



600 E Front Street, Suite 104, PO Box 506
Traverse City MI 49685-0506
(231) 929-5000 □ 1-800-692-7774 □ FAX (231) 929-5012
traversetransportation.org



The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.

TTCI Policy Board Meeting Agenda

Tuesday, July 9th, 2024 at 3:00 PM

In-Person at the MI Works! Conference Room
1209 S Garfield Ave # C, Traverse City, MI 49686

Or via zoom at:

Join Zoom Meeting
<https://us02web.zoom.us/j/87094766409>

Meeting ID: 870 9476 6409

- 1) Introductions and Roll Call of Voting Members (See **attached, Page 2**)
- 2) May 14th, 2024 Policy Board Meeting Minutes (See **attached, Page 3**)
- 3) Public Comment
- 4) New Business
 - a) Public Participation Plan (PPP) review and approval (See **attached, page 6-34**)
 - b) FY25 Call for Projects (BATA and GTC only) (See **attached, page 35** FY23-24-25-26 Estimate, **pages 36-37** BATA, **pages 38-41** GTCRC)
 - c) FY24 BATA TAM Plan (See **attached, page 42-52**)
 - d) NEVI Vehicle Charging Station (See **attached, page 53-54**)
- 5) Public Comment
- 6) Round-table Updates/Discussion of future agenda items
- 7) Next Meeting: September 10th, 2024 at 3:00 PM
- 8) Adjourn

Networks Northwest is an Equal Opportunity Employer/Program. Auxiliary aids and service are available upon request to individuals with disabilities. Michigan Relay Center callers use 711 or 1-800-649-3777.

TTCI POLICY BOARD MEMBER LIST

Name	Title	Organization	Email	Phone	Officers	Voting Member
Richard Bayus	Statewide Planning Section	MDOT	BayusR@michigan.gov			Yes
Haider Kazim	Road Commissioner	GTCRC	hkazim@gtcrc.org	231-922-1888		Yes
Brendan Mullane	Manager	LCRC	bmullane@leelanauroads.org	231-271-3993	Secretary	Yes
Brad Jewett	Commissioner	Grand Traverse County	bjewett@gtcountymi.gov	231-633-9421		Yes
Richard Lewis	Interim Leelanau County Administrator	Leelanau County	rlewis@leelanau.gov	12312568100		Yes
Doug White	Supervisor	Acme Township	dwhite@acmetownship.org	231-938-1350		Yes
Midge Werner	Supervisor	Bingham Township	jmw202@gmail.com			Yes
Nicole Blonshine	Supervisor	Blair Township	supervisor@blairtownshipmi.gov			Yes
Beth Friend	Supervisor	East Bay Township	bfriend@eastbaytwp.org	231-947-8719	Chair	Yes
Jeff Shaw	Supervisor	Elmwood Township	supervisor@elmwoodmi.gov	231-946-0921		Yes
Chuck Korn	Supervisor	Garfield Township	ckorn@garfield-twp.com		Vice Chair	Yes
Andy Marek	Treasurer	Green Lake Township	treasurer@greenlaketownship.org			Yes
Ron Lemcool	Supervisor	Long Lake Township	Supervisor@LongLakeTownship.com	231-946-2249		Yes
Isaiah Wunsch	Supervisor	Peninsula Township	supervisor@peninsulatownship.com	231-223-7323		Yes
Elizabeth Vogel	City Manager	Traverse City	evogel@traversecitymi.gov			Yes
Kelly Dunham	Executive Director	BATA	dunhamk@bata.net	231-933-5544	Treasurer	Yes

Alternatives	Title	Organization	Email	Phone	Officers	Alternate Voting Member
Dan Wagner	MDOT TC TSC Manager	MDOT	wagnerD2@michigan.gov	231-340-9295		Yes #1
Krista Phillips	MDOT TC TSC Operations Engineer	MDOT	phillipsK7@michigan.gov	989-245-2173		Yes #2
Don Mayle	MDOT SPS Supervisor	MDOT	MayleD@michigan.gov	517-243-8589		Yes
Dan Watkins	Road Commission Manager	GTCRC	dwatkins@gtcrc.org	231-922-4849 x 229		
Craig Brown	Engineer	LCRC	cbrown@leelanauroads.org	231-271-3993		Yes
Nate Alger	County Administrator	Grand Traverse County	nalger@gtcountymi.gov			Yes
Deborah Allen	Assistant City Manager	Traverse City	dallen@traversecitymi.gov	231-922 4444		Yes #1
Mitchel Treadwell	City Commissioner	Traverse City	mtreadwell@traversecitymi.gov	231-492 6943		Yes #2
Steve Patmore	Zoning Administrator	Bingham Township	zoningadmin@suttonsbaytwp.com			Yes
Lynette Wolfgang	Clerk	Blair Township	clerk@blairtownship.org	(231) 276-9263		Yes
Claire Karner	Director of Planning & Zoning	East Bay Township	ckarner@eastbaytwp.org	231-947-8681 x2		Yes
John Sych	Planning Director	Garfield Township	jsych@garfield-twp.com	231-225-3155		Yes
Jenn Cram	Director of Planning & Zoning	Peninsula Township	planner@peninsulatownship.com	231-223-7314		Yes
Phil Masserant	Communications and Development Director	BATA	lingaure@bata.net	231-933-5534		Yes
Bob Neleson	Airport Engineer	Cherry Capital Airport	bob.nelesen@tvcairport.com			
Mark Bishop	Chief Financial Officer	Cherry Capital Airport	mark.bishop@tvcairport.com			

Traverse Transportation Coordinating Initiative (TTCI)

The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.

TTCI Policy Board SPECIAL Meeting

Tuesday, May 14, 2024 at 3:00 pm

1209 S Garfield Avenue Suite C, Traverse City, MI or Via Zoom

DRAFT - MEETING MINUTES - DRAFT

Call to Order

Chair Friend called the meeting to order at 3:03 pm on Tuesday, May 14, 2024. A quorum was present through the 3/5 Transportation Agency and 2 Local Unit Representatives rule contained within the TTCI Policy Board Bylaws.

Roll Call of Voting Members

Roll Call: Voice introduction of membership was accepted as roll call.

Present:

Kelly Dunham (BATA); Beth Friend (East Bay Twp); Ron Lemcool (Long Lake Twp.); Dan Wagner (MDOT); Chuck Korn (Garfield Twp.); Brad Jewett (Grand Traverse); Nicole Blonshine (Blair Twp.); Heidi Phaneuf (MDOT); Don Mayle (MDOT); Doug White (Acme); Deborah Allen (Traverse City); Midge Werner (Bingham)

Others present:

Rob Carson (NN); Dana O'Dell (NN); Barry Hicks (NN); Ethan Reld (Public); Lauren Dezin (MDOT); Christina Nicholaides (FHWA); Eric Purkiss (FHWA); Richard Bayus (MDOT); Daniela Khajavian (MDOT)

Introduction and Approval of Agenda and Meeting Minutes from April 1, 2024 (action requested)

Friend asked if there needed to be any changes to the agenda and/or meeting minutes from April 1, 2024. No changes were stated.

Motion by Jewitt supported by White to approve the agenda as presented. Motion passed unanimously.

Public Comment

None.

New Business

a) MPO Timeline

Hicks explained working through the MPO timeline with both MDOT and the technical committee. He states, there will be a call for projects for the fiscal year 2025 in the near future, which is different than TIP projects. Chair Friend thanks Hicks for his efforts and hard work on the MPO timeline. No further discussion.

b) FY25 Unified Work Plan (approval)

Hicks navigates through the Unified Work Plan for fiscal year 2025 and stated that the technical committee has already reviewed this plan and that this will occur annually.

-Hicks asked for clarification from MDOT that the budget on page ten (10) of the Unified Work Plan to be accurate and no changes will be made in the future. Don Mayle, MDOT SPS Supervisor, clarifies that the budget has been approved and will not change.

-On page eleven (11), the board also discussed having different staff members attend different meetings for both the policy and technical committees. This will ensure a clear distinction between both parties. Friend requests Hicks to send effective communication to both the policy board and technical committee to inform or pass along information to their alternates.

-On page twenty-four (24) Hicks stated there needed to be changes made to the sentence that states, "All projects must be fiscally constrained similar to the LRTP." This term needs to be changed to MTP (Metropolitan Plan).

-On page thirty-one (31) the word highlighted in task 4, "Commnitcate" should be the word Communicated.

Motion to Approve the Unified Work Plan FY 25 with changes in addition of an Appendix of a Cost Allocation Plan. Motion by Jewitt, supported by Dunham. Motion passed unanimously.

Motion to Support for Change in Resolution seen on Page 8 of the TTCI Unified Work Plan 01/24-2025. Motion by Jewitt, supported by Dunham. Motion passed unanimously.

c) 1481 Transportation Data Sheet for BATA (approval)

Dunham explained BATA's federal funding source process and presented the 5307 form for fiscal year 2024. This form is needed for approval by the policy board and has already been approved by the technical committee.

Motion to Approve the 1481 Transportation Data Sheet for BATA. Motion by Allen, supported by Korn. Motion passed unanimously.

d) Employment Data (approval)

Daniela Khajavian from MDOT presented employment data for a model and is asking for approval from the technical committee. No discussion.

Motion to Approve Employment Data. Motion by Lemcool, supported by Jewitt. Motion passed unanimously.

e) MDOT Grant Program Updates

Phaneuf explains that the MDOT project from M72 to M22, falls under the STIP Amendment process. This project will include sidewalks, trail system, round-about, shelters, eco-counters, etc. This Rural Grant has been established for 14.4 million dollars, with a substantial amount of help from Elmwood Township. Phaneuf has expressed joy, as this has been a three (3) year ongoing project.

Public Comment

No public comment.

Board Member Comments

Mayle briefly reviewed the TIP process and explained this process happens every three (3) years. Discussion ensued.

Adjourn

Meeting Adjourned at 4:19 pm.

Respectfully submitted,

Dana O'Dell
Administrative Assistant
Networks Northwest

Traverse Transportation Coordinating Initiative (TTCI)

FY24 Public Participation Plan

DRAFT



**Traverse Transportation Coordinating Initiative (TTCI)
FY24 Public Participation Plan**

Prepared by:



Table of Contents

Title of Section	Page
Introduction	5
What is an MPO?	5
What is TTCI?	5
TTCI Committees	5
Requirements	6
Title VI of the Civil Rights Act of 1964	6
Environmental Justice	6
Improving Access for Persons with Limited English Proficiency	7
Americans with Disabilities Act	8
Federal Transit Administration (FTA) Program of Projects	8
The Public Participation Process for Transportation Planning	9
Goal, Objectives, and Policies	10
Public Participation Strategies	13
Participation Plan	13
Availability of Information	13
Accessibility for Persons with Disabilities	13
Meeting Times	13
Writing in Plain Language	14
Public Comments	14
Public Involvement in Transportation Planning Processes	15
Continual Evaluation of Tools and Techniques	17
Evaluation of Effectiveness	18
Public Participation Summary Report	18
Significant Planning Initiatives	19
Unified Planning Work Program	19
Public Participation Plan	20
Transportation Improvement Program	21
Metropolitan Transportation Plan	23
Public Participation Timeline for Other Planning Documents	25
Appendix A: FHWA Michigan Division and FTA STIP and TIP Amendment and Administrative Modification Guidance	26
Appendix B: TTCI MPA Boundary Map	28
Appendix C: Public Comment Form	29

TTCI Website:

<https://www.networksnorthwest.org/community/transportation/ttci/>

This page intentionally left blank

Introduction

What is an MPO?

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000, as determined by the U.S. Census. MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law.

The Metropolitan Planning Area (MPA) boundary refers to the geographic area in which the metropolitan transportation planning process must be carried out. The boundary is determined in agreement by the Metropolitan Planning Organization and the Governor. By law, the Metropolitan Planning Area, at a minimum, must encompass the existing urbanized area as defined by the most recent Census and the contiguous area(s) likely to become urbanized within the 20-year forecast covered by the Metropolitan Transportation Plan. The Metropolitan Planning Area boundary is reviewed and updated as necessary after each Census by the MPO in cooperation with the Michigan Department of Transportation (MDOT).

What is TTCI?

The Traverse Transportation Coordinating Initiative (TTCI) is the MPO for the greater Traverse City Urbanized Area. The MPA for TTCI is a portion of Grand Traverse County and Leelanau County. TTCI is a federally mandated policy body made up of representatives from local, state, and federal governments, transit agencies, and other stakeholders and is responsible for regional transportation planning and programming for the planning area. Any highway, transit, local road, or non-motorized project or program to be constructed or conducted in the region receiving Federal funding, must have approval by TTCI before any funds can be expended. In addition, any highway or transit project deemed to be regionally significant by TTCI staff, must receive their approval to proceed.

TTCI Committees

TTCI has two standing committees and may form ad-hoc committees as needed to study and develop specific area-wide transportation related topics. The two committees are the Policy Board and Technical Committee. The Policy Board is comprised of local elected and appointed officials and is the governing body that oversees the activities and decision-making processes of an MPO. The Technical Committee is comprised of professionals with technical knowledge in transportation planning, engineering, and other related fields. They provide technical expertise and advice to support the MPO's planning and decision-making processes.

Each meets monthly to discuss issues facing the region and process necessary changes requested by local agencies. Notice of meetings and agendas are posted on the TTCI website.

<https://www.networksnorthwest.org/community/transportation/ttci/>

Requirements

Several authorizing legislations establish requirements for public participation. These legislations include the Infrastructure Investment and Jobs Act (IIJA), Bipartisan Infrastructure Law (BIL), Fixing America's Surface Transportation (FAST) Act, Moving Ahead for Progress in the 21 st Century Act (MAP-21), Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), The Transportation Equity Act for the 21 st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act (ISTEA). Highlights of the requirements for public participation include:

- Providing adequate public notice of public participation activities and time for public review and comment at key decision points;
- Employing visualization techniques;
- Making information accessible in various formats and means;
- Holding public meetings at convenient and accessible locations and times;
- Seeking out and considering the needs of traditionally underserved populations;
- Coordinating with statewide transportation planning public participation and consultation processes; and
- Periodically reviewing the effectiveness of the procedures and strategies in the Participation Plan.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 states that no person in the United States, shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

Environmental Justice

Environmental Justice (EJ) at the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) means identifying and addressing disproportionately high and adverse effects of the agency's programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations: Executive Order 12898

Environmental justice (EJ) is the fair treatment and meaningful involvement of all people regardless of religion, race, ethnicity, income or education level in the planning and decision-making process. EJ policy was formalized with the signing of Executive Order (E.O.) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which mandates that federal agencies make achieving environmental justice a part of their mission. The E.O. directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, to the greatest extent practicable and permitted by law. The order also directs each agency to develop a strategy for implementing environmental justice. The order is also intended to promote

nondiscrimination in federal programs that affect human health and the environment, as well as provide minority and low-income communities access to public information and public participation.

Environmental Justice outreach is important as it helps to ensure full and fair participation by potentially affected communities in every phase of the transportation decision making process. When this is accomplished, the development, construction, operation and maintenance of transportation projects should reflect an equitable distribution of benefits and burdens. In 1994, President Clinton issued Executive Order 12898, directing federal agencies, to the greatest extent practicable, to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In 1997, the Department of Transportation (U.S. DOT) issued an Order to address EJ in minority populations and low-income populations to summarize and expand upon the requirements of Executive Order 12898 on EJ. The FHWA issued its own EJ Order in 1998 (Order 6640.23). U.S. DOT, FHWA, and other modal administrations have since updated the respective orders and continually seek to enhance their efforts to address EJ effects of their programs, policies, and activities. TTCI will work to encourage the participation of persons who have been traditionally underserved to meet the requirements of Executive Order 12898 related to Environmental Justice and the Americans with Disabilities Act of 1990. KATS, through written communication, email, newsletters, or phone, will endeavor to notify the appropriate groups listed below when a particular agenda item directly impacts an organization or the clientele they represent.

Stakeholder organizations representing:

- Elderly
- Disabled
- Non-Motorized transportation users
- Minority populations
- Low-income populations
- Transit users
- Immigrant populations
- Homeless

Improving Access for Persons with Limited English Proficiency

Executive Order 13166, Improving Access for Persons with Limited English Proficiency (LEP), was issued in 2000 to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency. It requires federal agencies to ensure that recipients of federal financial assistance provide meaningful access to their LEP applicants and beneficiaries.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides “no qualified individual with a disability shall, by reason of such disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination by a department, agency, special purpose district or other instrumentality of the state or local government.”

Federal Transit Administration (FTA) Program of Projects

The public participation process described herein is used to satisfy the public participation process for the Program of Projects (POP) for the Bay Area Transportation Authority (BATA).

The Public Participation Process for Transportation Planning

Public participation is an integral part of the transportation process which helps to ensure that decisions are made in consideration of and to benefit public needs and preferences. Early and continuous public involvement brings diverse viewpoints and values into the decision-making process. This process enables agencies to make better informed decisions through collaborative efforts and builds mutual understanding and trust between the agencies and the public they serve. Successful public participation is a continuous process, consisting of a series of activities and actions to both inform the public and stakeholders and to obtain input from them which influence decisions that affect their lives.

The public, in any one area or jurisdiction, may hold a diverse array of views and concerns on issues pertaining to their own specific transportation needs. Conducting meaningful public participation involves seeking public input at specific and key points in the decision-making process issues where such input has a real potential to help shape the final decision or set of actions.

Public participation activities provide more value when they are open, relevant, timely, and appropriate for the intended goal of the public involvement process. Providing a balanced approach with representation of all stakeholders and including measures to seek out and consider the needs of all stakeholders, especially those that are traditionally underserved by past and current transportation programs, facilities, or services.

Specific public involvement requirements detailed in Infrastructure Investment and Jobs Act (IIJA) legislation include the following:

- Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised as mandated by federal transportation planning regulations outlined in 23 CFR 450.316, which governs the development and content of public participation plans for MPOs
- Holding public meetings at convenient and accessible locations and times
- Identifying actions necessary to comply with the Americans with Disabilities Act of 1990.
- Employing visualization techniques to describe long range transportation plans and TIPs
- Making public information available in easily accessible formats such as electronically on the World Wide Web
- Use clear, non-technical language to ensure that information is understandable to a broad audience
- Providing timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including, but not limited to, central city and other local jurisdiction concerns)
- Demonstrating explicit consideration and response to public input received during the planning and program development processes, and including written and oral comments received on the draft transportation plan or TIP as a result of the public involvement process, as an appendix of the plan or TIP

- Being inclusive of underserved communities through special efforts to engage minority, low-income, and rural communities in the planning process
- Ongoing coordination and communication with local governments, tribal governments, and other regional entities to ensure that their perspectives and needs are considered in infrastructure projects
- Being consistent with Title VI of the Civil Rights Act of 1964 which ensures that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving Federal assistance from the United States Department of Transportation; and moreover, seeking out and considering the needs of those traditionally underserved by existing transportation systems, including, but not limited to, low income and minority households
- Public involvement processes must incorporate environmental justice considerations to ensure that the environmental and health impacts of infrastructure projects do not disproportionately affect disadvantaged communities

To meet these standards, this participation process includes outreach to solicit public opinion and transportation needs, especially of the underserved, through the following means:

- Continually adding new information to the website
- Ensuring that there is an opportunity for public comment at committee meetings
- Making information easily available to the public in a variety of ways (online, print, email, etc.)
- Making every attempt to schedule public meetings at convenient times and locations that are along transit routes and accessible to those with disabilities
- Allowing opportunities for public comment on key decisions
- Responding to comments in a timely and forthright manner
- Regularly reviewing the public involvement process itself

The emphasis of this process is on early involvement of the public in all processes in order to obtain input and insight before decisions are made.

Goal, Objectives, and Policies

Plans and policies need to be revisited and reviewed periodically to determine if the public’s needs are being addressed in an effective and efficient manner. In order to ensure the effectiveness of this plan, the public must be kept informed of TTCI activities and must be given a meaningful opportunity to participate in the development and review of public policy through the use of presentations, press releases, mailings, public meetings, and other public outreach activities.

Public Participation Goal: The public involvement process for transportation planning shall provide complete information, timely public notice, and full access to information regarding key decisions; and shall support early and continuing involvement of the public.

Objective 1 – Public Access to Information: The public shall be provided timely notice and appropriate access to information about transportation plans, issues, and processes through notices/information posted on networksnorthwest.org, emails to the interested citizen/agency list, press releases, as well as other tools and techniques when determined necessary.

The following policies will be adhered to in order to meet this objective:

- The TIP, the Metropolitan Transportation Plan (MTP), the Public Participation Plan, the Unified Planning Work Program, the Title VI Plan, and other important documents shall be made available by TTCI staff in an electronic format for the public to review on the [TTCI website](#).
- For those without Internet service, libraries may offer free Internet access and should be contacted to determine if this service is available. All plans and documents will also be available at TTCI offices and copies of the MTP will be distributed to all public libraries in the MPO area and to all members of the TTCI Committees. Copies of other plans or projects will be distributed to the TTCI Committees and notice of release for those plans or projects will appear in area media. Any person or agency may also request a copy of any of TTCI's plans via telephone, email, mail, or in person at any time. A small copying fee may apply.
- TTCI will employ visualization techniques to describe the MTP and Transportation Improvement Programs (TIPs). These may include the following formats: project location maps, photographs, narrative project descriptions, charts, illustrations, graphics, diagrams, and sketches. Staff will continue to monitor and investigate developing technologies to improve the MPO's visualization process.
- Notice and agenda of all TTCI Committee meetings shall be made available in compliance with the State of Michigan Open Meetings Act.
- Information pertaining to the adoption, revision, or amendment of all TTCI Transportation plans shall be available seven days prior to the date of the final action with the exception of emergency meetings when less time is allowed under the State of Michigan Open Meetings Act.
- All meetings and workshops of TTCI Committees will be open to the public except as allowed by the State of Michigan Open Meetings Act.

Objective 2 – Public Access to Meetings and Facilities: Opportunities shall be created for the public to participate in the planning process for important issues, plans and projects under consideration by TTCI through public meetings, committee meetings, and other venues. TTCI will target groups who can expect to be directly affected by the outcome or those with special needs that may not be well served by the existing transportation system.

The following policies will be adhered to in order to meet this objective:

- TTCI Staff shall inform the public about issues and proposals under their consideration through public meetings, presentations, mailings, press releases, or other techniques during the development of each of the transportation plans, programs, or projects for which TTCI is responsible.
- TTCI Staff will continue to develop and maintain an Interested Citizens/Agencies List for the purpose of disseminating information about transportation plans, policies, and activities.

The Interested Citizens/Agencies List, while all inclusive, will be especially geared to reach those low-income and minority populations that have traditionally been underserved in the transportation planning process.

- TTCI Staff shall review the Public Participation Plan prior to the start of the MTP development process. The Public Participation Plan will also be reviewed for required updates if needed before the development of the Transportation Improvement Program (TIP).
- TTCI Staff shall consult with stakeholders through correspondence that utilizes the continuously updated Interested Citizens/Agencies List.

Objective 3 – Public Input: The solicitation, compilation, and consideration of public input shall be an integral part of the TTCI decision making process.

The following policies will be adhered to in order to meet this objective:

- TTCI Staff shall conduct public participation meetings prior to the adoption of the transportation plan or program for which it is responsible, including the Metropolitan Transportation Plan, Transportation Improvement Program, or substantive amendments thereof. Notices of such meetings will be distributed through the Interested Citizens/Agencies List as well as the area media. Meeting notices will also be posted on the [TTCI website](#).
- Those plans and programs that require extended review periods will allow for written comments to be submitted, including the Metropolitan Transportation Plan, the Transportation Improvement Program, the Public Participation Plan, and any other plan with extended review periods. All comments received as well as a response to each comment will appear as an appendix to the applicable plan or program. TTCI Staff will notify the public of extended review periods that are required by State or Federal guidelines and specifics regarding how to comment on those plans or programs.
- Those members of the public wishing to address comments to any TTCI Committee will be given the opportunity to comment at the regular public meetings of those committees.

Public Participation Strategies

Participation Plan

The development, adoption, and amendment of TTCI transportation plans and programs shall be subject to the Public Participation Plan. The Public Participation Plan will be monitored and reviewed before the start of the MTP development process as required by federal guidelines and before the start of the TIP development process if needed due to changes in federal law, deficiencies in the tools and techniques used to reach the public, or if it is determined that other changes need to be made to the document. It is hoped that the directives of this plan will result in well-attended public meetings, local news coverage of programs, and more public interest in transportation issues within the region.

Availability of Information

All events/opportunities appear on [TTCIs webpage](#) and are sent to the Interested Citizens/Agencies List that TTCI maintains. Transportation plans and TIPs will also be included on the [TTCI website](#) for public review and comment.

TTCI staff will make written materials provided to our committees available to the public upon request. Requests can be made by phone or contact form, through [TTCIs webpage](#), or in person at Networks Northwest office (600 East Front Street, Suite 205, Traverse City, MI 49686) or during a Committee meetings. When appropriate, a charge may be levied for copies of publications. The charge will cover the cost of producing and, if applicable, mailing the materials. All such materials are available for viewing at TTCI offices at no cost.

Accessibility for Persons with Disabilities

The transportation needs and opinions of those with disabilities will be sought out and the planning process will be made accessible to such persons as per the regulation provided by the Americans with Disabilities Act of 1990. Public meetings will be held in facilities that are on transit routes and that are accessible to persons with disabilities.

Meeting Times

Every attempt will be made to host public meetings at convenient hours to maximize attendance. A schedule of public meetings will be made available on the [TTCI Website](#). There is also an opportunity for public comment at the TTCI Technical Committee, Executive Committee, and regular Board meetings. Generally, these meetings are scheduled as follows:

- Technical Committee – 3rd Thursday every other month at 1:30 pm, NW Michigan Works! (1209 S. Garfield) and online
- Executive Committee – Last Tuesday every other month at 3:00 pm at the Networks Northwest offices, 600 E. Front St. and online
- Policy Board – 2nd Tuesday every other month at 3:00 pm, NW Michigan Works! (1209 S. Garfield) and online

Writing in Plain Language

Plain language is defined as “communication your audience can understand the first time they read or hear it.” Every effort will be made to use plain language in all MPO public involvement materials, including newspaper ads, flyers, and mailings, in accordance with the Plain Writing Act of 2010. This act requires that Federal agencies use "clear Government communication that the public can understand" and was signed on October 13, 2010. For more information on writing in plain language, please visit www.plainlanguage.gov.

Public Comments

General Comments: Members of the public are welcome to submit comments on specific issues or to contact staff with questions at any time. A staff directory with emails and direct phone numbers is included on [TTCI website](#) for the public’s convenience, or staff can be reached through TTCI’s main line at (231) 929- 5000. TTCI’s Technical Committee, Executive Committee, and regular Board meetings are also open to the public and include an opportunity for public comment on the agenda. Meeting agendas are posted on the [TTCI website](#) before a scheduled meeting and in compliance with the Michigan Open Meetings Act.

Ways to Submit Comments: During public comment periods, staff ensures that comment forms are available to the public in a variety of ways. Comments can be submitted by:

- Completing an online submittal form on the [TTCI website](#).
- Sending comments to TTCI via Networks Northwest by mail at: Networks Northwest, PO Box 506, Traverse City, MI 49686
- Emailing comments to a TTCI staff member
- Phoning in comments to a TTCI staff member (contact information available on [TTCI website](#))
- Filling out a comment form (available in Appendix C) in person at Networks Northwest (600 East Front Street, Suite 205, Traverse City, MI 49686) or at a public meeting

Note: Comment forms are for the public’s convenience only, and comments don’t need to be written on an official comment form to be considered.

Response to Comments: TTCI will summarize and respond to public comments on the MTP, the Public Participation Plan, the TIP, on amendments to the TIP, on proposed major area-wide investment studies, and on key decisions. We will also forward comments about specific projects to the responsible entities. Comments and responses will be kept on file, be available for public review, and will be made part of the plan, program, or other document as adopted. Summaries of comments and responses will also be given to the Technical and Executive Committees as well as the jurisdiction(s) directly responsible for the project for review. Comments will be responded to before decisions are made or plans or programs are adopted. Responses will be made in a timely manner so that they can be considered during the next phase of the plan or program development.

Public Involvement in Transportation Planning Processes

As particular planning or programming projects arise, the performing entity will develop a specific participation process that is appropriate for the project. Examples of such projects are: The Metropolitan Transportation Plan (MTP), substantial amendments to that plan, corridor studies, the Transportation Improvement Program (TIP), and major long range transportation investment studies. The participation process for planning or programming projects will follow the TIP or MTP amendment procedures outlined in this document and include the following specific measures as well as other actions: (1) a formal public meeting will be held well in advance of the adoption of transportation plans and before the adoption of the TIP, (2) a reasonable period of time will be set aside before the adoption of a plan or the TIP during which the public may comment verbally at the public meeting or in writing to the TTCI offices.

Interested Citizen/Agency List

This list is a composite of private citizens who have asked to receive transportation-related information, as well as a variety of agencies (including businesses and governmental entities) that have expressed an interest in or are impacted by transportation issues, such as the following:

- Members of the Technical Committee and TTCI Board
- Traffic agencies
- Private providers of transportation services
- Ridesharing agencies
- Parking agencies
- Transportation safety agencies
- Traffic enforcement agencies
- Airport and port authorities
- Freight companies
- Railroad companies
- Traverse Area Recreation Trail (TART)
- Environmental organizations
- Neighborhood associations
- Interested citizens
- Organizations representing the interests of:
 - The elderly
 - Minorities
 - Transportation agency employees
 - Users of various modes of transportation
 - People with disabilities
 - Economically disadvantaged
 - Native American tribes
 - Others underserved by the transportation system

Individuals and agencies can sign up to be included on this list by visiting the [TTCI webpage](#) or by phone, email, fax, or mail, and asking to be included on the list.

Primary Objectives – Providing this group information about upcoming public meetings, public comment periods, and other public involvement opportunities.

Newspaper Ads

The MPO uses newspaper ads on a case-by-case basis to alert the public to upcoming public involvement opportunities. These ads may appear in the Traverse City Record Eagle

Primary Objectives – Notifying the public about upcoming public meetings or other opportunities for public involvement.

Organizational Logos

The MPO has two logos – one for TTCI and one for Networks Northwest. The MPO logo appears on all official correspondence, including direct mailings, and on all published advertisements, including newspaper ads and flyers.

Primary Objectives – Maintaining uniformity of the MPO’s publications, making its products and correspondence official, and helping the public to identify plans, promotional items, and advertisements of the MPO.

Press Releases

Press releases are generally used on a case-by-case basis and sent to TTCI’s media list, which includes TV, news, press, and radio representatives, and are used to alert the media of noteworthy news items from the MPO and its committees.

Primary Objectives – Informing the public about major initiatives, program changes, or other important news; or alerting the media about the MTP kickoff and pre-programming collaboration.

Public Meetings

Public meetings are generally informal gatherings that give the public a chance to interact with staff and discuss questions or concerns about projects, plans, etc. that are of interest or importance to them. These meetings may include a short staff presentation as well as a variety of visuals, such as maps, brochures, or other important materials, for the public’s convenience. The public is also encouraged to fill out a comment form at the meeting.

Primary Objectives – Encouraging public participation during the development of the TIP and MTP and allowing the public an opportunity to meet with staff.

Surveys

Surveys may be conducted on an as-needed basis during the development of the MTP to gain insight into important issues within the area. Individuals can contact staff by mail, email, fax, phone, through the [TTCI Website](#), or stop by TTCI’s office in person to receive a copy of the survey.

Primary Objectives— Gauging the public’s interest in investment priorities.

Visual Aids

Attempts will be made to use visualization techniques to describe long range transportation plans and Transportation Improvement Programs (TIPs). These may include maps, photographs, charts, illustrations, graphics, diagrams, and sketches. Staff continues to monitor and investigate developing technologies to improve the MPO's visualization process.

Primary Objectives – Engaging the public during public meetings and helping to increase their understanding of projects, project locations, etc.

Website

[TTCI's website](https://www.networksnorthwest.org/community/transportation/ttci/) is an inclusive resource for transportation planning information. The website includes basic information such as meeting schedules, committee membership, and contact information, as well as work products, such as the Transportation Improvement Program (TIP), the Metropolitan Transportation Plan (MTP), the Unified Planning Work Program (UPWP), and the Public Participation Plan (PPP). Information about additional transportation programs and activities is also available. During public comment periods, an electronic comment form is added to the site that allows the public to submit comments online, and a copy of the form is also made available for downloading. The site is maintained by a webmaster, consistently reviewed for accuracy, and new information is added to it continuously. TTCI's website can be found at:

<https://www.networksnorthwest.org/community/transportation/ttci/>

Primary Objectives – Alerting the public to the latest developments in the TIP or MTP development process, as well as TIP or MTP amendments and public comment opportunities, facilitating the submission of public comments during public comment periods, or providing updates about other plans, programs, opportunities, or transportation developments.

Optional Public Participation Tools and Techniques

The MPO primarily relies on the tools and techniques above for reaching the public, but occasionally, the MPO may decide to employ additional tools and techniques to augment its public involvement process in order to increase the public's participation in transportation planning. This may occur because a primary tool or technique is determined to no longer be effective during the PPP review process, because the primary tools and techniques need to be enhanced with additional activities in order to better engage the public, because an optional public participation tool or technique becomes more popular with the public, or because staff determines it is necessary to use an optional tool or technique for another reason altogether.

Continual Evaluation of Tools and Techniques

The MPO uses a variety of tools and techniques in order to involve the public in the transportation planning process. TTCI staff believes the tools and techniques reflected in this document allow MPO staff to reach the public most effectively at the present time. However, these tools and techniques will be evaluated on an ongoing basis to ensure that they continue to be relevant and effective in reaching the public. If staff determines that a specific tool or technique is no longer effective, staff will discontinue its use and consider replacing it with a different tool or technique. Staff will also continue to monitor technology advancements as well as new and emerging social

media outlets that have the potential to be useful in the public involvement process. If a new tool or technique is discovered or becomes available, staff may use it in addition to the tools and techniques listed in this document.

Evaluation of Effectiveness

TTCI will support efforts to expand public participation in the planning process, as well as evaluating the results in the most effective manner. This will include continuous research into best practices and outcome evaluation, as documents are created, released, and amended.

TTCI will utilize a four-part evaluation process for public participation that can help determine if either the public or the agency benefited from the public's engagement. In this process, there are at least four different public engagement outcomes that local officials can review:

1. **The appropriateness and effectiveness of the engagement process design and delivery, including the "satisfaction" of participants with the process.** Did the chosen process "fit" the problem, provide the sort of information needed, and meet participation goals? Was it done well?
2. **The impacts on public decisions, policies and actions.** Was the ultimate agency decision different and/ or better than would otherwise have been the case?
3. **The changes to the capacity for participation by community residents.** Has the completed engagement activity made it more or less likely that the public, including appropriate neighborhood/ community organizations, has the interest, information, and skills to get involved?
4. **The changes to the local agency's capacity to effectively develop and carry out other public engagement efforts in the future.** Was the public engagement activity seen solely as a one-time event, or are sponsors using it to build a more sustained agency capacity for soliciting the public's ideas and recommendations?

Public Participation Summary Reports

After the completion of all TIPs, MTPs, and Public Participation Plans, staff will generate a report that summarizes the overall number of public comments received, the estimated number of people reached throughout the public participation process, and the various tools that were utilized. These summary reports will be included in their respective documents.

Significant Planning Initiatives

Significant planning initiatives include, but are not limited to the Unified Planning Work Program (UWP), Public Participation Plan (PPP), the Transportation Improvement Program (TIP), and the Metropolitan Transportation Plan (MTP). Other plans that may follow similar procedures to develop or update plans may include corridor studies, subarea plans, transportation demand management studies, and transit plan implementation studies. When describing a significant planning initiative to the public, TTCI shall incorporate appropriate visualization techniques. Significant planning initiatives are listed below. The following tables and graphics detail the milestones for each initiative and shows a timetable for the best opportunities for the public to provide input during the process.

Updates will be posted on the [TTCI website](#) before public meetings, and before public comment periods begin, and will be given verbally during Technical Committee and regular Board meetings periodically as well. However, there are several milestone points for each document when it will engage the public through additional means in order to inform them of opportunities to become involved in the development process, which may include invitations to public meetings, requests for public comment, or other information

Please note: In years when the TIP and MTP are developed simultaneously, public participation activities for both documents may be combined at staff’s discretion to maximize efficiency and resources and reduce confusion. Please also note: TTCI staff may choose to add additional tools and techniques not specified at their discretion at any point during the TIP development process to enhance public outreach.

Unified Planning Work Program (UWP)

Estimated timeline: 6 months

This plan outlines the transportation planning program for TTCI and identifies how available planning funds from both federal and state funds will be used to address planning requirements while also addressing local transportation policies, programs, issues, and priorities. The UWP is updated on an annual basis.

Milestone	Procedure	Public Notification Date	Length of Public Comment
Adoption of the draft document	Once the draft UPWP document is complete, Staff will bring it to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting

Amendment Process: Same as adoption Process

Public Participation Plan

Estimated timeline: 6 months

The Public Participation Plan describes the ways in which TTCI will engage the public in the transportation planning process. It is reviewed every two years and updated and as needed.

Milestone	Procedure	Public Notification Date	Length of Public Comment
Draft Public Participation Plan developed and presented to the Technical and Policy Committees	After the draft Public Participation Plan has been developed and presented to the Technical and Policy Committees, TTCI will bring it to the public for comment. TTCI staff will notify the public of this opportunity by posting the notice on the TTCI website .	At least 1 day before the public comment period begins	45 days; the public comment period will begin after the draft document is presented to the Policy Committee and will end at least one week before the final document is approved by the Policy Committee (approximately two months after the comment period begins)
Public Participation Plan approval	After all comments have been considered and the 45-day public comment period has concluded, the document will be brought to the Policy Committee for approval. The public will have an additional opportunity to comment on the document at the Policy meeting, and will be notified of this meeting by posting the notice on the TTCI website .	6 days prior to Policy Board meeting	N/A; notification only

Amendment Process: Same as adoption Process

Transportation Improvement Plan (TIP)

Estimated timeline: 8 months

A list of road, transit and non-motorized projects that communities and agencies plan to implement over a four-year period within the TTCI MPO. The Transportation Improvement Program is redone every three to four years and modified frequently.

Milestone	Procedure	Public Notification Date	Length of Public Comment
Call for Projects	Before the TIP call for projects begins, TTCI staff will notify the public via TTCI website .	6 days prior to the first TIP programming meeting	N/A; notification only
Draft project lists, environmental justice, and air quality results (if applicable) completed and available for public comment	TTCI staff will bring these items to the public for comment. A public meeting will also be held.	7 days prior to the public meeting and before the 1st day of the public comment period	14 days
Adoption of Draft Document	TTCI Staff will bring document to the Technical and Policy Committees for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting

Amendment Process

It is frequently necessary to amend the TIP because of changes to projects within the document. Some changes require public notice/input. Outlined below is the public involvement procedure for TIP amendments.

Some changes are considered minor modifications and may be revised administratively.

**See Appendix A for details regarding criteria for Administrative TIP amendments.*

Milestone	Procedure	Public Notification Date	Length of Public Comment
Amendments to the TIP is frequently necessary to amend the TIP because of changes to projects within the document	Staff will bring TIP amendments to the Technical Committee and Policy Board for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting

Metropolitan Transportation Plan (MTP)

Estimated timeline: 12 months

The Metropolitan Transportation Plan (MTP) is a 25-to-30-year vision for the transportation network. It can be amended up to three times a year. The purpose of the MTP is to ensure that transportation investments in TTCI's MPO area enhance the movement of people and freight efficiently, effectively, and safely.

Milestone	Procedure	Public Notification Date	Length of Public Comment
Kickoff to MTP and Development of Goals & Objectives	Once the MTP development process begins, TTCI staff will notify the public.	N/A	Public involvement will be continuous throughout the MTP development process
Data Collection & Call for Projects	TTCI staff will invite the public to review and comment on identified modal needs.	Up to 7 days prior to the start of the public comment period	14 Days
Environmental Justice Process and Evaluation: Draft Document	TTCI staff will bring the document to the public for comment. A public meeting will also be held to discuss these items.	Up to 7 days prior to the start of the public comment period	14 Days
Adopt Plan	TTCI Staff will bring plan to the Technical Committee and Policy Board for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Board meeting

Amendment Process

It is occasionally necessary to amend the MTP because of changes to projects listed within the document. Outlined below is the public involvement procedure for MTP revisions.

Milestone	Procedure	Public Notification Date	Length of Public Comment
Amendment(s)	Staff will bring MTP amendments to the Technical Committee and Policy Board for approval. Public comment opportunities will be available at both committee meetings.	6 days prior to Technical Committee meeting	A minimum of 7 days, beginning on the date of the Technical Committee meeting and ending at the Policy Committee meeting

Public Participation Timeline for Other Planning Documents

It is sometimes necessary for TTCI to develop plans either in conjunction with other major documents or independently. Below is the public involvement timeline for the development of other significant documents or public meetings that may be used to discuss or receive public comments.

Plan	Prior Notice to Public (minimum)	Length of Public Comment (Minimum)
Major Corridor Studies		6 Days
Major Transportation Studies		6 Days
Other plans (i.e. – non-motorized, freight, safety)	Goes through public involvement when the MTP is developed; a separate public involvement process is not necessary	
Public Meetings	As required by the Michigan Open Meetings Act	

Appendix A: FHWA Michigan Division and FTA STIP and TIP Amendment and Administrative Modification Guidance

Federal Amendment (23 CFR 450.104)

1. Any project or project phase change that affects air quality conformity or requires a conformity determination (in nonattainment and maintenance areas) regardless of the cost of the project or the funding source;
2. A project or project phase change that requires public review and comment and/or the re-demonstration of fiscal constraint;
3. The addition of a new project/phase or moving a project/phase from the illustrative list to the financially constrained list;
4. The deletion a project/phase or moving a project/phase to the illustrative list;
5. Major change in project phase cost (increase or decrease greater than 25% of the total phase cost);
6. Changing a non-Federally funded project/phase to a Federally funded project/phase (except when switching a project from regular federal-aid project to an Advance Construction project or vice versa); and
7. Major change in project/phase design concept or design scope.*

*Major change in design concept or design scope is defined as:

- A change resulting in an air quality conformity reevaluation (per Interagency Work Group determination).
- Significant change to work type or project/phase description.
- Significant change in limits – Increase/decrease a project phase length by a 1/2 mile or more.
- Addition/increase/decrease of a travel lane by 1/2 mile or more.
- Addition of new project items (sidewalk, bike lane, ADA enhancements) that are a 1/2 mile or more in length.

Administrative Modification (23 CFR 450.104)

1. Minor change in cost (increase or decrease less than 25% of the total project phase cost);
2. Minor change in funding source (moving from one federal funding source to another federal funding source, except CMAQ funding);
3. Shifting projects/phases between fiscal years of the current STIP while maintaining financial constraint defined as “project selection” in the regulations (23 CFR 450.222 and 23 CFR 450.332);
4. Switching a project/phase from regular federal-aid to Advance Construction and vice versa (per Michigan Division and MDOT finance agreement provided the change is noted in the request sent to FHWA at the time of project/phase authorization);
5. Addition of a project/phase that uses 100% State or local funding, unless it is deemed “regionally significant” by the MPO;
6. Changes in non-federal project/phase costs;
7. Addition of a project/phase for emergency repairs to roads or bridges**;

8. Addition, deletion, and scope changes to projects/phases within General Program Accounts (GPAs);*** and
9. Technical corrections – corrections to typos, misspellings, and other data entry errors.

**Emergency relief projects may (but are not required to) be included in the STIP, except those involving substantial functional, location, or capacity changes per 23 CFR 450.218(g)(5).

***May require a Federal amendment for transit projects in urbanized areas if FTA program of projects public participation requirements have not been met.

Administrative Modifications do not require Federal approval. However, MDOT will make available information about any modifications to FHWA and FTA for review and comment. FHWA and FTA reserve the right to disallow an administrative modification that is not consistent with Federal regulations.

Appendix B: TTCI MPA Boundary Map



Appendix C: Public Comment Form

Project:

Comments:

Name: _____

Address (Optional): _____

Phone Number: _____

Email: _____

Would you like to be added to our mailing list? Yes / No (circle one)



TTCI is a program of Networks Northwest
PO Box 506
Traverse City MI 49685-0506
PHONE: (231) 929-5000

**Traverse Transportation Coordinating Initiative (TTCI)
 FY 2023 - 2026 Transportation Improvement Program (TIP)
 Revenue Estimates for TIP Development Updated 11-22-2023**

STBG Urban Program Area	Type	FY 2023 Actual	FY 2024 Actual	FY 2025 Estimate	FY 2026 Estimate
Traverse City	Small MPO	\$ -	\$ 1,006,339	\$ 1,026,000	\$ 1,047,000

STBG Flex Program Area	Type	FY 2023 Actual	FY 2024 Actual*	FY 2025 Estimate*	FY 2026 Estimate*
Traverse City	Small MPO	\$ -	\$ 43,778	\$ 45,000	\$ 46,000

Carbon Reduction Program	Type	FY 2023 Actual	FY 2024 Actual	FY 2025 Estimate	FY 2026 Estimate
Traverse City	Small MPO	\$ -	\$ 123,677	\$ 126,000	\$ 129,000

Subject to change.

Assuming 2% annual growth of federal funds

Based on FY 2024 IJA Revenues with growth rates above, rounded to the nearest \$1,000.

***FY24-26 STBG funds subject to 2.5% statewide penalty**

Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Agency Name BATA
 Proposed Project Fare System Replacement
 Project Limits NA
 Length (in mi.) NA PASER Rating NA Traffic Volume NA
 Functional Class NA Year of Last Improvement 2011
 Description of Last Improvement BATA's last fare collection system was purchased in 2011
 In Long Range Plan? Yes No Not Applicable Local Agency Project Rank _____
 Estimated % Commercial Traffic NA On LRTP Freight Route? NA
 Priority within Jurisdiction _____ Year Funding is Requested: FY25

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment.

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	yes <u>N/A</u>
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	<u>N/A</u>
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	<u>N/A</u>
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	yes <u>N/A</u>
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	yes <u>N/A</u>
Green Infrastructure – Does the project involve the use of stormwater best management practices?	<u>N/A</u>
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	<u>N/A</u>
Economic Development – Does the project support job creation or growth?	yes <u>N/A</u>
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	<u>N/A</u>
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	<u>N/A</u>

Total Participating Cost	\$ _____	Total Federal ^{80%}	\$ <u>133,800 *</u>
Total Non-Participating Cost	\$ _____	Total Local ^{20%}	\$ <u>33,450</u>
Total Project Cost	\$ <u>1,350,000</u>	Other	\$ <u>1,182,750</u>

If you have a preferred funding source, check box:

CMAQ
 N/A

STP

Attachments to be provided:

- Aerial Photo with Project Limits Identified
- Explanation to Criteria Marked "Yes" on Previous Page
- Applicable Exhibits Showing Project Location
- Work Description (if additional space required – see factors below)

Work Description: Please consider the following factors when completing the work description:

- | | |
|----------------------------|--|
| • Current number of lanes | • Drainage problem corrected? |
| • Proposed number of lanes | • Replace/new bridge or culvert as part of project? |
| • Current lane width | • Total crashes on segment in last 3 years |
| • Proposed lane width | • Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection) |

* 12% of Federal Est. Allocation per past Small Urban Allocation Agreement

**Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM**

Agency Name _____

Proposed Project _____

Project Limits _____

Length (in mi.) _____ PASER Rating _____ Traffic Volume _____

Functional Class _____ Year of Last Improvement _____

Description of Last Improvement _____

In Long Range Plan? Yes ___ No ___ Not Applicable ___ Local Agency Project Rank _____

Estimated % Commercial Traffic _____ On LRTP Freight Route? _____

Priority within Jurisdiction _____ Year Funding is Requested: _____

If the answer is "Yes" to any of the following criteria, provide additional explanation in an attachment.

Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	_____
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections between two or more pathway corridors or transit routes?	_____
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	_____
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	_____
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	_____
Green Infrastructure – Does the project involve the use of stormwater best management practices?	_____
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	_____
Economic Development – Does the project support job creation or growth?	_____
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	_____
Safety – Can the project be shown to do one or more of the following: reduce fatalities and serious injuries; reduce nonmotorized crashes; enhance transit safety?	_____

Total Participating Cost	\$ _____	Total Federal	\$ _____
Total Non-Participating Cost	\$ _____	Total Local	\$ _____
Total Project Cost	\$ _____	Other	\$ _____

If you have a preferred funding source, check box: CMAQ STP

Attachments to be provided:

- Aerial Photo with Project Limits Identified
- Explanation to Criteria Marked “Yes” on Previous Page
- Applicable Exhibits Showing Project Location
- Work Description (if additional space required – see factors below)

Work Description: Please consider the following factors when completing the work description:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Current number of lanes • Proposed number of lanes • Current lane width • Proposed lane width | <ul style="list-style-type: none"> • Drainage problem corrected? • Replace/new bridge or culvert as part of project? • Total crashes on segment in last 3 years • Project benefits other modes (wide shoulders, separated nonmotorized facility done as part of project, correct hazardous intersection) |
|--|--|

Work Description Continued.....

Cass Rd: 380' N of Robbins Bridge to 500' N of Hartman Rd

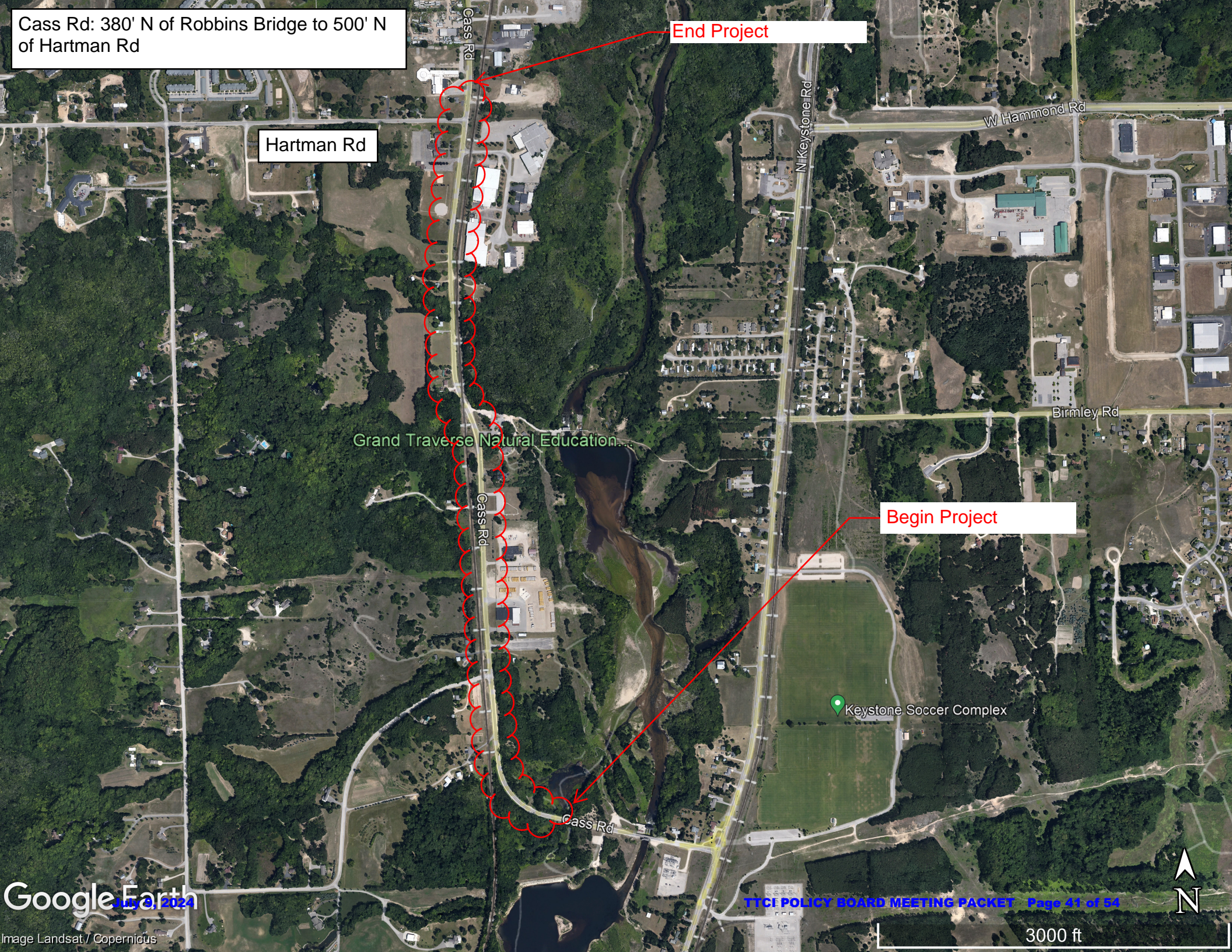
End Project

Hartman Rd

Grand Traverse Natural Education...

Begin Project

Keystone Soccer Complex





Bay Area Transportation Authority (BATA) Annual TAM Plan Targets Approval

As the Accountable Executive, I approve of the Transit Asset Management Targets set in BATA's FY24 TAM Plan.

A handwritten signature in black ink, appearing to read "Kelly Dunham", is written over a horizontal line.

Kelly Dunham

Executive Director

A handwritten date "6/6/24" is written in black ink over a horizontal line.

Date

BATA

Capital Asset Inventory

Please see Appendix A (Asser Register) for the asset inventory listing

Asset Category	Total Number	Avg. Age (yrs)	Avg. Replacement Cost
Revenue Vehicles	85	5.3	\$ 200,362
BU - Bus	6	13.9	\$ 246,479
CU - Cutaway bus	65	4.8	\$ 208,879
VN - Van	9	1.9	\$ 116,637
SB- Schoolbus	5	16.8	\$ 185,000

Asset Category	Total Number	Avg. Age	Avg. Value
Equipment - Service Vehicles	6	10.4	\$ 25,647
Trucks and Other Rubber Tire Vehicles	2	12	\$ 33,905
Vans	3	9.2	\$ 26,732
Cutaway	1	10.9	\$ 6,959
Equipment - Maintenance Shop	1	0.5	\$ 69,658

Asset Category	Total Number	Avg. Age	Avg. Value
Facilities			
Passenger Facilities	1	18	\$ 1,870,218

Bay Area Transportation Authority (BATA)
Transit Asset Management (TAM) Plan
TAM Plan Type: Tier II
Kelly Dunham , Accountable Executive
Last Modified Date: 5/23/2024

Introduction

The Bay Area Transportation Authority (BATA) operates public transportation services throughout Grand Traverse and Leelanau Counties in Northwest Lower Michigan and provides more than 500,000 rides a year. The service area population is roughly 100,000 persons, with 40,000 of these living within the core urbanized area. BATA offers transportation through two distinct types of services: fixed route and micro-transit/demand response. At this time, all services of BATA are directly operated by the transit system. BATA is committed to maintaining its assets in a State of Good Repair to promote safety, reliability, and a strong customer experience.

Performance Targets and Measures

Asset Category- Performance Measure

Revenue Vehicles						
	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
Age - % of revenue vehicles within an asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	100%	100%	100%	100%	100%
	CU - Cutaway Bus	12%	12%	25%	26%	43%
	VN - Van	0%	22%	22%	33%	33%
	SB - Schoolbus	100%	60%	60%	60%	60%

Equipment						
	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Trucks and other Rubber Tire Vehicles	50%	50%	50%	50%	50%
	Vans	66%	0%	33%	33%	33%
	Cutaway	100%	100%	100%	100%	100%
	Maintenance Shop equipment	0%	0%	0%	0%	0%

Facilities						
	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 Target
Condition - % of Facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Passenger Facilities	0%	0%	0%	0%	0%

BATA sets targets based upon the review of current operational needs as well as current and future funding limits. BATA also takes into account anticipated levels of transit service.

BATA
Decision Support

Investment Prioritization

BATA prioritizes projects by acknowledging current and anticipated funding levels and by utilizing the following criteria: 1. Safety 2. Maintain Existing Level of Service 3. Maintain Existing Level of Passenger Amenities 4. Expanded Level of Service 5. Expanded Passenger Amenities

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Management Meetings	Bi-monthly meetings with all Department Heads and senior staff. Capital asset condition and asset needs discussed and developed
Dispatch Software	Ridership trends evaluated based on data from scheduling software
RTA & Fleetio Fleet Maintenance Softwares	Fleet maintenance software used to track vehicle PMs and vehicle warranties
Facilities Maintenance Plan review/updated	BATA's Facilities Maintenance Plan is routinely updated and assessed every three years to ensure all relevant maintenance areas and newly discovered issues are addressed in the plan
Annual TAM scoring of Facilities	Staff inspects facilities and scores using FTA's TERM scale
Annual TAM review of fleet condition	Fleet data is updated to reflect current condition of vehicles
Senior Management Meetings for project selection	Senior staff meet to discuss data and condition assessments & capital planning projects are identified and selected for programming
Development of Traverse Transportation Coordinating Initiative Study TIP and MPO TIP	Current and future projects eligible are programmed into the TIP
MDOT annual application	MDOT annual application requires review and input of anticipated 5 year capital projects
Project Procurement following BATA procurement policy	Capital project is implemented/procured

Investment Prioritization

The list of prioritized investment projects is provided in Appendix D.

Appendices

- Appendix A Revenue Vehicle (Rolling Stock) Register and Condition Data
- Appendix B Equipment Register and Condition Data
- Appendix C Facilities Register and Condition Data
- Appendix D Proposed Investment Project List

Appendix A Revenue Vehicle (Rolling Stock) Register and Condition Data

2024

<u>Bus Number</u>	<u>Make</u>	<u>Model</u>	<u>Acquisition year</u>	<u>Age</u>	<u>ULB</u>	<u>Over (under) ULB</u>	<u>At or Past ULB</u>	<u>Bus Category</u>	<u>Census by category</u>	<u>Current Replacement Cost</u>	
1	30	Thomas	MVP-EF	2011	13	14	-1	No	BU- Bus	4	\$ 246,479
2	31	Thomas	MVP-EF	2011	13	14	-1	No	BU- Bus	5	\$ 246,479
3	32	Thomas	MVP-EF	2011	13	14	-1	No	BU- Bus	6	\$ 246,479
4	46	Thomas	MVP-EF	2008	16	14	2	Yes	BU- Bus	1	\$ 246,479
5	65	Thomas	MVP-EF	2010	14	14	0	Yes	BU- Bus	2	\$ 246,479
6	71	Thomas	MVP-EF	2011	13	14	-1	No	BU- Bus	3	\$ 246,479
7	86	ElDorado	Ford E450	2010	14	10	4	Yes	CU- Cutaway Bus	8	\$ 206,217
8	88	ElDorado	Aerotech E450	2011	13	10	3	Yes	CU- Cutaway Bus	2	\$ 206,217
9	94	ElDorado	Aerotech E450	2012	12	10	2	Yes	CU- Cutaway Bus	3	\$ 206,217
10	97	ElDorado	Aerotech E450	2012	12	10	2	Yes	CU- Cutaway Bus	3	\$ 206,217
11	108	Thomas	FS 65	2003	21	14	7	Yes	SB - School Bus	1	\$ 185,000
12	109	Thomas	FS 65	2003	21	14	7	Yes	SB - School Bus	1	\$ 185,000
13	111	Thomas	Pusher	2010	14	14	0	Yes	SB - School Bus	5	\$ 185,000
14	112	Thomas	Safe T Liner	2011	13	14	-1	No	SB - School Bus	2	\$ 185,000
15	113	Thomas	Safe T Liner	2011	13	14	-1	No	SB - School Bus	2	\$ 185,000
16	201	ElDorado	Aerotech E450	2016	8	10	-2	No	CU- Cutaway Bus	11	\$ 190,016
17	202	ElDorado	Aerotech E450	2016	8	10	-2	No	CU- Cutaway Bus	11	\$ 190,016
18	203	ElDorado	Aerotech E450	2016	8	10	-2	No	CU- Cutaway Bus	9	\$ 190,016
19	204	ElDorado	Aerotech E450	2016	8	10	-2	No	CU- Cutaway Bus	9	\$ 190,016
20	206	ElDorado	Aerotech E450	2017	7	10	-3	No	CU- Cutaway Bus	17	\$ 190,016
21	207	ElDorado	Aerotech E450	2017	7	10	-3	No	CU- Cutaway Bus	17	\$ 190,016
22	208	ElDorado	Aerotech E450	2017	7	10	-3	No	CU- Cutaway Bus	17	\$ 190,016
23	209	ElDorado	Aerotech E450	2017	7	10	-3	No	CU- Cutaway Bus	17	\$ 190,016
24	211	ElDorado	Aerotech E450	2018	6	10	-4	No	CU- Cutaway Bus	22	\$ 190,016
25	212	ElDorado	Aerotech E450	2018	6	10	-4	No	CU- Cutaway Bus	22	\$ 190,016
26	213	ElDorado	Aerotech E450	2018	6	10	-4	No	CU- Cutaway Bus	22	\$ 190,016
27	214	ElDorado	Aerotech E450	2018	6	10	-4	No	CU- Cutaway Bus	22	\$ 190,016
28	215	ElDorado	Aerotech E450	2018	6	10	-4	No	CU- Cutaway Bus	21	\$ 190,016
29	217	ElDorado	Aerotech E450	2019	5	10	-5	No	CU- Cutaway Bus	13	\$ 190,016
30	218	ElDorado	Aerotech E450	2019	5	10	-5	No	CU- Cutaway Bus	13	\$ 190,016
31	219	ElDorado	Aerotech E450	2019	5	10	-5	No	CU- Cutaway Bus	13	\$ 190,016
32	220	ElDorado	Aerotech E450	2019	5	10	-5	No	CU- Cutaway Bus	13	\$ 190,016
33	221	ElDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
34	222	ElDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
35	223	ElDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
36	224	ElDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
37	225	ElDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016

38	226	EIDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
39	227	EIDorado	Aerotech E450	2020	4	10	-6	No	CU- Cutaway Bus	27	\$ 190,016
40	228	EIDorado	Aerotech E450	2021	3	10	-7	No	CU- Cutaway Bus	26	\$ 190,016
41	229	Forrest River	Champion E450	2023	1	10	-9	No	CU- Cutaway Bus	49	\$ 197,569
42	230	Forrest River	Champion E450	2023	1	10	-9	No	CU- Cutaway Bus	53	\$ 206,217
43	231	Forrest River	Champion E450	2023	1	10	-9	No	CU- Cutaway Bus	49	\$ 197,569
44	232	Forrest River	Champion E450	2023	1	10	-9	No	CU- Cutaway Bus	49	\$ 197,569
45	233	Forrest River	Champion E450	2023	1	10	-9	No	CU- Cutaway Bus	49	\$ 197,569
46	234	Forrest River	Champion E450	2024	0	10	-10	No	CU- Cutaway Bus	48	\$ 190,016
47	301	EIDorado	Aerolite F550	2018	6	10	-4	No	CU- Cutaway Bus	47	\$ 242,372
48	302	EIDorado	Aerolite F550	2018	6	10	-4	No	CU- Cutaway Bus	45	\$ 242,372
49	303	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	46	\$ 242,372
50	304	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	39	\$ 242,372
51	305	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	42	\$ 242,372
52	306	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	39	\$ 242,372
53	307	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	42	\$ 242,372
54	308	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	39	\$ 242,372
55	309	EIDorado	Aerolite F550	2019	5	10	-5	No	CU- Cutaway Bus	44	\$ 242,372
56	310	EIDorado	Aerolite F550	2020	4	10	-6	No	CU- Cutaway Bus	38	\$ 242,372
57	311	EIDorado	Aerolite F550	2020	4	10	-6	No	CU- Cutaway Bus	36	\$ 242,372
58	312	EIDorado	Aerolite F550	2020	4	10	-6	No	CU- Cutaway Bus	34	\$ 242,372
59	313	EIDorado	Aerolite F550	2020	4	10	-6	No	CU- Cutaway Bus	34	\$ 242,372
60	314	EIDorado	Aerolite F550	2020	4	10	-6	No	CU- Cutaway Bus	36	\$ 242,372
61	315	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
62	316	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
63	317	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
64	318	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
65	319	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
66	320	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
67	321	Forrest River	Aerolite F550	2024	0	10	-10	No	CU- Cutaway Bus	56	\$ 242,372
68	401	Forrest River	Freightliner MDFL	2023	1	10	-9	No	CU- Cutaway Bus	65	\$ 246,479
69	402	Forrest River	Freightliner S2C	2024	0	10	-10	No	CU- Cutaway Bus	55	\$ 236,999
70	403	Forrest River	Freightliner S2C	2023	1	10	-9	No	CU- Cutaway Bus	63	\$ 246,242
71	404	Forrest River	Freightliner S2C	2024	0	10	-10	No	CU- Cutaway Bus	54	\$ 228,378
72	405	Forrest River	Freightliner S2C	2023	1	10	-9	No	CU- Cutaway Bus	64	\$ 246,361
73	502	Mobility Works	Ford Transit	2018	6	8	-2	No	VN - Van	2	\$ 116,208
74	503	Mobility Works	Ford Transit	2018	6	8	-2	No	VN - Van	1	\$ 116,208
75	504	Mobility Works	Ford Transit	2020	4	8	-4	No	VN - Van	3	\$ 116,208
76	505	Mobility Works	Ford E-Transit	2024	0	8	-8	No	VN - Van	4	\$ 116,208
77	506	Mobility Works	Ford E-Transit	2024	0	8	-8	No	VN - Van	4	\$ 116,208
78	507	Mobility Works	Ford E-Transit	2024	0	8	-8	No	VN - Van	4	\$ 116,208
79	508	Mobility Works	Ford E-Transit	2024	0	8	-8	No	VN - Van	4	\$ 116,208
80	509	Forrest River	Ford E-Transit	2024	0	8	-8	No	VN - Van	8	\$ 118,138
81	510	Forrest River	Ford E-Transit	2024	0	8	-8	No	VN - Van	8	\$ 118,138
82	50A	Champion	Challenger E450	2011	13	10	3	Yes	CU- Cutaway Bus	5	\$ 130,281
83	56A	Champion	Challenger E450	2011	13	10	3	Yes	CU- Cutaway Bus	1	\$ 130,281
84	57A	Champion	Challenger E450	2011	13	10	3	Yes	CU- Cutaway Bus	5	\$ 130,281
85	58A	Champion	Challenger E450	2011	13	10	3	Yes	CU- Cutaway Bus	5	\$ 130,281

Fleet Totals	
Total Fleet census	85
Average Age	5.87
Avg Repl cost	\$ 200,362
At or Past ULB	13
% At or Past ULB	15%
<hr/>	
Van Fleet VN census	9
Average Age	1.78
Avg Repl cost	\$ 116,637
At or Past ULB	0
% At or Past ULB	0%
<hr/>	
School Bus Fleet SB census	5
Average Age	16.4
Avg Repl cost	\$ 185,000
At or Past ULB	3
% At or Past ULB	60%

BU Fleet census	6
Average Age	13.67
Avg Repl cost	\$ 246,479
At or Past ULB	2
% At or Past ULB	33%
<hr/>	
CU Fleet census	65
Average Age	4.91
Avg Repl cost	\$ 208,879
At or Past ULB	8
% At or Past ULB	12%

Equipment Register and Condition Data

current year
2024

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Acquisition year	Age (Yrs)	Useful Life Benchmark ULB (Yrs)	Over (under) ULB	At or Past ULB	Current Replacement Cost
Equipment	Maintenance Shop Equipment	Tennant Floor Scrubber	1	Tennant	2024	0	10	-10	No	\$ 69,658
Equipment	Trucks and other Rubber Tire Vehicles	#80	1	1FTFF21535E	2005	19	14	5	Yes	\$ 25,864
Equipment	Trucks and other Rubber Tire Vehicles	#580	1	3C7WR5AJ6KG680833	2019	5	14	-9	No	\$ 41,946
Equipment	Van	#501	1	1GCHG39K781169295	2014	10	8	2	Yes	\$ 17,001
Equipment	Van	#500	1	NM0LS6AN9CT099373	2019	5	8	-3	No	\$ 9,009
Equipment	Van	#89	1	1FTSS3ELXCDA04688	2011	13	8	5	Yes	\$ 53,104
Equipment	Cutaway	#20	1	1FDXE45SX6HA78180	2013	11	10	1	Yes	\$ 6,959

Total Count	6
Average Age	10.5
Avg Repl cost	\$ 25,647
At or Past ULB	4
% At or Past ULB	67%

<u>Asset Category</u>	<u>Asset Class</u>	<u>Asset Name</u>	<u>Count</u>	<u>Description</u>	<u>Year built</u>	<u>Age (Yrs)</u>	<u>TERM Scale</u> <u>Condition</u>	<u>Replacement</u> <u>Cost/Value</u>
Facilities	Passenger Station	115 Hall Street	1	Passenger Station	2006	18	4	\$ 1,870,218

BATA

Appendix D: Proposed Investment Project List

<u>Project Year</u>	<u>Project Name</u>	<u>Asset/Asset Class</u>	<u>Cost</u>	<u>Priority</u>
2025	Snow Melt System Replacement	Facilities	\$ 300,000	High
2028	Shingle Roof Replacement	Facilities	\$ 80,000	Medium
2029	Interior Paint	Facilities	\$ 50,000	Low
2025	Replace 9 Cutaways / 2 School Buses / 1 Bus	Revenue Vehicles	\$ 2,247,502	High
2026	Replace 2 Buses	Revenue Vehicles	\$ 502,432	Medium
2027	Replace 3 Buses	Revenue Vehicles	\$ 753,647	Medium
2028	Replace 4 Cutaways	Revenue Vehicles	\$ 806,238	Low
2029	Replace 4 Cutaways	Revenue Vehicles	\$ 806,238	Low
2026	Replace 2 Service Vans	Equipment	\$ 120,000	Low

Project Company Info					
Site ID	Location	AFC Corridor	Selected Project Company Name	Site Business	Site Address
R01-01	Sault Saint Marie	I-75	GPM Southeast, LLC.	Admiral Petroleum	4135 1 75 Bus Spur, Sault Sainte Marie, MI 49783
R01-02	Rapid River	US-2	Red E Charging LLC	Pat's Foods	409 N 9th St, Gladstone, MI 49837
R01-03	Mackinaw City	I-75	GPM Southeast, LLC.	Marathon Gas	309 S Nicolet St, Mackinaw City, MI 49701
R01-04	Traverse City	US-31	Red E Charging LLC	Beyond Juice	2632 Crossing Cir, Traverse City MI 49684
R01-05	Grayling	I-75	GPM Southeast, LLC.	Marathon Oil Co	2615 S I 75 Bus Loop, Grayling, MI 49738
R01-06	Ludington	US-31	FLO Infra US MI 1 LLC (FLO)	Dollar Tree, Lowes, Taco Bell, Country View Bakery, Tractor Supply Co	4460 US-10, Ludington, MI 49431
R01-07	Grand Rapids	I-196	EVgo Services LLC	Chase Bank	1100 Michigan St NE, Grand Rapids, MI 49503
R01-08	Grand Rapids	I-96	GPM Southeast, LLC.	Marathon Gas	2366 Alpine Ave NW, Walker, MI 49544
R01-09	Lansing	US-127	Markham Enterprises, Inc.	Go Green Sunoco	3000 Duncel Road, Lansing, MI 48910
R01-10	Lansing	US-127	Meijer, Inc.	Meijer Inc.	1350 W Lake Lansing Rd East Lansing, MI 48823
R01-11	Flint	I-69	Francis Energy Charging, LLC	Applebee's	3129 Miller Rd, Flint, MI 48507
R01-12	Flint	I-75	GPM Southeast, LLC.	BP	3930 Corunna Rd, Flint, MI 48532
R01-13	Port Huron	I-94	Love's Travel Stops & Country Stores, Inc.	Love's Travel Stops & Country Stores	1336 Wadhams Road, St. Clair, MI 48079
R01-14	Benton Harbor	I-94	Pilot Travel Centers LLC	Pilot Travel Center	1860 East Napier Ave, Benton Harbor, MI 49022
R01-15	Portage	I-94	EVgo Services LLC	Southland Mall	6110 S. Westnedge Avenue, Portage, MI 49024
R01-16	Marshall	I-94	Pilot Travel Centers LLC	Pilot Travel Center	15901 Eleven Mile Rd, Battle Creek, MI 49014
R01-17	Detroit	I-75	Red E Charging LLC	Marathon Gas	714 E Warren Ave, Detroit, MI 48201
R01-18	Luna Pier	I-75	Red E Charging LLC	Sunoco	4180 Luna Pier Rd., Luna Pier, 48197
R01-19	Petoskey	US-131, US-31	Red E Charging LLC	RiteAid	630 W Mitchell St Petoskey MI 49770
R01-20	Gaylord	I-75	Francis Energy Charging, LLC	Family Fare Supermarket	829 W Main St, Gaylord, MI 49734
R01-21	Reed City	US-131	Red E Charging LLC	Wesco	4921 S 220th Ave, Reed City, MI 49677
R01-22	Alma	US-127	GPM Southeast, LLC.	Marathon/Admiral	2982 W Monroe Rd, Alma, MI 48801
R01-23	Imlay City	I-69	Love's Travel Stops & Country Stores, Inc.	Love's Travel Stops & Country Stores	3191 Capac Rd, Capac, MI 48014
R01-24	Jackson	I-94, US-127	Francis Energy Charging, LLC	Jackson Crossing - Great Neck (Rhino Investment Properties)	1285 Boardman Rd, Jackson, MI, 49202-1995
R01-25	Jackson	I-94	GPM Southeast, LLC.	BP	2500 Airport Rd, Jackson MI 49202
R01-26	Norway	US-2	Jule (DBA eCAMION USA, Inc.)	Bay College West Campus	2801 U.S. Rte 2, Iron Mountain, MI 49801, USA
R01-27	Manistique	US-2	Cloverland Electric Cooperative	Kewadin Casino	US 2 E. Rte. 1, 5630 US HWY 2, Manistique, MI 49854
R01-28	Bear Lake	US-31	Francis Energy Charging, LLC	Saddle Up Gas and Grocery	12991 Pleasanton Hwy, Bear Lake, MI 49614-9315
R01-29	Bear Lake	US-31	Red E Charging LLC	Wesco	2983 Benzie Hwy, Benzonia, MI 49616
R01-30	Houghton Lake	US-127	Sunrise Stores LLC	Sunrise Store #27	9286 W Lake City Rd, Houghton Lake, MI 48629
R01-31	West Branch	I-75	Red E Charging LLC	Mobil	2997 Cook Rd, West Branch, MI 48661
R01-32	Muskegon	US-31	McCormick Land II, LLC	McCormick	232 E Bard Rd, Muskegon, MI 49445
R01-33	Muskegon	US-32	Red E Charging LLC	Wesco	1819 E Apple Ave, Muskegon, MI 49442
R01-34	Saugatuck	I-196	Pilot Travel Centers LLC	Pilot Travel Center	853 Interchange Drive, Holland, MI 49423
R01-35	Brighton	I-96	Red E Charging LLC	Sunoco	602 W Grand River Ave Brighton, MI 48116
R01-36	Auburn Hills	I-75	Red E Charging LLC	BP	3700 Joslyn Rd, Auburn Hills, MI 48326
R01-37	Newport	I-75	Red E Charging LLC	BP	8733 Swan Creek Rd, Newport, MI 48166
R01-38	Wayland	US-131	GLG, LLC d/b/a/ Noonday Market	Noonday Market	1150 129th Avenue, Shelbyville, MI 49344
R01-39	Escanaba	US-2	GPM Southeast, LLC.	Admiral Petroleum Co	720 N Lincoln Rd, Escanaba, MI 49829
R01-40	Perry	I-69	Markham Enterprises, Inc.	Road Trip Oasis Sunoco	3034 Lansing Rd, Perry, MI 48872
R01-41	Fowlerville	I-96	Rivian, LLC	Meijer	6200 S Pennsylvania Ave, Lansing, MI 48911

Posting NEVI Phase I Locations for JN 217941

May 21, 2024

JN 217941 is a statewide project described as the deployment of NEVI funds for charging station construction. The funds have already been obligated for this project and it is now at the stage where applications for installation of specific locations have been accepted and will be contracted this fall for Phase I of the project. As this program moves forward, MDOT will coordinate with the MPOs on future phases.

Because the funds are already obligated it would be difficult to turn this into a multi-jurisdictional job or to split it out into several small jobs. Because of this MDOT negotiated the following process with FHWA in order to satisfy the requirements of the TIP.

The list of locations will be provided in an excel file along with this document. MDOT asks that the following steps be taken by the MPO.

1. Review the list and determine if there are any NEVI charging locations in your Metropolitan Planning Area (MPA).
2. If there are locations in your MPA please take this information to your next MPO committee meetings so that the committee is aware of the project and there is a chance to receive public comment.
3. Please post the information from the spreadsheet on the website where you post you TIP list of projects, a place where the public can find it if they are looking for project information. Include the information that the charging locations are part of the deployment of NEVI funds for charging station construction which is listed in Michigan's Rural STIP as Job Number 217941, and if possible include the link to the STIP page [State Transportation Improvement Program \(STIP\) \(michigan.gov\)](#).
4. MDOT will inform the affected MPOs if there are any changes to the locations during the contracting process.

Charging station locations that are outside of the MPO MPAs will be posted on the STIP page.

If you have any questions about this process, please reach out to your SPS program manager or to Don Mayle, mayled@michigan.gov. General questions about the NEVI program can be addressed to Niles Annelin, AnnelinN@michigan.gov.