versus management values. I followed Ray and presented on my leadership values and the role they have played in cultural change in Ottawa County over the past 11 years. Ms. Audrey Seymour Ramberg, Assistant City Manager of the City of Redwood City, CA presented next on Following Your Leadership Compass and focused on leadership values in an interpersonal context.

I will have all three Power Point presentations placed on miOttawa.org under County Administrator's Office so you can read them if you are interested. The webinar will also be available electronically for those who wish to view it.

LEADERSHIP WEST MICHIGAN

Keith Van Beek has served on the Leadership West Michigan committee that puts on the Public Governance training day in Grand Haven for the past several years. This year Pam Landes and Brian Miller helped organized and lead the day. The goals of the session were as follows:

- To gain a better understanding of the structure and workings of our local units of government, the processes

by which local officials make decisions, and the strategies citizens can employ to influence the decision process

- To identify some of the most important issues facing local units of government
- To experience the complexity of local government decision-making by completing a budget simulation
- To examine relationships between and among local units of government to better understand the challenges and opportunities associated with regional cooperation

I presented my community government piece on the history, form, function, funding and issues of cities, townships, villages and counties. Dr. Joe Ohren of Eastern Michigan University moderated the session and raised several thought provoking questions. All in all the group was very engaged and had great questions.

MACKINAW CENTER TAKES WHACK AT AG INCUBATOR

It is too bad that the Mackinaw Center didn't call to learn about the Ag Incubator Program before including it in the article below. The Ag Incubator is designed to help farmers and other businesses bring innovative ideas related to the agricultural industry to market and not to provide cash to farmers.

VIEWPOINT ON PUBLIC ISSUES

Budget Reform Ideas for 2015 and Beyond

By Michael D. LaFaive, published on Oct. 6, 2014



Corporate welfare for things like the Michigan International Speedway is just one example of unnecessary state spending.

The fiscal 2015 year began Oct. 1 and this year's budget is more than \$52 billion. Some may think every line item amounts to spending that should be held sacrosanct. Your author is not among them.

The Center has repeatedly noted that every dollar unnecessarily taken from Michigan taxpayers is a dollar that they do not have to advance their own interests: expand their business or farm, provide better educations to their children, or invest in capital markets or philanthropy. In order to let people keep more of what they

earn we have recommended across-the-board personal and business tax cuts, among other items.

These reforms are worth a conservative \$422 million in annual savings.

In past months we have pointed to worthy reforms that could be adopted or adapted to reduce state spending by \$866 million. Below is a list — not all necessarily original with the Mackinac Center — that could be used to trim the budget by a further \$422.3 million.

Adopt “presumptive parole” for prisoners who have served their minimum sentences and done all they can to earn release. Savings: \$162 million.

Lansing-based nonprofit Citizens Alliance on Prisons & Public Spending has long argued that the state spends too much housing men and women who have met requirements for release. Parole boards may have too much discretion in rejecting parole candidates.

They estimate that releasing most deserving inmates (about 77 percent) on their earliest parole date may save state taxpayers \$162 million annually, after subtracting out the costs of parole monitoring and parole appeals made by prisoners.

Prison reform ideas have been percolating in this state for years. Indeed, in March 2011 several nonprofit groups and individuals attended a symposium in Lansing to talk about shaving Michigan’s [then] \$2 billion prison budget by a whopping \$500 million.

Repeal prevailing wage. Savings: \$250 million.

Prevailing wage mandates higher than market wages be paid on all projects funded by the government (roads and school construction, for instance).

The figure above represents an estimate made by then-director of labor policy for the Mackinac Center, Paul Kersey, in 2007 on what could be saved on state-funded projects alone.

This idea is particularly important in light of a possible dramatic increase in road construction. If the state is really going to spend \$1.2 billion more of our own resources on new and better roads and bridges, it ought to maximize the value of the expenditures by avoiding artificially high construction costs.

The Anderson Economic Group published a study in 2013 estimating that \$224 million could be saved annually by repealing PW laws just for public universities, community colleges and school districts.

Repeal certain “one-time” appropriations in the 2015 budget immediately. Savings: \$10.1 million.

Last month, I recommended ending the “one-time” appropriation of \$831,900 for the Michigan International Speedway for traffic control that seems to occur every year. The speedway is not the only one-time expenditure in the state budget.

Others include (but are not limited to) dollars for corporate and industry welfare such as the “Food and agricul-

ture industry growth initiative" (\$2 million); the "Muskegon farmers market" (\$200,000); and the "Ottawa County agriculture incubator" (\$500,000).

The Senior Olympics (no, I'm not making that up) and "Regional Prosperity Grants" also garner grants of \$100,000 and \$1 million, respectively. Both the first and last items in this list also receive ongoing appropriations elsewhere in the budget and which total \$3.5 million. (This figure is not included in our savings totals.)

End the Morris Hood Jr. educator program. Savings: \$148,600.

This line item attempts to increase the number of minority students who enroll in and complete K-12 teacher programs in education. It doesn't appear to work.

According to the Center for Educational Performance and Information, the percentage of minority teachers in Michigan has dropped from 10.2 percent to 8.9 percent of all teachers between 2007 and 2013. This has occurred while the percentage of minority students has increased from 28.9 percent to 31.7 percent during the same timeframe.

These reforms are worth a conservative \$422 million in annual savings. They could be captured with relative ease. Even if politicians can't bring themselves to cut taxes, there must surely be more valuable uses for the money: improving roads and shoring up school pensions being just two.

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Michael D. LaFaive is director of the Morey Fiscal Policy Initiative at the Mackinac Center for Public Policy, a research and educational institute headquartered in Midland, Mich. Permission to reprint in whole or in part is hereby granted, provided that the author and the Center are properly cited.

ROAD MILLAGE PROPOSAL, (Brett Laughlin, Executive Director, Ottawa County Road Commission

Voters in Ottawa County will see a countywide road millage proposal on the November 4th ballot.

The Road Commission is prohibited from spending ACT 51 revenues on the promotion or advertisement of the proposed countywide road millage. However, the Road Commission encourages residents to be informed before casting their vote and ACT 51 does allow the Road Commission to provide information concerning the proposed countywide road millage.

The Road Commission has provided an [informational presentation](#) concerning the countywide road millage to various organizations and communities. Recently, the Holland Sentinel Editorial Board has provided an endorsement for the millage.

Road Commission officials are available to answer questions regarding the proposed county wide road millage. Please contact the Road Commission offices with any questions you may have.

FREQUENTLY ASKED QUESTIONS ABOUT THE PROPOSED MILLAGE

Why do we need a road millage in Ottawa County? Funding needs continue to grow tremendously and will, once again, challenge the Road Commission in 2015 and beyond. Michigan Transportation Funds (MTF) received has been fairly flat with only an average increase of 4% since 2005. MTF Funds are the dollars Road Commissions receive from the State of Michigan collected through fuel taxes, license fees, and vehicle registration fees. These funds are then divided by law among the 83 counties, 534 cities and villages, and State. MTF Funds are what the Road Commission utilizes in its routine operations to maintain the county road system which consists of 1,680 miles, including 135 bridges.

Current revenues from the MTF have been generally just over \$21 million for the road agencies in Ottawa County. However, as it stands today, it would take over \$250 million to get all the roads to a "good" condition, and an additional \$30 million annually to keep them in "good" condition. **Why has road maintenance funding dropped so much?** Despite what many people think, higher gas prices actually mean less money for our county road network. Higher gas prices mean drivers buy fewer gallons of gas, and more fuel efficient vehicles mean less fuel usage. And because the gas tax is fixed at 19 cents per gallon, every gallon that is not sold means less revenue deposited into the Michigan Transportation Fund. The Michigan Legislature last increased the gasoline tax in 1997 from 15 cents per gallon to 19 cents per gallon. The tax on diesel fuel was not increased.

How many mills is the proposed road millage, and what is the cost to a homeowner? The proposed county-wide road millage is ½ mill for ten years and will generate approximately \$5,000,000 in the first year of the levy. For a home with a taxable value of \$50,000 the mill would cost a homeowner approximately \$25.00 per year.

How will the millage funds distributed? Sums generated by the millage will be distributed by the County Treasurer directly to the Road Commission, as well as to the 7 cities and villages in the County.

100% of the millage revenues generated within a Township, City, or Village over the ten year millage period will **ONLY** be spent on road improvements within said jurisdiction.

How will the Road Commission utilize the millage funds? It is critical that residents understand that millage funds are **ONLY** for the purpose of "reconstruction, resurfacing, and preventative maintenance of roads in Ottawa County".

Will millage funds pay for snow plowing or other routine maintenance on my road? Millage funds will **NOT** be spent on routine maintenance activities such as snow removal, pothole filling, pavement marking, roadside mowing, tree removals, traffic road signs, etc.

Will millage funds pay for administration, operating costs, or facility improvements?

Millage funds will **NOT** be spent on any administrative or operation costs, facility maintenance or improvements, or any legacy costs.

How will road projects be selected? Road millage funded projects will be selected by the Road Commission

utilizing the Strategic Improvement Plan process with input from local government officials and the public. Pavement condition, traffic volumes, capacity and congestion issues, accident history, maintenance problems, and other funding sources are some of the criteria that will be considered for project prioritization and selection. The Road Commission will focus on primary roads for road millage funded projects. However, it may be determined during the Strategic Improvement Plan process to utilize the road millage funds on a local road.

The cities and villages may have a slightly different process. **What if the State fixes the Road Funding Crisis?** The proposed Countywide Road Millage is only a piece of the puzzle and will only generate \$5 Million/Year with needs of \$250 Million + an additional \$30 Million/Year for "GOOD" condition roads.

The Michigan Legislature needs to implement the other pieces to solve the road funding crisis.

The Ottawa County Board of Commissioners has to approve the collection of the ½ mil on an annual basis. Should the Michigan Legislature implement a road funding solution during the life of the levy, it is possible that the millage could be reduced or not taken for any given year.

HOLLAND SENTINEL EDITORIAL ON ROAD MILLAGE BALLOT PROPOSAL

Our View: Millage will invest badly needed funds in Ottawa County roads

By Sentinel editorial board

Posted Oct. 12, 2014 @ 2:01 am

Holland, Mich.

The Michigan Legislature hasn't done anything meaningful this year to fix our roads. You can.

On Nov. 4, Ottawa County voters will be asked to approve a 0.5-mill levy for the repair and maintenance of local roads. The tax by itself won't erase the effects of the long-running underfunding of our road system, but it will help the Ottawa County Road Commission catch up on long-deferred maintenance work. We urge a "yes" vote.

Ottawa County's road problems mirror those of the state as a whole, since county road commissions get the bulk of their funding from the same source as the Michigan Department of Transportation — the state's gas tax (county road commissions get 6 cents of the 19-cents-a-gallon tax). With drivers getting more miles to the gallon and buying less gasoline, gas tax revenue has been flat. Meanwhile, the prices of fuel, salt and asphalt have all more than doubled in the past 10 years. The latest assessment of Ottawa County roads rates 19 percent as good, 47 percent as fair and 34 percent as poor, according to the Ottawa County Road Commission. Ten years ago, only 10 percent were rated as poor.

At present property valuations, a 0.5-mill tax would generate about \$5 million a year, with \$4 million going to the road commission and the remaining \$1 million to cities and villages within the county, which are responsible for their own streets and roads. All of it would be earmarked exclusively for road maintenance.

This is funding we can control for roads right here in our community, regardless of what Lansing does. And no one should entertain the notion that this tax would become superfluous if the Legislature were to get its act together and come through with more money for roads. No proposal now on the table comes close to the cost of bringing Michigan's road network into good shape, a cost estimated as high as an additional \$2 billion per year. In Ottawa County, the road commission says it would take an additional \$30 million a year for 10 years to get all the roads in good shape. Even if Ottawa County gets an extra \$1.5 million a year for roads from the state general fund, as one proposal would provide, "Our millage is a 20 percent solution," says Road Commission Chairman Tom Bird.

The road millage may not be a full solution, but it's a needed — and affordable — step forward. At 0.5 mill, the levy would cost the owner of a home valued at \$100,000 (\$50,000 assessed value) \$25 a year. That's less than the cost of having the car realigned after smacking a craterous pothole.

The tax proposed for Ottawa County is hardly unprecedented. Some 20 counties in Michigan already levy a road millage. Allegan County has done so since 1968, charging 2 mills, and that money has been a tremendous boon for the county's road system.

Readmore: <http://www.hollandsentinel.com/article/20141012/Opinion/141019930#ixzz3G80W1dF0>

QUARTERLY ROAD COMMISSION MEETING (Keith Van Beek)

Present - Al Vanderberg, Jim Holtrop, Phil Kuyers, Keith Van Beek, Brett Laughlin, Tom Palarz, and Art Green from MDOT

1. MDOT Update ... 231 Bypass: 231 going well, all but two beams in place across the river and looking to finish smaller bridges in corridor yet this Fall. Hoping to also get the base course on the south side of river also. Working with Robinson Township on how to signal intersection at Lincoln and 120th at M-45. Stop sign at Lincoln, signal to start at 231 north from M-45, will monitor to evaluate use of signal at 120th south at M-45. Hoping to have full opening this time next year. Discussion behind why the corridor for 231 south of M-45 is conceptual and not a firm location.
2. Millage ... handout of presentation being used by road commission about the road millage. Meeting with various groups, including supportive editorial board support from Holland Sentinel. Brett will provide Al with a brief digest article explaining the attachment and how they are using it to speak to community groups. (see above article)
3. Memorandum of Understanding ... staff training on reverse auction, have new hires in administrative group starting in defined contribution plan, still planning on it being a part of negotiations with the union group at the end of the current contract.

4. Reports on Michigan Transportation Fund and 2015 Budget ... Brett handed out and reviewed funding received from the Michigan Transportation Fund and the general operating budget for 2015. (see attachment) Included state extra allocation of \$1,077,000 in 2014 and \$1,550,000 in 2015.
5. Question about paved shoulders ... current practice is to provide added paved shoulder to facilitate bicycles with new resurfacing projects if in partnership with a local township or other agency, where funding and traffic volume warrant. Difficult as funding levels are currently low.

[Click here to view the attachments provided at the meeting.](#)

OTTAWA COUNTY'S NINTH ANNUAL WATER QUALITY FORUM—REGISTER NOW



November 7 • 8AM - 3:30PM
12220 Fillmore, West Olive. Main Conference Room

Featuring initiatives and research conducted to preserve and protect one of our most valuable resources: *Water.*

View the agenda, register or print a registration form at www.miOttawa.org. Registration fee is \$12 online or \$10 by mail and is limited to the first 150 participants. Registration must be received by November 4. Continental breakfast and lunch will be provided. Please contact Misty Cunningham at 616-738-4898 or mcunningham@miottawa.org with questions.

register now

GVMC WEEKLY UPDATE (John Weiss)

[Click here](#) for the most recent updates.

Countywide Road Millage

NOVEMBER 4TH, 2014

County Road Funding

Michigan Transportation Fund (MTF) - 39%MDOT, 39% County Road Agencies, 22% Cities/Villages



19¢ per gallon gasoline tax, 15¢ per gallon diesel tax

Approximately 6¢ goes to all 83 county road agencies in Michigan

No increase in gas tax since 1997



Vehicle Registration Fees

Approximately 1/3 goes to all 83 county road agencies in Michigan

Road Commission Revenues

Anticipated FY2015 MTF Revenues = **\$16,900,000**

MTF Revenues are disbursed based on road miles:

1681 County Road Miles

426 Primary Road Miles

1255 Local Road Miles

Other Revenues

Federal & State Funding Programs (18.4¢/gallon gasoline tax)

- Anticipated \$4,000,000

Township Contributions

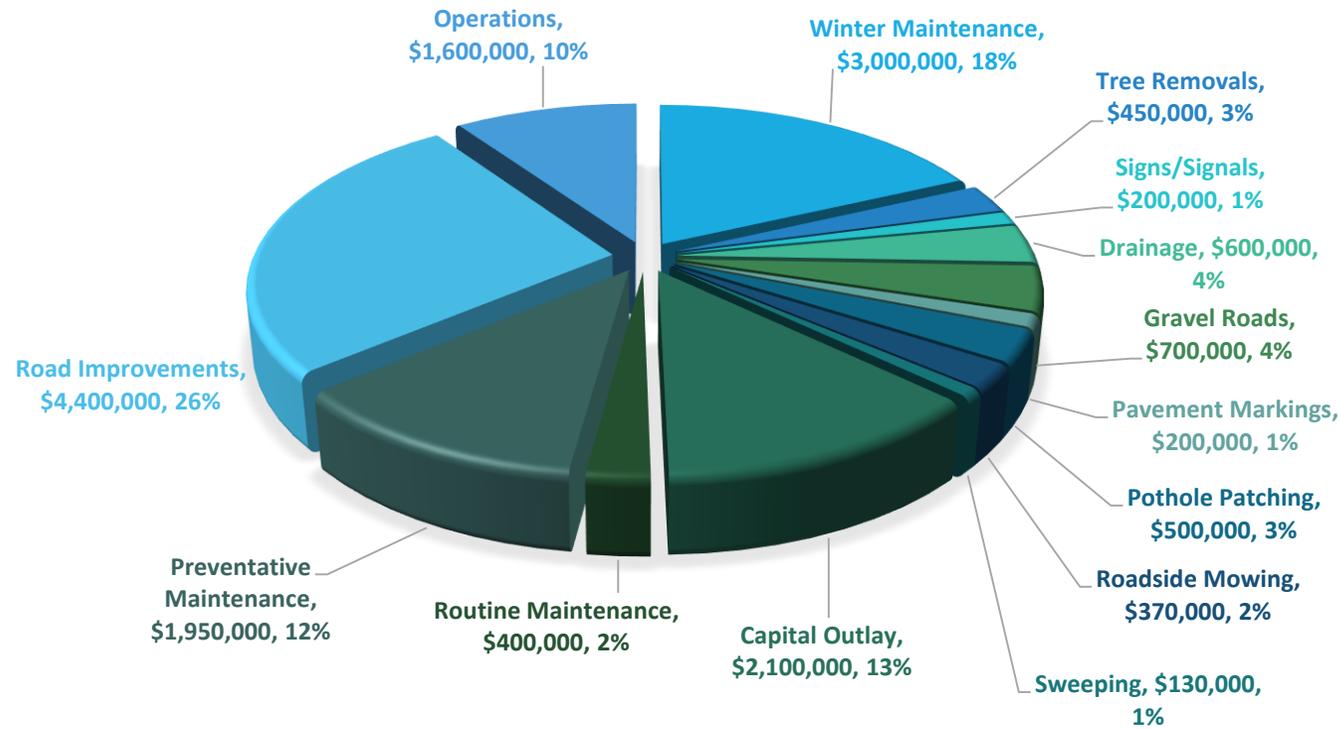
- Anticipated \$4,000,000

MDOT Maintenance Contract

- Budget \$3,500,000

Road Commission Budget

FY2015 Budget = \$16,900,000



Road Improvements

Primary Road: \$3,950,000

Local Paved Road: \$450,000

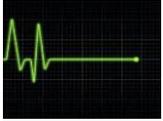
Preventative Maintenance

Cape Seal: \$900,000

Seal Coat (Chip Seal): \$800,000

Crack Seal: \$250,000

Revenues vs Costs



Road Commission Revenues (MTF) have remained fairly **FLAT**.

2005 MTF = \$16,200,000

Anticipated 2015 MTF = \$16,900,000

4% Increase over 10 years



Costs have substantially **INCREASED**.

2004 Asphalt/Ton = \$28.18

2014 Asphalt/Ton = \$62.00

220% Increase over 10 years

2004-2005 Salt/Ton = \$26.87

2014-2015 Salt/Ton = \$64.89

240% Increase over 10 years

Budget vs Costs

FY2015 BUDGET

Road Improvements

Primary Road: \$3,950,000
Local Paved Road: \$450,000
Preventative Maintenance: \$1,950,000

Winter Maintenance

Primary Road: \$1,400,000
Local Road: \$1,600,000
Total \$3,000,000

COSTS

2015 Estimated Improvement Costs/Mile

Reconstruction: \$1,000,000
Resurfacing + 3' Paved Shoulders: \$450,000
Resurfacing: \$350,000
Cape Seal Surfacing: \$85,000
Seal Coat (Chip Seal) Surfacing: \$35,000
Crack Seal: \$6,500

2013/2014 Actual Winter Maintenance Costs

Primary Road: \$1,975,176
Local Road: \$2,521,309
Total \$4,496,485

Road Deterioration

Average pavement condition ratings for roads within Ottawa County.

	2005	2013	
GOOD	23%	19%	
FAIR	67%	47%	
POOR	10%	34%	



Road Funding Need

Cost to get roads to “**GOOD**” condition.



Statewide

Estimated **\$2 to \$2.5 Billion** (2014 Estimates)

+ an additional **\$1.5 Billion** per year to keep in “GOOD” condition



Ottawa County

Estimated **\$250 Million** (2014 Estimates)

+ an additional **\$30 Million** per year to keep in “GOOD” condition

Countywide Road Millage Proposal



Proposed is a ½ mil per year for ten years for the purposes of providing a fund for the reconstruction, resurfacing, and preventative maintenance of roads in Ottawa County.

An estimated **\$5,000,000** per year would be generated.

\$4,000,000 Road Commission

\$1,000,000 Cities and Villages

The Strategic Improvement Plan process will be utilized to determine road millage funded projects with a focus on primary roads. Pavement condition, traffic volumes, capacity and congestion issues, accident history, maintenance problems, and other funding sources are some of the criteria that will be considered for project prioritization and selection.

Countywide Road Millage Facts

- The ½ mil equates to a property owner cost of \$25 annually per \$50,000 of taxable value (or \$100,000 of market value.)
- The proposed road millage funds will **ONLY** be spent on the reconstruction, resurfacing, and preventative maintenance of roads in Ottawa County.
- Road millage funded projects will be selected based on the Strategic Improvement Plan process with input from local government officials and the public.
- 100% of the millage revenues generated within a Township, City, or Village over the ten year millage period will **ONLY** be spent on road improvements within said jurisdiction.

Millage ONLY One Piece of the Puzzle



The proposed Countywide Road Millage will only generate \$5 Million/Year with needs of \$250 Million + an additional \$30 Million/Year for “GOOD” condition roads.

The Michigan Legislature needs to implement the other pieces to solve the road funding crisis.



The Ottawa County Board of Commissioners has to approve the collection of the ½ mil on an annual basis. Should the Michigan Legislature implement a road funding solution during the life of the levy, it is possible that the millage could be reduced or not taken for any given year.

Ottawa County Road Commission
General Operating Fund
2015 Budget Summary

09/26/2014

	Actual 2011	Actual 2012	Actual 2013	Budget 2014	Amended 2014	Budget 2015
Revenues:						
Michigan Transportation Funds	15,925,553	16,383,903	16,780,933	16,500,000	16,700,000	16,900,000
MTF - Winter Adjustment					1,077,000	
MTF - Special Distribution						1,550,000
Federal and State Sources	2,568,925	6,448,814	4,582,063	5,000,000	4,000,000	4,000,000
State Trunkline Maintenance	3,724,289	3,280,114	3,982,127	3,000,000	4,600,000	3,500,000
Township Revenue	4,040,237	6,397,379	3,708,296	4,000,000	4,550,000	4,000,000
Salvage Sales	23,626	35,781	20,173	40,000	40,000	40,000
Interest Earned	36,266	30,532	19,624	40,000	20,000	20,000
Other Revenues	184,322	360,331	50,107	100,000	100,000	100,000
Total Revenue	26,503,218	32,936,854	29,143,323	28,680,000	31,087,000	30,110,000
Expenditures:						
Primary Road						
Construction and Heavy Maintenance	4,604,631	9,412,478	3,378,126	5,500,000	4,000,000	5,000,000
Maintenance	3,606,102	3,043,087	3,365,337	3,400,000	4,000,000	3,500,000
Total Primary Road	8,210,733	12,455,565	6,743,463	8,900,000	8,000,000	8,500,000
Local Road						
Construction and Heavy Maintenance	3,601,656	5,908,984	5,304,237	3,000,000	4,000,000	4,000,000
Maintenance	4,453,180	4,825,430	4,137,552	4,500,000	5,000,000	4,500,000
Local Bridge	11,314	0	1,341,589	350,000	20,000	300,000
Local Paving	493,506	351,419	788,612	700,000	700,000	600,000
Local Gravel	118,201	0	0	300,000	100,000	100,000
Local Culverts	53,889	80,032	85,566	350,000	75,000	350,000
Local Chip & Cape Seal	123,754	894,751	965,555	1,100,000	600,000	1,700,000
Total Local Road	8,855,500	12,060,616	12,623,111	10,300,000	10,495,000	11,550,000
State Trunkline Maintenance	2,948,966	3,420,288	2,995,663	2,500,000	3,500,000	2,700,000
Total Equipment Expense	4,611,588	4,766,685	4,511,839	4,800,000	4,800,000	4,800,000
Less Equipment Rental Collected	(5,258,289)	(4,982,651)	(4,959,645)	(4,800,000)	(4,800,000)	(4,800,000)
Net Gross Equipment Expense	(646,701)	(215,966)	(447,806)	0	0	0
Other						
Capital Outlay	984,208	872,390	1,136,687	3,000,000	3,000,000	2,100,000
Less Provision for Depreciation	(853,988)	(928,318)	(1,138,993)	(900,000)	(1,000,000)	(1,000,000)
Administration	1,411,509	1,385,070	1,415,293	1,400,000	1,400,000	1,400,000
Debt Service	755,014	20,311	0	0	0	0
Distributive Expenses	4,652,935	4,720,815	4,843,980	4,800,000	4,500,000	4,500,000
Drain Assessments	175,284	319,721	57,399	200,000	480,000	200,000
Pit Maintenance	88,884	125,736	92,785	100,000	100,000	100,000
Total Other	7,213,846	6,515,725	6,407,151	8,600,000	8,480,000	7,300,000
Total Expenditures	26,582,344	34,236,228	28,321,582	30,300,000	30,475,000	30,050,000
Revenues over (under) Expenditures	(79,126)	(1,299,374)	821,741	(1,620,000)	612,000	60,000
Fund Balance - Beginning of Year	8,598,801	8,519,675	7,220,301	8,042,042	8,042,042	8,654,042
Fund Balance - End of Year	8,519,675	7,220,301	8,042,042	6,422,042	8,654,042	8,714,042
Undesignated Fund Balance	3,291,058	3,448,785	3,738,962			



October 17, 2014

120 Attend West Michigan Prosperity Alliance General Session

Over 120 residents, business leaders, educators, economic developers, and government leaders from throughout West Michigan attended the Third General Session of the West Michigan Prosperity Alliance. The meeting was held at the Kirkhof Center at Grand Valley State University.

During the past 10 months the West Michigan Prosperity Alliance has been developing a Prosperity Plan and the criteria for projects of "Regional Economic Significance". This meeting was to vote and prioritize the top projects. There were a total of 31 project submissions.

The Port of Muskegon Logistics Hub received top priority for our region. The project involves developing a permanent deep water port in Muskegon and establishing the port as a local food and shipping hub. The group is petitioning the U.S. Coast Guard to allow river barges from the Mississippi River system to serve the entire Great Lakes.

Developing a Dedicated Revenue Stream for Lake Michigan Watershed Management received the second priority for the area. This project seeks to develop a strategy and process to insure long-term financing for man-

aging and protecting the quality of our watersheds in the 13 county area. It was a joint project of Grand Valley Metro Council, Macatawa Area Coordinating Council and the West Michigan Shoreline Development Commission.

Other priority projects include **E-Merge West Michigan** lead by Talent 2025 which seeks to create a central web-portal to support new business and entrepreneurs in our region. **Connected Community Engagement Program** which aims to advise residents and businesses on technical issues and expand broad-band connectivity throughout the region. **Michigan Work Ready Communities** is a program dedicated to helping employers find employees that are qualified and ready to enter the workforce. The final project was **Michigan Works! State-**

gic Redesign which seeks to partner with a human-centered design firm to understand both employers and job-seekers in an attempt to close the skills gap.

I appreciate everyone that attended this important regional meeting and President Tom Haas and Grand Valley State University for hosting us.



NEXT BOARD MEETING

Due to a scheduling conflict with our regular meeting location our Board Meeting will be:

Thursday November 6, 2014

8:30 am

Wyoming City Hall

1155-28th Street, Wyoming Michigan