



BATA Regular Meeting Agenda  
115 Hall Street, Traverse City, MI 49684  
Thursday, January 22, 2026, Immediately Following the Org. Meeting.

1. Call to Order
2. Roll Call
3. First Public Comment\*
4. Approval of Agenda/Declaration of Conflict of Interest
5. Consent Calendar

The purpose of the consent calendar is to expedite business by grouping noncontroversial items together to be dealt with in one Board motion without discussion. Any member of the Board, staff or the public may ask that any item on the consent calendar be removed and placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the consent calendar, the action noted in the parentheses on the agenda is approved by a single Board action adopting the consent calendar.

Consideration of Approving the following Minutes

- a. Regular Board Meeting Minutes of December 11, 2025 page 5

Consideration of Accepting the following Reports

- b. Local Advisory Council Minutes of January 13, 2026 page 11
- c. FY26 Q1 Ridership Report page 16
- d. FY26 Q1 Turnover Reports page 20
- e. Correspondence – Staff Compliments page 21
- f. BATA Board Tracker page 25

6. Any items removed from the Consent Calendar
7. Executive Director's Report – Chris Davis
8. Chairperson's Report

9. Finance Reports – Justin Weston  
FY26 Q1 Finance Reports
  - a. Income Statement
  - b. Operating Reserve Fund
  - c. Capital Reserve Fund
  - d. New Facility Reserve Fund
  - e. Net Position
  
10. Old Business
  
11. New Business
  - a. TIF/Development Plan – Eric Lingaur and Claire Karner
  
  - b. FY27 Preliminary Budget and Resolution of Intent – Justin Weston
  
  - c. FY27 Vehicle Accessibility Plan – Eric Lingaur
  
12. Second Public Comment\*
  
13. Directors’ Comments and Announcement/Open Floor
  
14. Adjournment

\*Public Comment:

Any interested party or person may address the board on any matter of BATA concern during public comment. Comments will be limited to 5 minutes, and a one-minute warning will be given when needed. Any public comment that becomes disruptive, unduly repetitive, or impedes the orderly progress of the meeting may be terminated by the presiding officer. Once you have completed your public comments the board may ask any clarifying questions. If needed, you will be assigned a member of BATA’s staff to follow up directly on any open concerns.

## **BATA Regular Board of Directors Meeting Minutes**

**Location:** Hall St. Transfer Station, 115 Hall St. Traverse City, MI

**Date/Time:** 1:00PM, Thursday, December 11, 2025

### **1. Call to Order**

The meeting was called to order by Chairperson Wayne Schmidt at 1:03 PM.

### **2. Pledge of Allegiance and Moment of Silence**

### **3. Roll Call**

- John Sommavilla - PRESENT
- Lance Boehmer – PRESENT
- Gwenne Allgaier – PRESENT
- Joe Underwood – ABSENT
- Fern Spence – PRESENT
- Sarah Bye - PRESENT
- Wayne Schmidt - PRESENT

### **4. First Public Comment\***

No public comment was made at this time.

### **5. Approval of Agenda/Declaration of Conflict of Interest**

Moved by Gwenne Allgaier and supported by Fern Spence to approve the Agenda/Declaration of Conflict of Interest as presented.

- **Ayes: 6**
- **Nays: 0**
- **Motion Carries: 6-0**

### **6. Consent Calendar**

The purpose of the consent calendar is to expedite business by grouping non-controversial items together to be dealt with in one Board motion without discussion. Any member of the Board, staff, or the public may ask that any item on the consent calendar be removed and placed elsewhere on the agenda for full discussion. Such requests will be automatically respected. If an item is not removed from the consent calendar, the action noted in parentheses on the agenda is approved by a single Board action adopting the consent calendar.

## Consideration of Approving the Following

- a. Regular Board Meeting Minutes of October 23, 2025

## Consideration of Accepting the Following Reports

- b. LAC Minutes from October 14, 2025
- c. FY2025 Impact Index – Workplan Score cards
- d. October 2025 Income Statement and Reserve Funds
- e. Correspondence – Staff Compliments
- f. BATA Board Tracker

Moved by Lance Boehmer and supported by Gwenne Allgaier to approve the December 11, 2025, Consent Calendar as presented.

- **Ayes:6**
- **Nays: 0**
- **Motion Carries: 6-0**

## 7. Any items removed from the consent calendar.

No items were removed from the Consent Calendar.

## 8. Executive Director's Report – Chris Davis

Chris informed the Board that the open enrollment for 2026 is now complete. The annual BATA chili cookoff and holiday party were well attended. Chris thanked the Board members that were able to attend. Chris reported that the annual audit went very well and that Rehman has offered to assist with GASB 101 new requirements for FY25. The propane invitation for bid received six responses, and a two-year contract was signed with Blarney Castle. With the new contract, there will be significant savings of around \$70,000 annually. Chris and other staff attended the Economic Summit that was held at the Grand Traverse Resort. Chris, Justin and Adam met with Cindy Evans from GTI and executed an agreement on contracted services for 2025-2026. Chris and Justin met with HUB International for the upcoming insurance renewal for cyber, auto, workers' comp, general liability, public officials' liability and management liability. After negotiations, premiums only increased 2.09 %. The Hall St. Transfer Station floors are finally done. Chris thanked Kurt Braun for overseeing the project. BATA has participated in many local community events such as, Toys for Tots, The TC Light Parade, Interlochen's Light Up the Night.

## 9. Chairperson's Report

Wayne Schmidt thanked the Board for the late agenda that was added.

## 10. Finance Reports

### a. Net Position

Key Points Include:

- Interest earned averaging 4.2827%
- State reimburses based on revised budget. Adjusted to state share of eligible operating expenses. Positive represents amount due from MDOT.

- FY2025 summer taxes are due from applicable government entities.
- New GASB 101 – the way that we report accrued vacation time. Working with Rehman to get that calculated.

#### b. Income Statement

##### Key Points Include:

- Increased revenue due to additional GTI Contract. Contract rate increased and an additional bus was added for FY25.
- Advertising revenue has increased.
- Interest revenue from investments, averaging 4.287%
- \$132k from alternative fuel credit based on propane gallons used.

## 11. Old Business

#### Fare Structure Update.

##### Key Points Include:

- BATA staff recommends maintaining the current fare structure at the launch of the new fare system.
- Launching the new system with our current fare rates will provide better insights into future modifications.

#### Neo Ride Resolution

##### Key Points Include:

- Updating the names on the resolution to Eric Lingaur as the primary and Shaughn Handley as the alternate.

Moved by Lance Boehmer and supported by Gwenne Allgaier to approve the Updated NeoRide Resolution as presented.

- **Ayes: 6**
- **Nays: 0**
- **Motion Carries: 6-0**

## 12. New Business

#### a. 2025 Employee Engagement Survey

##### Key Points Include:

- Survey question #5 Do you trust your leadership, Board member Sarah Bye suggested having boxes to check with choices to give feedback.
- Survey question #8 I have the opportunity to provide feedback and input for key decisions. Board member Sarah Bye asked if the employees understood the question. Maybe at a COMMS meeting prepare employees and let them know this is how you can give feedback.

- Survey question #10 The hourly rate/salary I receive is fair relative to my local market. Board member Gwenne Allgaier stated that you could read it as, am I making enough, how the question is currently stated is broad.
- Survey question #11 I am satisfied with my total compensation (pay, benefits, incentives, etc.) Board member Sarah Bye suggested having a drop-down menu, so employees can engage in the question of what could improve the total compensation.
- Survey question #24 Would recommend BATA as an employer to friends and family. Board Secretary Lance Boehmer suggested using a scale option as 1-10 of how likely you are to recommend BATA to family and friends.

Moved by John Sommavilla and supported by Lance Boehmer to accept the 2025 Employee Engagement Survey as presented.

- **Ayes: 5**
- **Nays: 0**
- **Motion Carries: 5-0**

b. Employee Retention Stipends

Key Points Include:

- As part of the agreement with Teamsters Local 214. The Board approved an off schedule stipend of \$500 to employees if revenue and expenses were better than expected at the time of the tentative agreement.
- Revenue and expenses were better than expected at the time of the Tentative Agreement, therefore recommending a \$500 off schedule stipend to employees who worked for BATA 32 hours or more a week prior to October 1, 2025, and \$250 to employees who worked less than 32 per week prior to October 1, 2025.

Moved by Lance Boehmer and supported by Gwenne Allgaier to approve the Employee Retention Stipends totaling approximately \$62,000 as presented.

Roll Call Vote:

- **Ayes: John Sommavilla, Lance Boehmer, Gwenne Allgaier, Fern Spence, and Wayne Schmidt**
- **Nays: 0**
- **Motion Carries: 5-0**

c. Resolution Honoring Joe Underwood

Key Points include:

- BATA presented a resolution honoring Board Member, Joe Underwood, for his service to the BATA Board.

Moved by Lance Boehmer and supported by Gwenne Allgaier to accept the Resolution honoring Joe Underwood as presented.

Roll Call Vote:

- **Ayes: John Sommovilla, Lance Boehmer, Gwenne Allgaier, Fern Spence, and Wayne Schmidt**
- **Nays: 0**
- **Motion Carries: 5-0**

### **13. Second Public Comment**

John Porter addressed the Board. Mr. Porter is a big supporter of BATA. Mr. Porter provided his resume to the board and would like to offer his services to the board as a consultant on an hourly basis.

### **14. Director's Comments and Announcements/ Open Floor**

No comments were made at this time.

### **15. Closed Session**

a. Closed session pursuant to Sections 8(1)(h) of the Open Meetings Act to consider an attorney's written legal opinion regarding a personnel issue that is exempt from public disclosure under state and federal law.

Moved by Lance Boehmer and supported by Fern Spence for the BATA Board of Directors to go into closed session at **2:10PM** to discuss an attorney's written opinion that is exempt from discussion disclosure under section 8(1)(h) of the Open Meetings Act to consider an attorney's written legal opinion regarding a personnel issue that is exempt from public disclosure under state and federal law.

Roll Call Vote:

- **Ayes: John Sommovilla, Lance Boehmer, Gwenne Allgaier, Fern Spence, and Wayne Schmidt**
- **Nays: 0**
- **Motion Carries: 5-0**

Moved by Lance Boehmer and supported by Fern Spence to adjourn Closed Session and reopen the Regular Meeting at **3:08PM**.

Roll Call Vote:

- **Ayes: John Sommovilla, Lance Boehmer, Gwenne Allgaier, Fern Spence, and Wayne Schmidt**
- **Nays: 0**
- **Motion Carries: 5-0**

Upon returning from closed session, moved by Lance Boehmer and supported by Gwenne Allgaier to have the Executive Director position be posted for internal and external candidates to apply by December 31, 2025, and that the Board Chair coordinate with the Governance Committee to conduct the posting and selection process by January 30, 2026, with a recommended candidate to be brought back to the

Board of Directors for consideration in February and also move to appoint Fern Spence to the Governance Committee.

- **Ayes:5**
- **Nays:0**
- **Motion Carries:5-0**

**16. Adjournment**

Moved by Wayne Schmidt to adjourn the December 11, 2025, Regular Meeting of the BATA Board of Directors at 3:12 PM.

Meeting Minutes Submitted by: \_\_\_\_\_

Meeting Minutes Approved on: \_\_\_\_\_

Lance Boehmer, Secretary: \_\_\_\_\_

## **BATA Local Advisory Council Meeting Minutes**

**Tuesday, January 13, 2026**

**12:00–1:00 p.m.**

**Location:** BATA Hall Street Transfer Station

**Address:** 115 Hall St, Traverse City, MI 49684

**Virtual:** Via Teams

**Bill Clark** began the meeting at **12:01 p.m.**

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### **Council Members in Attendance**

- **Linda Joppich:** Community Representative, Chair
- **Mandy Joppich:** Community Representative
- **Matt Moritz:** Community Representative
- **Lana Payne:** Commission on Aging
- **Lena Vander Meulen:** Leelanau County Senior Services (virtual)
- **Demarie Jones:** Disability Network Northern Michigan (virtual)
- **Mitch Treadwell:** Traverse City Commissioner
- **Caleb Lindgren:** Goodwill Northern Michigan (Virtual)
- **Lacey Edgecomb:** Senior Center Network
- **Melissa Shea:** The Area Agency on Aging

### **BATA Staff in Attendance**

- Eric Lingaur, Communications Director
  - Bill Clark, Outreach Coordinator and Planner
  - Tracy Melville, Administrative Assistant
  - Keir Rasmussen, Technology
- 

## **1 & 2. Welcome and Introductions**

Bill Clark welcomed everyone to the January meeting and everyone in attendance introduced themselves to the group.

### **3. Designate the LAC Chair for 2026**

- Linda Joppich will remain the LAC Chair for 2026.

### **4. 2026 Vehicle Accessibility Plan**

- The indoor parking at BATA allows for the use of a more diverse mixed-use fleet, instead of having to designate buses for specific routes, like in the past. All of the

buses have been outfitted with VIA technology, which increases our demand fleet from 34 to 72 this year.

- Bus breakdown of BATA's current fleet shows that BATA has 68 ADA vehicles. These include a mix of buses from vans to multiple-sized cutaway style buses. 88% of the current fleet is ADA accessible.

## 5. BATA Rolls from 2025 to 2026

### Review of Service Levels

- **Bill Clark** gave an overview of the service changes that were implemented last year. Some of these changes were made due to construction and a new route was added (Route 5) and a few routes were changed to make them more accessible to riders and to help keep buses on time. Bill explained the changes that were made to Route 7 and Route 5, and now all routes are using either the Hall St or LaFranier Transfer Stations.
- **Linda Joppich** asked if the ski n ride bus was going to Crystal Mountain.
  - **Bill Clark** responded that BATA does not go directly to Crystal Mountain, BATA does provide transportation to get kids to Hickory Hills and take kids to a location where kids can be transported to Crystal Mountain by a charter bus on Wednesdays.
- **Lana Payne** asked if all vehicles end at BATA headquarters at night.
  - **Eric Lingaur** responded that yes, they all end up at headquarters and get parked inside the barn.
- **Linda Joppich** asked if the Bayline was still split into two routes.
  - **Bill Clark** responded that yes, they are still operating on East and West routes.
  - **Eric Lingaur** explained that the route was split into two due to all the construction. The route will be looked at to see if the route should continue as a split route or go back to one route.
  - **Mitch Treadwell commented** that if it was not a continual route that he would simply walk from Hall Street to the Commons area.
- **Lana Payne** asked about Route 5 and Parkview Apartments, if the residents can get on there
  - **Bill Clark** responded yes, the residents and employees can get on Route 5 and that Route 5 is evolving. NMC reached out to BATA to see how the route could work for them as well.
- **Matt Moritz** asked if Route 2 still goes to the Salvation Army.

- **Bill Clark** responded that yes Route 2 still goes to the Salvation Army and Route 7 goes there as well.
- **Mitch Treadwell** asked what the route changes will look like for Route 12
  - **Bill Clark** responded that last time we followed the construction detour. BATA will discuss whether to follow the detour or reroute for the next phase of construction.

### **Review of Fare System**

- **Bill Clark** talked about BATA's current fare system. The different types of payment options and the prices for the services. The current fare structure has not changed in over 10 years.

### **2025 Ridership**

- **Bill Clark** shared with everyone that BATA reached over 500,000 rides in 2025!
- **Fixed Routes** ridership for 2025 had a total increase of almost 100,000 from 2024. Link Services remained fairly constant.
- **FY26 Q1** gave almost 20,000 more rides than in FY25 Q1
- **Total** rides given in FY26 Q1 is 116,477

### **Tentative Major Plans for 2026**

**BATA Website** – BATA is looking to update its website this year. Make it more user-friendly and streamlined. Bill Clark asked what kind of features you would like to see on BATA's new website

- **Demarie Jones** shared that people have told her that the website is a bit overwhelming, especially for people who are on the spectrum or have ADHD. Is there a more ADA friendly way to display information?
  - **Bill Clark** responded that we have received that feedback as well. Bill Clark and Eric Lingaur attended an ADA website seminar and got some ideas from that to give to the website design team.
- **Eric Lingaur** asked if anyone had experience with using AI Chat Bots on any websites?
  - **Caleb Lindgren** responded that he does use them all the time. Immediately thought of a Google map version built in with a BATA map version. Rider resources and community resources. For example, rider resources could be someone needing to know what route they need to take to a certain location. The Chat Bot would be able to assist with that.
- **Demarie Jones** asked how it might work for someone that is sight impaired.

- **Bill Clark** responded that we do currently have a screen reader, but it does need to be updated.
- **Eric Lingaur** mentioned that the goal is to potentially have a new version of BATA.net by late summer to be available.

## **2026 Fare Structure/System**

**Bata Fare System** – BATA will be updating its fare system to EZ Fare in late 2026. Riders will still be able to utilize their current fare payment types for the first months of the new system, and the fare to ride the buses will currently stay the same. Some changes include:

- The refurbished reloadable fare cards (previously Zoom, Zip, Commuter) will consolidate and become more versatile for all services.
- A modern fare box/tablet will be used.
- Mobile ticketing will be available for all buses.
- Fare capping per day/week/month on fixed routes.
- Account based cards. Riders will be able to add money to their accounts remotely or at community businesses.

A good amount of education will need to happen to prepare our riders, drivers and staff. Bill and Eric will be out in the community helping educate our riders. It will probably take around 9-12 months to get everything rolled out.

- **Mitch Treadwell** asked if you will be able to transfer money from old fare cards over to new fare cards.
  - **Eric Lingaur** answered, yes you will be able to transfer any funds from your old passes to the new ones/account. It will be able to track how many times you ride, and what you are riding. It will know the difference between fixed route and link and charge the correct amount.
- **Demarie Jones** asked if this is for people with smartphones.
  - **Eric Lingaur** answered that people will be able to use a smartphone or a physical card.
- **Demarie Jones** asked about the reduced fare cards and if we will still need those.
  - **Eric Lingaur** answered that we will no longer need to have a reduced fare card, because it will be on their account and charge the correct price.

## **6. Discussion (no new topics, but carried over from fare change discussion)**

- **Caleb Lindgren** asked if there would be a charge to replace a missing fare card and how much will it cost?
  - **Eric Lingaur** answered that there has not been a price set.

- **Caleb Lindgren** asked if the wallet app will be available for a payment option.
  - **Eric Lingaur** answered that riders would be able to use digital wallets. Eric said that riders will still want to have an account in order to receive the ride benefits, such as on a fixed route it will calculate to go towards the amount of rides you have taken for the fare capping benefit. One card linked to the rider account.
- **Lana Payne** asked what the timing/start date of the new fare system is to begin.
  - **Eric Lingaur** answered in the next 9-12 months. By the end of this year. The transition period after that will be about 6 months.
- **Caleb Lindgren** asked if the fare system will take cryptocurrency.
  - **Eric Lingaur** answered no, the new system will not be taking cryptocurrency.

**Meeting adjourned at 1:14 p.m.**

**2026 Local Advisory Council Membership**

- **Linda Joppich:** Chair / Community Representative
- **Matt Morritz:** Community Representative
- **Dan Buron:** Goodwill Northern Michigan
- **Lana Payne:** Commission on Aging
- **Mandy Joppich:** Community Representative
- **Lena Vander Meulen:** Leelanau County Senior Services
- **Amanda Molski:** Area Agency on Aging
- **Demarie Jones:** Disability Network Northern Michigan
- **Susan Odgers:** Community Representative
- **Lacey Edgecomb:** Senior Center Network
- **Mitch Treadwell:** Traverse City Commissioner

**CC:** Alex Simonetti (MDOT), Chris Davis (BATA), Eric Lingaur (BATA), Bill Clark (BATA)

Approved on \_\_\_\_\_  
(date)

**Linda Joppich (BATA Local Advisory Council Chair)** \_\_\_\_\_



Bay Area Transportation Authority

# *RIDERSHIP*

*Q1 2026 Ridership Report (Oct–Dec 2025.)*

# Q1 2025 Ridership: Total Ridership

Year / Quarter	Fixed Ridership <small>loop bayline</small>	Link Ridership	Agency Ridership	Total Ridership	2026 % of 2025
FY 2026 Q1	83,076	25,072	8,329	116,477	118%
FY 2025 Q1	64,210	26,212	8,053	98,475	
FY 2024 Q1	53,886	25,875	8,932	88,693	
FY 2023 Q1	55,434	28,517	8,380	92,331	
FY 2022 Q1	53,450	18,886	6,798	79,134	

**2026 Q1: 116,477**  
**2025 Q1: 98,475**  
**2024 Q1: 88,693**  
**2023 Q1: 92,331**  
**2022 Q1: 79,134**

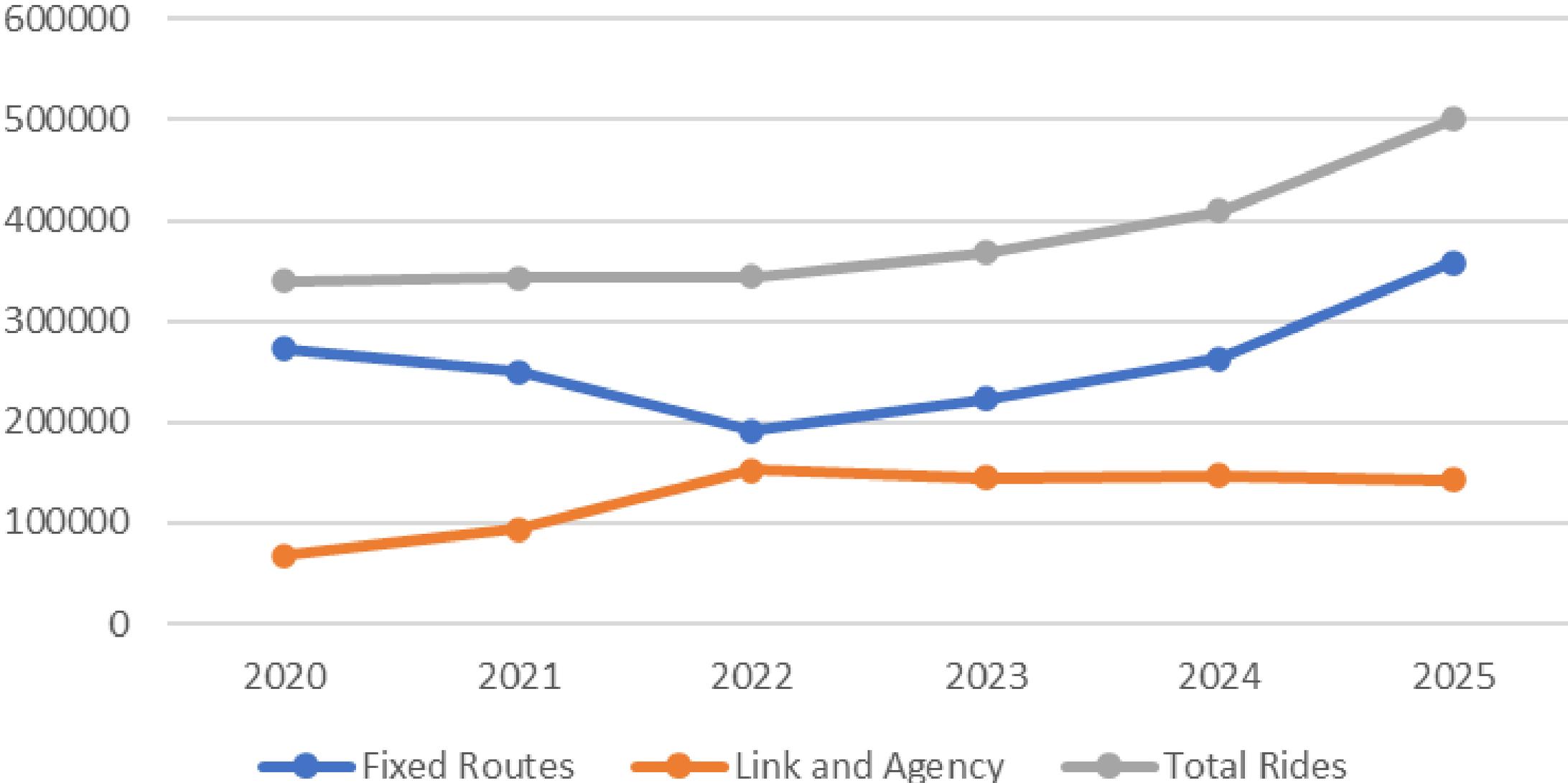
**Q1 2026 was 118% the ridership of 2025**

# 2025 Calendar Year Total Ridership: Year over Year Comparison

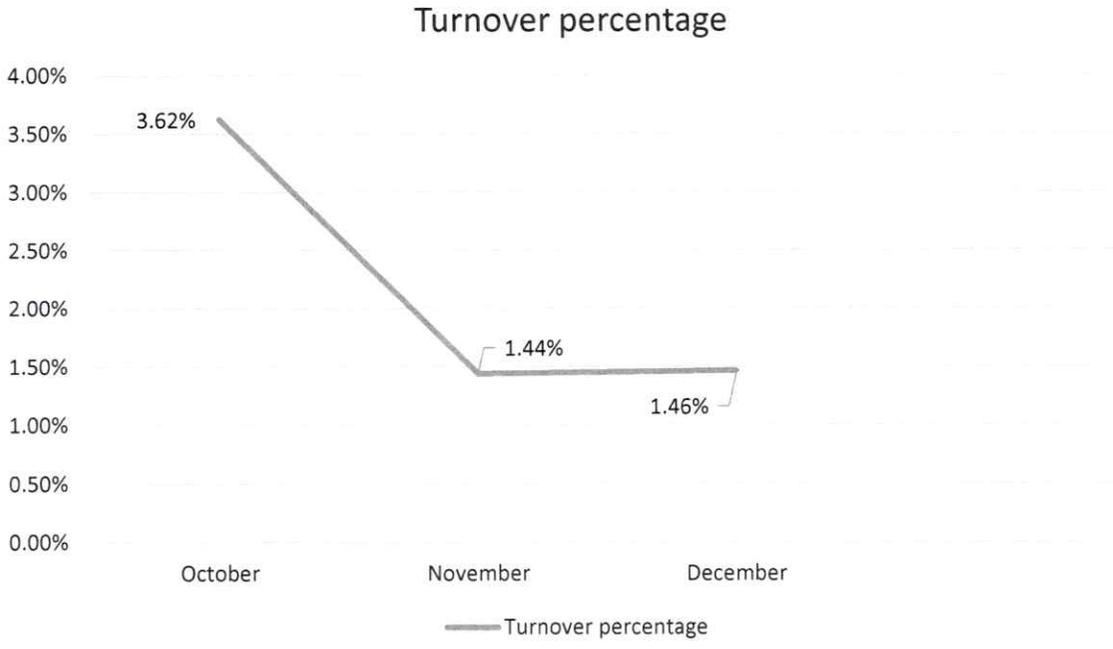
Route/Service	2025 Ridership	Vehicle Revenue Hours	2025 Revenue Hour Boardings	% of last year's ridership	2024 Ridership	Vehicle Revenue Hours	2024 Revenue Hour Boardings	% of last year's ridership	2023 Ridership	2022 Ridership	2021 Ridership	2020 Ridership
Bayline	171,617	29,692	5.78	140%	122,572	26,605	4.61	126%	96,923	82,167	112,717	105,824
Route 1	35,412	7,432	4.76	144%	24,531	7,760	3.16	84%	29,144	26,746	32,328	38,468
Route 2	37,530	7,586	4.95	136%	27,627	7,688	3.59	94%	29,297	28,360	41,382	40,035
Route 5	1,284	866	1.48	NA								
Route 7	22,698	7,617	2.98	148%	15,290	7,665	1.99	263%	5,809	408		
Route 10	8,694	4,373	1.99	113%	7,681	3,653	2.10	96%	8,042	8,730	12,115	9,781
Route 11	4,416	1,215	3.63	226%	1,953	878	2.22					
Route 12	26,532	7,260	3.65	125%	21,150	7,304	2.90	118%	17,908	13,034	16,097	14,528
Route 13	7,418	3,732	1.99	142%	5,211	3,385	1.54	83%	6,316	5,993	5,616	6,850
Route 14	8,179	3,547	2.31	132%	6,177	3,257	1.90	141%	4,369	4,610	6,283	8,287
Route 16	6,695	626	10.69	95%	7,046	584	12.07	87%	8,081	9,552	5,465	3,377
Route 31	14,742	812	18.16	117%	12,641	1,046	12.09	95%	13,292	13,514	8,829	5,601
WEST FLEX	8,882	2,163	4.11	128%	6,947	1,516	4.58	250%	2,781			
Special	3,676				3,929	204	19.26	333%	1,180	184		1,025
<b>Total/Avg Fixed Routes</b>	<b>357,775</b>	<b>70,785</b>	<b>5.05</b>	<b>136%</b>	<b>262,755</b>	<b>71,611</b>	<b>3.67</b>	<b>118%</b>	<b>223,103</b>	<b>191,430</b>	<b>249,572</b>	<b>272,824</b>
Agency	33,843			97%	35,053			101%	34,781			
Link	108,892	49,789	2.19	98%	111,524	45,307	2.46	102%	109,707	152,801	93,823	67,491
<b>Total BATA Ridership</b>	<b>500,510</b>	<b>120,574</b>	<b>4.15</b>	<b>122%</b>	<b>409,332</b>	<b>116,918</b>	<b>3.50</b>	<b>111%</b>	<b>367,591</b>	<b>344,231</b>	<b>343,395</b>	<b>340,315</b>

Summary	2020 Total	2020 Rides Per Day	2021 Total	2021 Rides Per Day	2022	2022 Rides Per day	2023 Total	2023 Rides per Day	2024 Total	2024 Rides per Day	2025 Total	2025 Rides Per Day
Fixed Routes:	272,824	872	249,572	797	191,430	612	223,103	713	262,755	839	357,775	1,143
Link and Agency	67,491	185	93,823	257	152,801	419	144,488	396	146,577	402	142,735	391
<b>Total Ridership</b>	<b>340,315</b>	<b>1,057</b>	<b>343,395</b>	<b>1,054</b>	<b>344,231</b>	<b>1,030</b>	<b>367,591</b>	<b>1,109</b>	<b>409,332</b>	<b>1,241</b>	<b>500,510</b>	<b>1,534</b>

# BATA Yearly Ridership 2020 - 2025 Calendar Years



## 2026 Q1 Attrition



Quarter Month	Number of terminated employees	Avg Number of employees	Turnover percentage
October	5	138	3.62%
November	2	139	1.44%
December	2	137	1.46%

<b>Date Received</b>	<b>Employee</b>	<b>Route #</b>	<b>Comment</b>
	Drew Donegan, Linda Cushman, Ryan Keip, Michael Bennett		A driver wrote to say how helpful Drew is to fellow Link drivers. He also said that while Linda was waiting for her bus, she helped other Link drivers probe and vault and kept the line moving in the service lane. He also said that Ryan and Michael are also very helpful with helping people with anything.
	Peter Johne	Backup Driver	A driver gave thanks to Peter for getting all of the Bayline stops shoveled out.
	Brad Herman	Link	A passenger who usually doesn't give a lot of compliments called to say how good Brad was in helping her husband get in and off the bus in his motorized wheelchair. Brad was very, very good and patient with him and really helpful to them.
	Brian Palenkas	Link	A passenger called to say he had a great ride on the bus. He said Brian was really nice and friendly.
	All BATA Employees		A regular passenger called to wish everybody at BATA a very Merry Christmas and happy holidays to us all. She said we do so much for so many people and that we are the best.

Date Received	Employee	Route #	Comment
	Tim Wittersheim, Tim Donahey, Michael Bennett, Ken Nitzh	Link	Thank you so much for driving on Christmas Day. Choosing to be on the during Christmas makes a real difference for our community. Riders still depend on BATA for essential trips, and your willingness to show up reflects the professionalism and commitment that BATA is known for.
	All Drivers		A passenger called to compliment BATA's good drivers. She said she appreciates them and they are very nice. She said she enjoys riding the BATA bus.
	Ken Nitzh	Link	The sister of a regular passenger called to give Kena shout out for helping her brother up off the ice on Front St. She said that was very kind of Ken. Ken also called EMS for her brother.
	Sandra Send	Link	A passenger called to give Sandra a shout out. She said Sandra was absolutely amazing, the passenger never had Sandra as a driver before and is super thankful to have her.
	Drivers and Dispatch		On Monday, December 29 <sup>th</sup> our region experienced extreme weather with high winds, heavy snowfall, icy roads, and limited visibility. Those conditions tested judgement, patience, and professionalism. Thanks to all the drivers and dispatchers who showed up and worked that day helping passengers who depend on us.

Date Received	Employee	Route #	Comment
	Brian Steed	Loop	A passenger who doesn't give a lot of compliments called to say she had just ridden the bus through a blizzard along Grand Traverse Bay and Brian was amazing. He told everybody to buckle up. She said the passengers on the bus had to be at places even though it was a blizzard. She said that BATA is lucky to have Brian as a driver, he's amazing.
	Mariah Guernsey, Paul Rhoadarmer, all BATA employees		A passenger called to say what a sweetheart Mariah is. She is awesome and very patient. The passenger said Mariah is a great person and answers all her questions. She said all BATA drivers she has ridden with and talked with are awesome. She said all employees tell her that BATA is a great place to work. They say everyone is kind, patient, and works well together, and they are very happy with the new facility, and happy how clean it is. She gives all the supervisors compliments too. The passenger gets off work at 10pm and said Paul is awesome, talks nice to her after she has a hard day and it makes the drive home a lot easier.
	Anonymous Donor		A passenger called to thank BATA from the bottom of her heart after receiving an envelope a from her driver last week. She opened it and had tears in her eyes. She couldn't begin to tell us how much it made her Christmas and others especially wonderful. Another driver received a card thanking BATA for the money. The person is a Veteran and the battery in the person's vehicle had died, and the money came just in time.
	All BATA Employees		A passenger reached out to say she uses BATA on a daily basis to get to and from work and BATA has become her sole transportation. She said she is thankful for all of us here at BATA.

	Konrad Kuzma	Backup Driver	A passenger called to say what a fantastic, excellent driver he is. The passenger said thank you so much, and that everyone at BATA is excellent.
	Kevin Graves	Link	A passenger called to compliment Kevin. She said when he picked her up, he came practically right up to the sidewalk. She said it was really nice of him to just pull right up like that because her sidewalk hadn't been plowed. She really appreciated Kevin.

Board Meeting Date Discussed	Board/Staff Member	Topic	Status
6/27/2024	Adam BeVier	Link Service	Will revisit again at a later date. TBD.
2/27/2025	Eric Lingaur Bill Clark	Year over year ridership report	Presented at the April 2025 meeting. <b>COMPLETED</b>
5/22/2025	Eric Lingaur Kurt Braun	Location of BATA bus stops.	Will revisit again at a later date. Discussion being held at the 10/23/25 meeting. <b>COMPLETED</b>

## INTERIM EXECUTIVE DIRECTOR UPDATE JANUARY 2026

### INTERNAL:

- \*Prepared for and met with monthly Safety Team.
- \*Attended and presented to all employees at the monthly Comms meetings.
- \*Attended bus driver Tom Sisco's funeral and assisted spouse with benefits.
- \*Met with three new bus drivers.
- \*Conducted annual direct reports evaluations.

### EXTERNAL:

- \*Met with Federal Transportation staff.
- \*Attended Zoom meeting with other Urban operators including Ann Arbor, Grand Rapids, Muskegon, Flint, Battle Creek, etc.
- \*Attended weekly noon Rotary meetings.
- \*Met with HUB International staff regarding workers' comp and met new claims adjuster.
- \*Met with Masabi staff regarding contract with Masabi and signed contract.
- \*Attended Traverse Area Human Resources Association (TAHRA) monthly Board Meeting and presented Legislative update.
- \*Attended Traverse Area Human Resources Association monthly membership meeting.
- \*Attended TAHRA's annual holiday celebration.
- \*Successfully completed annual workers' comp audit.
- \*Hosted and met with Michigan Public Transit Association (MPTA) Executive Director John Dulmes and gave him a tour of BATA headquarters.
- \*Attended Executive Group luncheon at TC Tourism.

## BATA Income Statement December 2025

	December 2025		\$ Over (Under)	December 2024
	Actual	Budget	Budget	Actual
<b>Income</b>				
Fare Box Revenue	\$ 151,324	\$ 143,750	\$ 7,574	\$ 139,472
Local Service Contracts	70,127 <b>1</b>	139,608	(69,481)	126,600
Auxiliary Trans Revenue	131,734 <b>2</b>	59,650	72,084	73,540
Non-Trans Revenue	35	1,500	(1,465)	152,739
Local Revenue	25,155	272,308	(247,154)	83,331
State Formula & Contracts	1,237,559 <b>3</b>	1,052,616	184,943	1,004,132
Federal Operating Grants	732,944 <b>4</b>	627,240	105,704	559,723
Other Revenue	178,260 <b>5</b>	62,500	115,760	219,276
Refunds and Credits	52,712	12,500	40,212	-
<b>Total Income</b>	<b>\$ 2,579,850</b>	<b>\$ 2,371,672</b>	<b>\$ 208,178</b>	<b>\$ 2,358,812</b>
<b>Expense</b>				
Salaries & Wages	\$ 1,803,409	\$ 1,811,935	\$ (8,526)	\$ 1,589,897
Paid Leave	168,030	168,027	3	128,973
Fringe Benefits	596,730 <b>6</b>	540,952	55,778	478,354
Services	309,450 <b>7</b>	263,912	45,537	171,249
Fuel & Lubricants	131,370 <b>8</b>	148,450	(17,080)	164,218
Materials & Supplies	139,281	107,322	31,960	145,076
Utilities	32,858 <b>9</b>	85,767	(52,910)	55,947
Insurance	152,183	199,001	(46,818)	170,322
Misc Expense	37,658 <b>10</b>	16,002	21,656	21,599
Operating Leases & Rentals	450	450	-	1,117
<b>Total Expense</b>	<b>\$ 3,371,418</b>	<b>\$ 3,341,818</b>	<b>\$ 29,600</b>	<b>\$ 2,926,751</b>
<b>Net Income before Depreciation</b>	<b>\$ (791,569)</b>	<b>\$ (970,146)</b>	<b>\$ 178,577</b>	<b>\$ (567,939)</b>
Depreciation	896,674	476,309	420,365	290,287
<b>Net Income (Loss)</b>	<b>\$ (1,688,243)</b>	<b>\$ (1,446,455)</b>	<b>\$ (241,788)</b>	<b>\$ (858,226)</b>

**BATA Income Statement Notes  
December 2025**

	<u>Account(s)</u>	<u>Explanation</u>
	Revenue	Revenue
<u>1</u>	Local Service Contracts	Contract with Grand Traverse Industries Billed in November, using actual hours on Agency routes, billing will now be a month later than last year.
<u>2</u>	Auxiliary Trans Revenue	Big advertising contracts executed
<u>3</u>	State Formula & Contracts	Actual based on eligible expenses thru December 2025, reimbursement rate of 34.8467% for FY26
<u>4</u>	Federal Operating	Based on current year expenses, requesting funds from FTA quarterly. Reimbursement rate of 18%.
<u>5</u>	Other Revenue	Interest Revenue from investments, averaging 3.9473%
	Expenses	Expenses
<u>6</u>	Fringe Benefits	10% higher identified in healthcare costs, capturing more costs in Admin group than budgeted.
<u>7</u>	Services	Service Contracts will be paid throughout the year when due, budget based on average over 12 months, several big IT contracts paid early in year.
<u>8</u>	Fuel & Lubricants	Budget reflects new propane contract pricing, \$0.29 less per gallon for FY26. New Contract starts December 2025.
<u>9</u>	Utilities	Billing is a month behind, budget is a 12 month average
<u>10</u>	Misc Expense	MPTA Invoice paid in October, budget based on 12 month average

**BATA Operating Reserve Fund  
December 2025 YTD**

	<b>Michigan Class</b>	<b>Adjustments</b>	<b>Reserve Fund Total</b>
<b>Balance at December 31, 2025</b>	\$ 3,416,707	\$ -	<b>\$ 3,416,707</b>
<b>Increases:</b>			
Interest Income	35,252		35,252
Investment Income	-		-
FY26 3% Transfer Per Policy \$345,661.50	-		-
<b>Total Increases</b>	<b>\$ 35,252</b>	<b>\$ -</b>	<b>\$ 35,252</b>
<b>Cash Transfers</b>			
Independent Bank/ICS Balance			-
Michigan Class Balance	3,451,960		3,451,960
			-
<b>Balance at December 31, 2025</b>	<b>\$ 3,451,960</b>	<b>\$ -</b>	<b>\$ 3,451,960</b>

FY26 Budgeted Eligible Expenses	\$	13,438,903
		25.4%
<i>*Maximum Balance = 30%</i>	\$	4,031,671

**BATA Capital Reserve Fund  
December 2025 YTD**

	<b>Michigan Class</b>	<b>Adjustments</b>	<b>Reserve Fund Total</b>
<b>Balance at September 30, 2025</b>	<b>\$ 8,067,183</b>	<b>\$ -</b>	<b>\$ 8,039,736</b>
<b>Increases:</b>			
Interest Income	86,280		86,280
Investment Income			-
FY2026 Funding Oct/Apr \$345,661.50:	345,662	-	345,662
<b>Total Increases</b>	<b>\$ 431,942</b>	<b>\$ -</b>	<b>\$ 431,942</b>
<b>Decreases:</b>			
26A - Major Vehicle Repairs \$75,000	-	-	
26B - Shelters \$75,000	-	-	
25B C/O Shelters \$1,400	-	-	
26C General IT \$10,000	-	-	
26D - Vehicle Technologies \$150,000	-	-	
25E C/O - 2 Used School Bus Outfitting \$22,561	-	-	
26E - Vehicle Purchases (6 Buses) \$1,500,000	-	-	
26G - Fare System Replacement \$360,209	-	-	
26H - Grounds Mower \$15,000	-	-	
26I Landscaping/Land Improvement \$30,000	-	-	
26J Propane Pump H/S wares \$10,000	-	-	
FY26 Contingency 10% of budget \$224,917	-	-	
<b>Total Decreases</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Cash Transfers</b>			
Prior Year Transfers Completed	-		
FY25 Pending Transfers		(27,447)	(27,447)
Michigan Class Balance	8,499,124		8,499,124
			-
<b>Balance at December 31, 2025</b>	<b>\$ 8,499,124</b>	<b>\$ -</b>	<b>\$ 8,471,677</b>

BATA New Facility Reserve Fund December 2025 YTD			
	Michigan Class	Adjustments	Reserve Fund Total
<b>Michigan Class Balance FY26</b>	-		2,147,495
<b>Increases:</b>			
Interest Income	22,157		22,157
<b>Total Increases</b>	\$ 22,157	\$ -	\$ 22,157
<b>Decreases:</b>			
		-	-
		-	-
<b>Total Decreases</b>	\$ -	\$ -	\$ -
<b>Cash Transfers</b>	-		-
Outstanding Transfers			-
Michigan Class Balance	2,169,652		2,169,652
<i>Hall Street Project FY2025/2026 Balance</i>			<b>\$ (147,621)</b>
<i>LaFrainer Park &amp; Ride EV Charging Project</i>			<b>\$ (15,931)</b>
<b>Projected New Facility Reserve Fund Balance</b>			<b>\$ 2,006,100</b>

## BATA Statement of Net Position December 2025

	December 31, 2025	December 31, 2024	\$ Change	% Change
<b>ASSETS</b>				
<b>Current Assets</b>				
ICS/Money Market - General Fund	\$ 779,044	\$ 851,381	\$ (72,337)	-8.5%
<b>Total Cash</b>	<b>779,044</b>	<b>851,381</b>	<b>(72,337)</b>	<b>-8.5%</b>
Michigan Class - General Fund	2,003,270	401,290	1,601,980	<u>1</u> 399.2%
Michigan Class - Operating Reserve	3,451,960	3,306,278	145,682	<u>1</u> 4.4%
Michigan Class - Capital Reserve	8,499,124	7,368,064	1,131,061	<u>1</u> 15.4%
Michigan Class - New Facility Reserve	2,169,652	4,923,412	(2,753,760)	<u>1</u> -55.9%
<b>Total Michigan Class</b>	<b>16,124,006</b>	<b>15,999,043</b>	<b>124,963</b>	<b>0.8%</b>
Accounts Receivable	54,333	218,628	(164,295)	<u>2</u> -75.1%
Due (to) from State	445,593	(134,461)	580,055	<u>3</u> -431.4%
Due from Federal	682,572	751,037	(68,465)	<u>4</u> -9.1%
Property Taxes Receivable	236,355	412,362	(176,006)	<u>5</u> -42.7%
Prepaid Expenses	42,476	66,097	(23,621)	-35.7%
<b>Total Current Assets</b>	<b>18,364,379</b>	<b>18,164,087</b>	<b>200,293</b>	<b>1.1%</b>
New Facility (CIP)/Land Acquisition	702,381	30,010,546	(29,308,165)	<u>6</u> -97.7%
Fixed Assets (net of depreciation)	37,552,399	7,802,566	29,749,833	381.3%
Deferred Outflows of Resources for Pension Obl.	1,370,397	1,370,397	-	<u>7</u> 0.0%
Net Pension Asset	1	1	-	<u>7</u>
<b>TOTAL ASSETS</b>	<b>\$ 57,989,558</b>	<b>\$ 57,347,596</b>	<b>\$ 641,961</b>	<b>1.1%</b>
<b>LIABILITIES &amp; NET POSITION</b>				
<b>Liabilities</b>				
<b>Current Liabilities</b>				
Accounts Payable	\$ 178,037	\$ 365,773	\$ (187,736)	-51.3%
Accrued Expenses	184,423	1,194,357	(1,009,933)	<u>8</u> -84.6%
Deferred Revenue	19,357	19,208	149	<u>9</u> 0.8%
Other Current Liabilities	364,077	33,203	330,875	996.5%
<b>Total Current Liabilities</b>	<b>745,895</b>	<b>1,612,541</b>	<b>(866,645)</b>	<b>-53.7%</b>
Net Pension Liability	291,084	291,084	-	<u>7</u> 0.0%
Deferred Inflows of Resources for Pension Obl.	-	-	-	<u>7</u> #DIV/0!
<b>Total Liabilities</b>	<b>1,036,979</b>	<b>1,903,625</b>	<b>(866,645)</b>	<b>-45.5%</b>
<b>Long Term Debt</b>				
<b>Net Position</b>				
<b>Assigned</b>				
Operating Reserve Fund	3,451,960	3,306,278	145,682	4.4%
Capital Reserve Fund	8,499,124	7,368,064	1,131,061	15.4%
New Facility Fund	2,169,652	4,912,066	(2,742,414)	-55.8%
<b>Total Assigned</b>	<b>14,120,736</b>	<b>15,586,408</b>	<b>(1,465,672)</b>	<b>-9.4%</b>
Investment in Capital Assets	38,254,780	37,813,112	441,669	1.2%
Restricted for Pension	1,079,314	1,079,314	-	0.0%
Unrestricted	3,497,748	965,138	2,532,610	262.4%
<b>Total Net Position</b>	<b>56,952,578</b>	<b>55,443,971</b>	<b>1,508,607</b>	<b>2.7%</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 57,989,558</b>	<b>\$ 57,347,596</b>	<b>\$ 641,961</b>	<b>1.1%</b>

**BATA Statement of Net Position Notes  
December 2025**

	<u>Account(s)</u>	<u>Explanation</u>
<u>1</u>	Michigan Class	Interest earned averaging 3.9473%
<u>2</u>	Accounts Receivable	Outstanding invoices - Transportation & Advertising
<u>3</u>	Due from State	State reimburses based on revised budget. Adjusted to state share of eligible operating expenses. Positive represents amount due from MDOT. Based on FY25 Expenses, BATA would expect \$424k from MDOT, but that will be determined by final MDOT reconciliations/audits.
<u>4</u>	Due from Federal	5307/5311 funds - Fiscal Year 2026 funds due, \$636k requested January 15th, 2026. (Funding requests made quarterly after reconciliations complete).
<u>5</u>	Property Tax Receivable	FY2025 Summer Delinquent Taxes based on taxable calculations.
<u>6</u>	New Facility (CIP)/Land Acquisition	Outstanding Construction costs, preparing to capitalize in FY2026.
<u>7</u>	Deferred Outflows of Resources Deferred Inflows of Resources Net Pension Liability	<p><b>GASB 68 audit adjustment, as of 9/30/24</b></p> <p><u>Deferred Outflows of Resources \$1,370,397</u>            Difference in experience \$123,003            Difference in assumptions \$62,916            Contributions subsequent to the measurement date \$674,730</p> <p><u>Deferred Inflows of Resources (\$0.00)</u>            Difference in experience change (\$0.00)            Difference between projected and actual earnings \$0.00</p> <p><u>Net Pension Liability (\$291,084)</u>            Plan fiduciary net position \$11,796,782            Total pension liability (\$12,087,866)</p>
<u>8</u>	Accrued Expenses	Payroll Accruals, Vacation Liability
<u>9</u>	Deferred Revenue	Advertising Revenue outside of current fiscal year, Full year advertising invoices paid in full

# Corridor Improvement Authority

## Overview of TIF & Development Plan





# U.S. 31 “Beach District” Challenges

- Highest traffic counts in Grand Traverse County
- MDOT highway, limited ROW
- Hospitality corridor, tourist-focused
- Auto oriented development
- Limited public space
- Limited access to the water
- Safety concerns and pedestrian accidents
- Underinvestment in public infrastructure





# U.S. 31 “Beach District” Opportunities

- Locally owned businesses
- Business owner enthusiasm & engagement
- Non-motorized trail
- Fixed bus route
- Lake Michigan shoreline
- Substantial private investment
- High concentration and new growth of adjacent neighborhoods





# East Bay Beach District Community Visioning

- 2 Federal grants have supported all outreach and activities undertaken to date
- 10-month public visioning process to identify priorities and opportunities for placemaking, safety improvements, and infrastructural investments in the District.
- Over 700 community members participated in community surveys, design charrette, public open houses, stakeholder interviews, stakeholder meetings, & pop-up meetings along corridor.



## Quarterly Breakfasts



## Marketing & Branding



## Implementation Team





Home

Explore East Bay Beach District

Getting Around

Contact Us

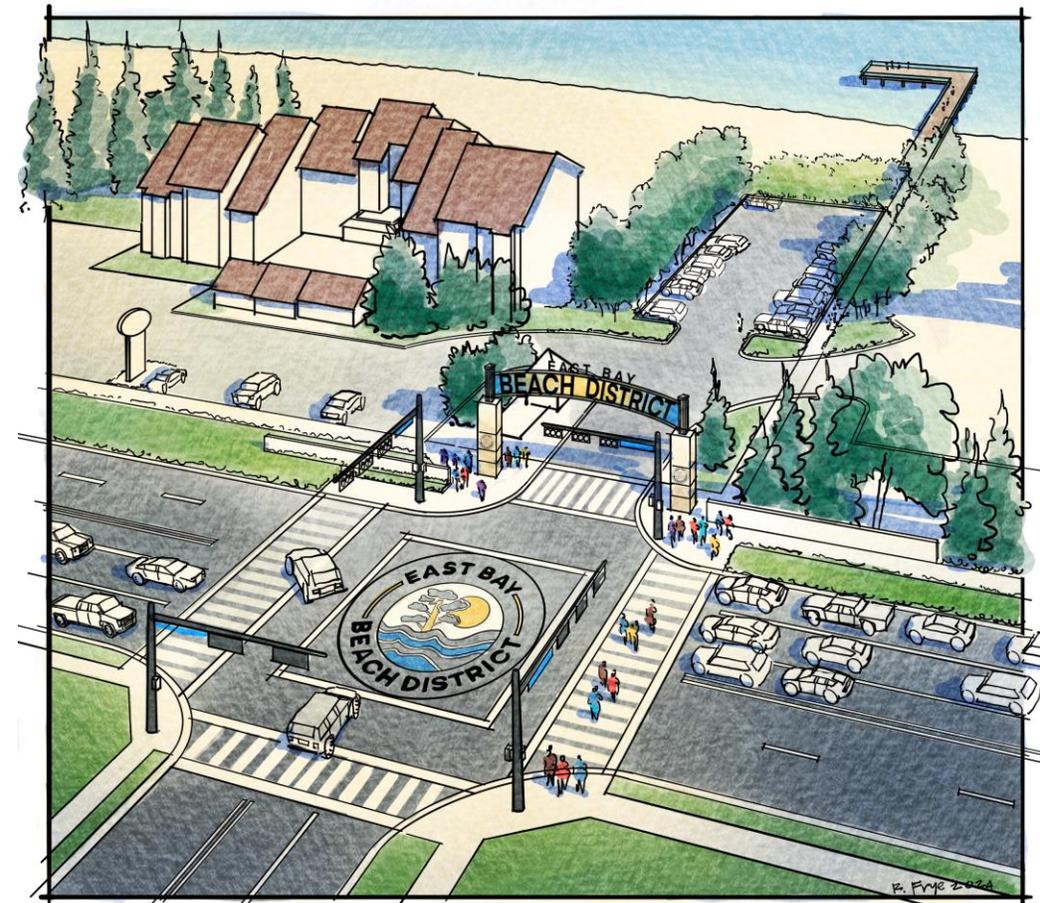




# Opportunity Site: Four Mile Road End

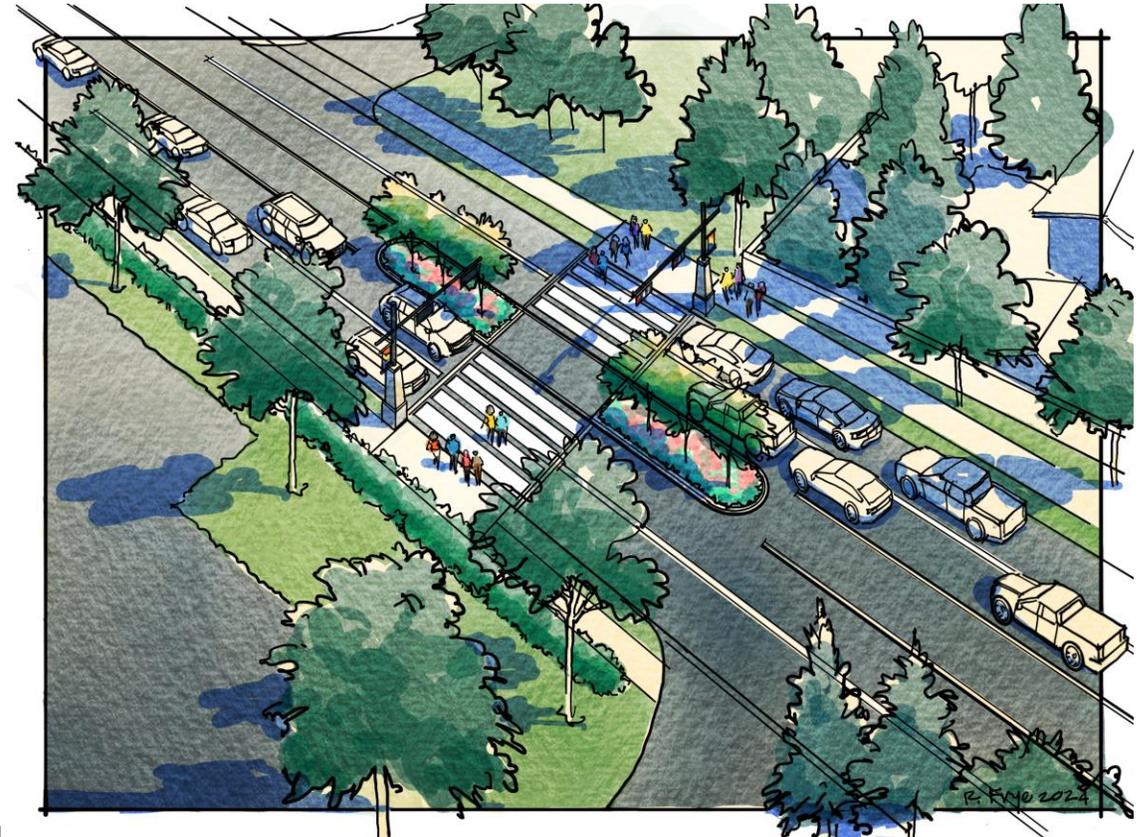
Open House attendees provided the following feedback for this opportunity site.

- Safety enhancements
- Recreational features
- Traffic management
- Park development
- Aesthetic improvements



# Safe Crossings

Open House attendees overwhelmingly supported safe crossings and a planted median.

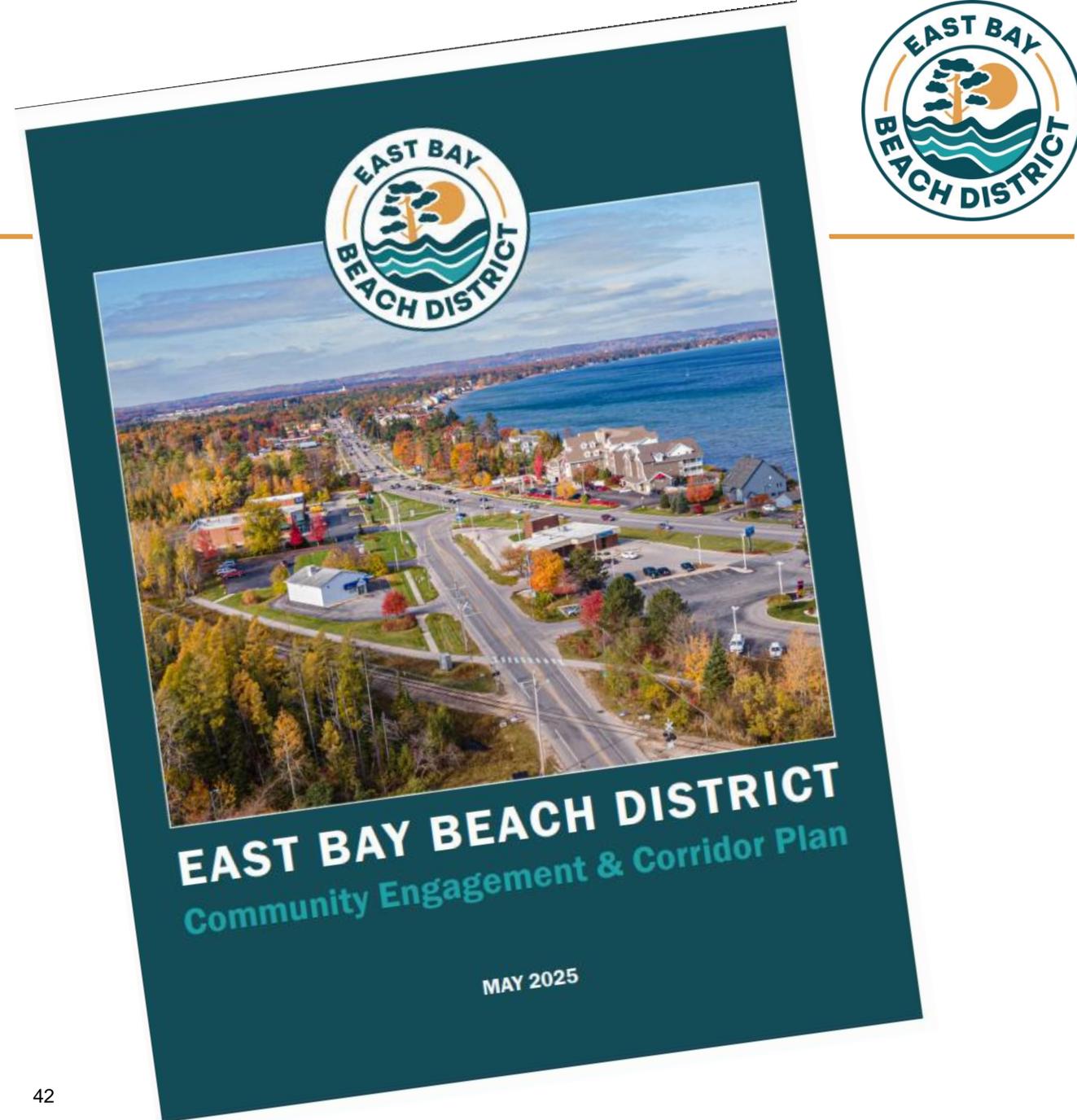


# Final Plan

Adopted in May 2025

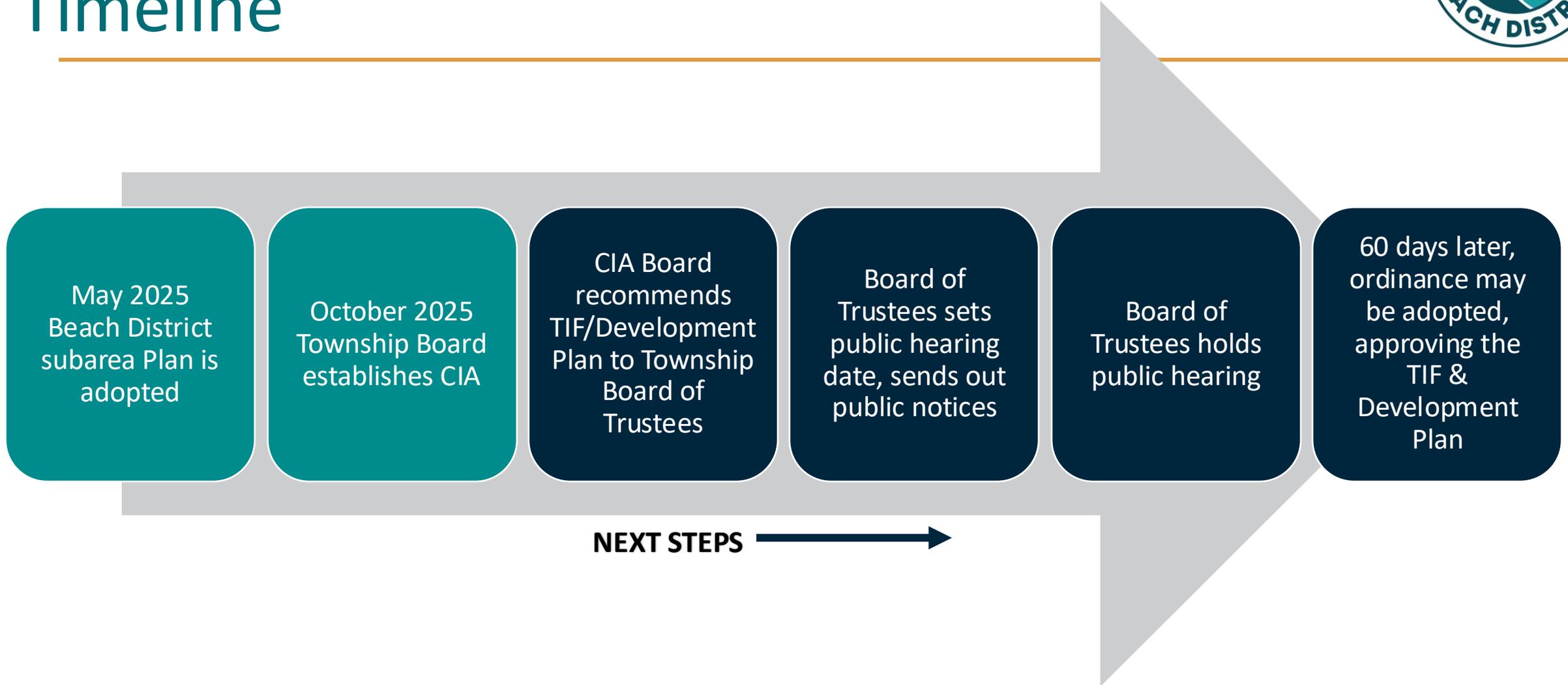
## *Priorities:*

- Install safe pedestrian crossings every  $\frac{1}{4}$  mile along the U.S. 31 N corridor.
- Maintain sidewalks year-round, including winter plowing.
- Complete the sidewalk network along U.S. 31 & up Three Mile and Four Mile.
- Develop a pedestrian pier to enhance public access to the water.
- Add planters, seating, landscaping, and lighting along the corridor.
- Enhance BATA Bayline stops, including pads, shelters, and pullouts

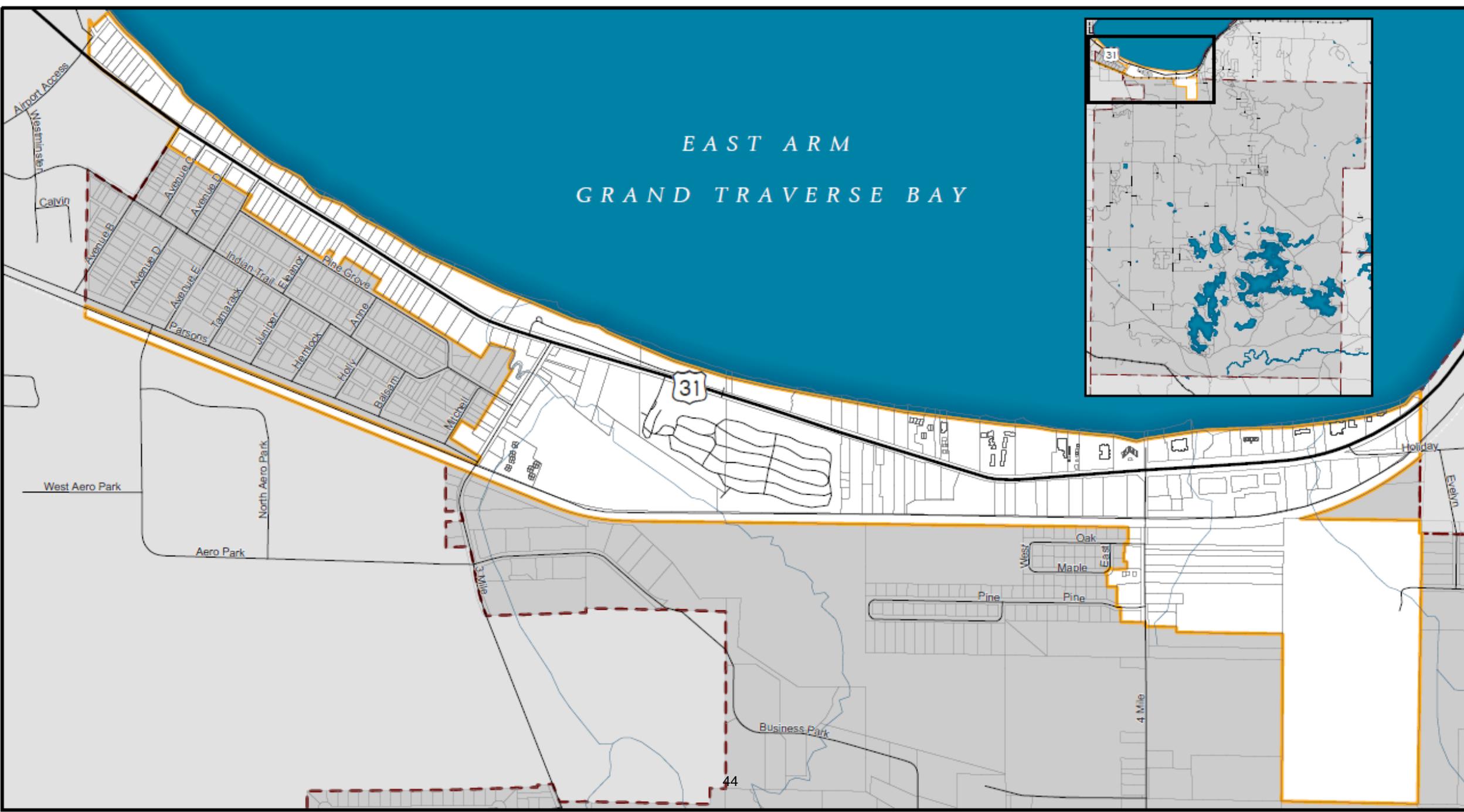
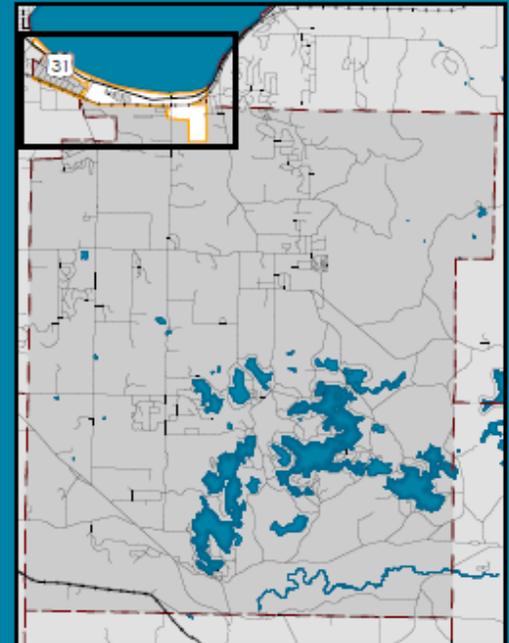




# Timeline



EAST ARM  
GRAND TRAVERSE BAY



# Development Plan & Tax Increment Financing (TIF)

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- Existing revenue is protected: BATA continues to receive 100% of its current tax base.
- No growth, no capture: If development does not occur, no TIF revenue is generated.
- Time-limited: After the 20-year TIF period, all increased taxable value fully returns to all taxing jurisdictions, including BATA.
- No tax increase: Property owners inside and outside the district see no change in their tax rate or annual bill.
- Best option available: For funding public infrastructure in a commercial district this tool provides the opportunity to leverage other funding sources.
- Adjacent values increase: The taxable values of surrounding properties outside of the district increase as a direct result of public investment.

# Investment in the corridor will benefit BATA, its riders & the larger community

---

- Funding for Bayline improvements, including bus pullouts and shelters.
- Provide opportunities for matching funds for BATA capital projects
- Safety improvements, including new sidewalks and safe crossings, for transit riders accessing the corridor.
- Increased ridership and fare revenue with a more accessible and desirable corridor.
- Revitalization and placemaking to attract employers, residents, and new investment.

**THANK  
YOU!**  
Questions?

BATA  
 FY2027 Operating Budget  
 As of January 2026

State Percentage 33.18%  
 Federal Percentage 18.00%  
 Total 51.18%

Demand Resp 40.00%  
 Line-Haul 60.00%

		2027 Original Budget (Jan) 2027	2027 JARC 2027 Budget (Jan) 1.07%	2027 Regular Rural Budget (Jan)	2027 Small Urban Budget (Jan)	2027 Small Urban Budget (Jan)
<b>401: Farebox Revenue</b>						
40100 Passenger Fares	<u>1</u>	\$ 650,000	\$ 6,951	\$ 72,800	\$ 187,200	\$ 363,897
40102 Deviated (Flex)						\$ 19,152
<b>406: Auxiliary Trans</b>						
40610 Concessions		\$ 2,200		\$ 246	\$ 634	\$ 1,320
40615 Advertising	<u>2</u>	\$ 204,000		\$ 22,848	\$ 58,752	\$ 122,400
40620 Intercity Ticket Sales		\$ 32,400		\$ 3,629	\$ 9,331	\$ 19,440
40699 Other Auxiliary Transportation Revenues		-				
<b>407: Nontransportation Revenue</b>						
40760 Gain on Sale of Capital Assets		\$ 5,000		\$ 560	\$ 1,440	\$ 3,000
40799 Other Non-Transportation Revenues		\$ 1,000		\$ 112	\$ 288	\$ 600
<b>408: Local Revenue</b>						
40800 Taxes Levied by Transit Agency	<u>3</u>	\$ 5,603,615		\$ 627,605	\$ 1,613,841	\$ 3,362,169
<b>409: Local Service Contract</b>						
40200 Contract Fares/GTI	<u>4</u>	430,828		\$ 48,253	\$ 124,078	\$ 258,497
40950 Local Contract Service/Local Source		\$ 15,000		\$ 1,680	\$ 4,320	\$ 9,000
40999 Other Local Contracts & Reimbursements		-		\$ -	\$ -	\$ -
<b>411: State Formula &amp; Contracts</b>						
41101 State Operating Assistance	<u>5</u>	\$ 4,564,646		\$ 511,240	\$ 1,314,618	\$ 2,738,787
41114 Cap Cont Reimb for Oper Exp "Mobil Mgmt"		\$ 16,114		\$ 1,805	\$ 4,641	\$ 9,668
41199 Other MDOT/ PTD Contracts "JARC"		\$ 80,570	80,570			-
<b>413: Federal Contracts</b>						
41301 Federal Section 5311 - Non Urban		\$ 256,147		\$ 256,147		
41302 Federal Section 5307 - Small Urban	<u>6</u>	\$ 2,000,000		\$ 224,000	\$ 576,000	\$ 1,200,000
41314 Cap Cont Reimb for Oper Exp "Mobil Mgmt"		\$ 64,455		\$ 7,219	\$ 18,563	\$ 38,673
41398 RTAP		\$ 5,500		\$ 616	\$ 1,584	\$ 3,300
<b>414: Other Revenue</b>						
41400 Interest Income	<u>7</u>	\$ 400,000		\$ 44,800	\$ 115,200	\$ 240,000
<b>440: Other Revenue</b>						
44000 Refunds and Credits		\$ 100,000		\$ 11,200	\$ 28,800	\$ 60,000
<b>Total Revenue</b>		\$ 14,431,475	\$ 87,521	\$ 1,834,760	\$ 4,059,290	\$ 8,449,904

		Original Budget (Jan) 2027	JARC 2027 Budget (Jan) 1.07%	Regular Rural Budget (Jan)	Small Urban Budget (Jan)	Small Urban Budget (Jan)
<b>501: Labor</b>						
50101	Operators' Salaries & Wages	8 \$ 4,729,919	\$ 50,580	\$ 529,751	\$ 1,362,217	\$ 2,787,371
50102	Other Salaries & Wages	2,625,566	\$ 16,846	\$ 305,293	\$ 756,163	\$ 1,547,263
50103	Dispatchers' Salaries & Wages	611,371	\$ 6,538	\$ 68,474	\$ 176,075	\$ 360,285
<b>502: Fringe Benefits</b>						
50200	Other Fringe Benefits	1,780,078	\$ 12,029	\$ 206,375	\$ 512,662	\$ 1,049,011
50210	DC Pensions	79,569	\$ 851	\$ 8,912	\$ 22,916	\$ 46,891
50220	DB Pensions	713,322	\$ 7,628	\$ 79,892	\$ 205,437	\$ 420,365
<b>503: Services</b>						
50302	Advertising Fees	60,000		\$ 7,362	\$ 17,280	\$ 35,358
50305	Audit Costs	30,000		\$ 3,681	\$ 8,640	\$ 17,679
50399	Other Services	9 1,022,317		\$ 125,432	\$ 294,427	\$ 602,458
<b>504: Materials &amp; Supplies</b>						
50401	Fuel & Lubricants	10 535,000		\$ 65,641	\$ 154,080	\$ 315,279
50402	Tires & Tubes	66,000		\$ 8,098	\$ 19,008	\$ 38,894
50404	Major Supplies Under \$5,000	-		\$ -	\$ -	\$ -
50499	Other Materials & Supplies	367,100		\$ 45,041	\$ 105,725	\$ 216,334
<b>505: Utilities</b>						
50500	Utilities	11 345,855		\$ 42,435	\$ 99,606	\$ 203,815
<b>506: Insurance</b>						
50603	Liability Insurance	12 860,300		\$ 105,554	\$ 247,766	\$ 506,980
<b>508: Purchased Transportation Service</b>						
<b>509: Misc Expenses</b>						
50902	Travel, Meeting & Training	28,500		\$ 3,497	\$ 8,208	\$ 16,795
50903	Association Dues	29,858		\$ 3,663	\$ 8,599	\$ 17,596
50909	Loss on Disposal of Assets	-				
50999	Other Miscellaneous Expenses	-				
<b>512: Operating Leases &amp; Rentals</b>						
51200	Operating Leases & Rentals	1,800		\$ 221	\$ 518	\$ 1,061
<b>513: Depreciation</b>						
51300	Depreciation	1,224,745		\$ 150,268	\$ 352,727	\$ 721,750
<b>Total Expense</b>		\$ 15,111,301	\$ 94,472	\$ 1,759,589	\$ 4,352,055	\$ 8,905,186
<b>Net Income</b>		\$ (679,826)	\$ (6,951)	\$ 75,171	\$ (292,764)	\$ (455,282)
<b>Net Income before Depreciation</b>		\$ 544,919	\$ (6,951)	\$ 225,440	\$ 59,962	\$ 266,468
<b>Less:</b>						
<b>Capital Reserve</b>		(712,270)	(4,376)	(90,696)	(200,285)	(416,913)
<b>Net Income before Depr &amp; after Reserve/Designation</b>	13	\$ (167,351)	\$ (11,327)	\$ 134,744	\$ (140,323)	\$ (150,445)

	Original Budget (Jan) 2027	JARC 2027 Budget (Jan) 1.07%	Regular Rural Budget (Jan)	Small Urban Budget (Jan)	Small Urban Budget (Jan)
<b>Ineligible Expenses</b>					
<b>550: Ineligible Expense</b>					
54000 Ineligible Refunds and Credits	\$ 100,000		\$ 11,200	\$ 28,800	\$ 60,000
55005 Ineligible Local Contracts	-				
55006 Other Ineligible Interest Expense					
55007 Ineligible Depreciation	1,067,848		119,599	\$ 307,540	\$ 640,709
55008 Other Ineligible Expenses					
55009 Ineligible Association Dues	12,808		1,434	\$ 3,689	\$ 7,685
55010 Other Ineligible Exp assoc. with Aux & NonTrans					
56002 Ineligible Expenses Associated with Advertising					
57099 Other Local/ Federal/ State.	6,951	\$ 6,951			
57402 RTAP	5,500		616	\$ 1,584	\$ 3,300
57604 Other Ineligible Op Exp paid by Capital Contract	80,569		9,024	\$ 23,204	\$ 48,341
58009 Loss on Disposal of Assets	-				
58020 Ineligible Defined Benefit Pension	-				
<b>Total Ineligible Expense</b>	<b>\$ 1,273,676</b>	<b>\$ 6,951</b>	<b>\$ 141,873</b>	<b>\$ 364,817</b>	<b>\$ 760,035</b>
<b>Total Eligible Expense (net of JARC)</b>	<b>\$ 13,757,055</b>	<b>\$ 87,521</b>	<b>\$ 1,617,715</b>	<b>\$ 3,987,238</b>	<b>\$ 8,145,151</b>
<b>Revenues in Excess of Eligible Expenses</b>	<b>\$ 674,420</b>	<b>\$ 0</b>	<b>\$ 217,044</b>	<b>\$ 72,052</b>	<b>\$ 304,753</b>

**BATA Operating Budget Assumptions  
FY2027 Budget Proposal**

	<u>Account #</u>	<u>Account Name</u>	<u>Assumption</u>
<u>1</u>	40100	Passenger Fares	Prior two year ticket fares have reached \$650k. As ridership continues to climb, it is assumed that ticket fares will remain at or above this new benchmark. A new fare system will make it easier for riders to pay.
<u>2</u>	40615	Advertising	Ad space has been selling, with plenty of ad real estate available for sale. It's believed with the success of FY24 & FY25, continued sales in FY26 that FY27 will see sales over \$200k.
<u>3</u>	40800	Taxes Levied by Transit Agency	A headlee rollback of 0.985 as well as an increase of 2% for property taxes was considered. Property tax growth has been higher over the last few years. Future Items to evaluate include Easy Bay TIF, millage renewal, and major future projects.
<u>4</u>	40930	Local Contract Service/Federal Source	This contract with GTI updated to real hours in FY26. Possible new contracts to consider for August 2026 budget update.
<u>5</u>	41101	State Operating Assistance	State funding reimbursement consistency continues to be a main topic. FY2024 40.85%, FY2025 34.5050%, and FY2026 34.8467%. MDOT has directed FY27 reimbursement rate to be 33.1804%. In comparison of FY26 eligible expenses, this would result in a funding reduction of \$230k. Will continue to advocate for funding and apply for funding opportunities to offset possible future reductions.
<u>6</u>	41302	Federal Section 5307 Operating	Federal funding is based on several factors. Now that BATA is reporting directly to the FTA, we have the opportunity to earn additional Small Transit intensive City (STIC) funding. Statistics and information that could have qualified BATA for additional funding, was not reported by the State in prior years. In talking to our state PM's, they didn't know about this funding. We will know more information when the statistics and appropriations are announced in the Spring.
<u>7</u>	41400	Interest Income	Interest income has primarily been generated from investment in the new facility, capital and operating reserves. Interest rates are falling under 4% to start 2026 in current markets. Rates are still being encouraged to drop thru 2026, so less interest income is expected.
<u>8</u>	50101-3	Labor & Benefits	Makes up 88% of the budget. Considerations: maximum availability of our staff, routes, and demand. Generally this will result in lower than budgeted expenses as we prepare for the busiest scenario. Wage increased as well as benefit increases are all considered and will be reviewed again for the August budget revision. (Review of FTE Report)
<u>9</u>	50370-50399	Other Services (Technology)	BATA has implemented several new/advanced technologies over the last couple of years. A few of these technologies were funded by grants and will be covered by operating or local funds beginning in FY2026. BATA Admin continues to evaluate and remove any unnecessary technical needs as new, advance technology comes online. This is an ongoing conversation and evaluated regularly. Any changes will be updated and brought forth in the August budget revision.
<u>10</u>	50401	Fuel and Lubricants	BATA currently has a contract for propane, which was renewed in FY2026. New contract for propane pricing sits at \$0.90/gal & has provided significant savings and better predictability of expenses. This new contract is two years. As we continue to utilize the 30k gallon tank at Hammond and monitor all fuel/energy types, we will make revisions in the August budget revision.

<u>11</u>	50500	Utilities	Many factors taken into consideration of Utilities estimates. Taking into account sixteen months in new facility, solar panels, electric fleet charging, usage, LaFranier charging, Hall Street charging, and Michigan weather. Continued analysis of usage will assist in prediction of costs.
<u>12</u>	50603	Insurance	Industry insurance premium continue to rise. While BATA continues to have minimal expenses/claims, spikes in premiums are being seen across all sectors. BATA Admin recently met with HUB International reps to discuss our increase, while we are considered an outstanding client, with minimal claims, BATA is subject to sharp premium increases. FY2026 saw an increase of 2.09%, down from 12.5% originally. Training and safety will continue to be a top priority.
<u>13</u>		Net Income before Depreciation & after Reserve Designation	As presented, with conservative assumptions, this budget would require a transfer of funds from the Operating Reserve to the Capital Fund based on policy of 5% of eligible operating expenses of \$167,351. As more information about the state budget and property values are revealed, an August amendment and recommendation will be made.

Acct #	Account Name	FY2027 Budget	Explanation
40100	Fare Box Revenues:40100 Cash Fares for Transportation	\$ 650,000	Prior two years have exceeded \$650,000
40200	Specialized Services:40200 CMH Contract Fares	\$ 430,828	New Contract is based on actual hours, rather than fixed contract hours
40610	Auxiliary Trans Revenue:40610 Concessions	\$ 2,200	Averages \$177 a month
40615	Auxiliary Trans Revenue:40615 Advertising Revenue	\$ 204,000	Ad Sales continue to grow
40620	Auxiliary Trans Revenue:40620 Intercity Bus Commission	\$ 32,400	Annual Contract with Indian Trails
40700	Non-Trans Revenue:40700 Other Non-Transportation Revenue	\$ 1,000	Various non-regular sources of revenue Based on Property Tax values sent out from GT and Leelanau Counties. Based on rollback of 0.985 and 2%
40800	Local Revenues:40800 Property Taxes	\$ 5,603,615	property tax value growth
40950	Specialized Services:40950 Purchased Service - Local	\$ 15,000	Revenue from Cherryfest, other public events
41100	State Formula & Contracts:41100 State Operating Assistance	\$ 4,564,646	Based off eligible expenditures 33.1804% reimbursement per FY2027 Application instruction from MDOT
41114	State Formula & Contracts:41114 Other Cap Contract Reimb-State	\$ 16,114	Mobility Management - State matching funds
41202	Federal Operating Grants:41202 JARC	\$ 80,570	JARC Allotment
41300	Federal Operating Grants:41300 Federal Operating Assistance 5311	\$ 256,147	Based on eligible expenditures, appropriation coming in the Spring
41302	Federal Operating Grants:41302 Federal Operating Assistance 5307	\$ 2,000,000	Based on eligible expenditures, appropriation coming in the Spring
41314	Federal Operating Grants:41314 Other Cap Contract Reimb-Fed	\$ 64,455	Mobility Management - Federal Funds
41398	Other Revenues:41398 RTAP	\$ 5,500	Annual training covered by grant
41400	Other Revenues:41400 Interest Inc	\$ 400,000	Interest rates average daily yield 12.22.2025 - 3.88%, interest on investments, still conservative
44000	Other Revenues:44000 Refunds and Credits	\$ 100,000	Includes refunds and insurance claim funds
	Total Revenue	<u>\$ 14,431,475</u>	
50101-1	Salaries & Wages:Drivers:50101-1 Operators' Salaries & Wages - O	\$ 4,729,919	Included COLA estimation and annual contract increases
50102-1	Salaries & Wages:Bus Ops Management:50102-1 Other Salaries & Wages - O	\$ 668,477	Included COLA estimation and annual contract increases
50102-2	Salaries & Wages:Maintenance:50102-2 Other Salaries & Wages - M	\$ 628,010	Included COLA estimation and annual contract increases
50102-3	Salaries & Wages:Administration:50102-3 Other Salaries & Wages - GA	\$ 1,329,079	Included COLA estimation and annual contract increases
50103-1	Salaries & Wages:Dispatch:50103-1 Dispatchers' Wages - O	\$ 611,371	Included COLA estimation and annual contract increases
50200-1	Fringe Benefits:50200-1 MERS DC Plan Contributions - O	\$ 78,189	Included COLA estimation and annual contract increases
50200-2	Fringe Benefits:50200-2 MERS DC Plan Contributions - M	\$ 1,381	Included COLA estimation and annual contract increases
50201-1	Fringe Benefits:50201-1 Medicare Expense - O	\$ 91,877	Based off budget, 1.45% of wages
50201-2	Fringe Benefits:50201-2 Medicare Expense - M	\$ 9,203	Based off budget, 1.45% of wages
50201-3	Fringe Benefits:50201-3 Medicare Expense - GA	\$ 20,309	Based off budget, 1.45% of wages
50203-1	Fringe Benefits:50203-1 Health Insurance - O	\$ 866,217	Based on enrollment in January 2026 and a 3 increase to allocation estimates
50203-2	Fringe Benefits:50203-2 Health Insurance - M	\$ 112,687	Based on enrollment in January 2026 and a 3 increase to allocation estimates
50203-3	Fringe Benefits:50203-3 Health Insurance - GA	\$ 98,601	Based on enrollment in January 2026 and a 3 increase to allocation estimates
50207-1	Fringe Benefits:50207-1 Unemployment Benefits - O	\$ 5,000	Earmarked, just in case needed
50208-1	Fringe Benefits:50208-1 Workers' Compensation - O	\$ 120,000	Based on prior cost and annual audits
50211-1	Paid Leave:50211-1 Paid Leave - O	\$ 404,784	Includes full PTO for eligible employees
50213-1	Fringe Benefits:50213-1 Uniform Expense - O	\$ 12,000	Per EF, the closet is pretty stocked
50213-2	Fringe Benefits:50213-2 Uniform Expense - M	\$ 10,000	Have added add'l employee
50213-3	Fringe Benefits:50213-3 Uniform Expense - GA	\$ 1,400	14 Employees Uniform allowance
50216-1	Fringe Benefits:50216-1 MERS DB Plan Contributions - O	\$ 469,730	Operations DB Contributions at 8.60%
50216-2	Fringe Benefits:50216-2 MERS DB Plan Contributions - M	\$ 64,973	Operations DB Contributions at 8.60%
50216-3	Fringe Benefits:50216-3 MERS DB Plan Contributions - GA	\$ 178,619	Administration DB Contributions at recommended 13.56% (from 2024 actuarial, beginning 10/1/2026)
50220-1	Fringe Benefits:50220-1 Wellness Program-O	\$ 9,000	Based on use of reimbursement and staff
50220-2	Fringe Benefits:50220-2 Wellness Program-M	\$ 2,000	Based on use of reimbursement and staff
50220-3	Fringe Benefits:50220-3 Wellness Program-GA	\$ 2,000	Based on use of reimbursement and staff
50302-3	Services:50302-3 Advertising Fees - GA	\$ 60,000	Per Eric, consistent with current planned expenses
50303-3	Services:50303-3 Legal Services - GA	\$ 70,000	Based on prior years without additional litigation costs
50306-2	Services:50306-2 Custodial Services - M	\$ 7,360	Fish Window cleaning at Hammond and Hall, laundry services, etc
50307-3	Services:50307-3 Security System Expense - GA	\$ 19,400	Annual Monitoring Fees

50308-3	Services:50308-3 Marketing Expense - GA	\$	101,500	To meet Community Strategic Plan and Website redesign
50370-3	Services:50370-3 IT Support & Maintenance - GA	\$	576,564	Updated to include all new technology and removed items cancelled and brought in-house for IT. Includes placeholders for New finance software and amounts that may could be reduced based on contract renewals
50392-3	Services:50392-3 Consulting Services - GA	\$	25,000	Budget for external surveying, if needed
50395-2	Services:50395-2 Building Maintenance - M	\$	75,000	Annual Maintenance for HQ and Hall St
50396-2	Services:50396-2 Grounds Maintenance - M	\$	67,933	Includes Snow Plowing budget
50398-3	Services:50398-3 Accounting Services/Audit - GA	\$	30,000	Audit Costs
50399-1	Services:50399-1 Other Services - O	\$	20,900	Credit Card Fees for Operations
50399-2	Services:50399-2 Other Services - M	\$	31,200	Third party auto work and towing fees
50399-3	Services:50399-3 Other Services - GA	\$	27,460	Summer Tax Billing Fees, Banking Fees
50401-1	Fuel & Lubricants:50401-1 Fuel & Lubricants - O	\$	535,000	Based on Propane, Gas and Diesel Usage and Contracts
50402-1	Materials & Supplies:50402-1 Tires & Tubes - O	\$	66,000	Consistent with average needs
50496-2	Materials & Supplies:50496-2 Custodial Supplies - M	\$	25,000	Cleaning Supplies for HQ and Hall St
50497-3	Materials & Supplies:50497-3 Printed Materials - GA	\$	18,000	For Marketing Needs
50498-2	Materials & Supplies:50498-2 Postage & Shipping - M	\$	1,000	Based on 3 year average statistics
50498-3	Materials & Supplies:50498-3 Postage & Shipping - GA	\$	2,000	Based on 3 year average statistics
50499-1	Materials & Supplies:50499-1 Other Materials & Supplies - O	\$	200,000	Bus Parts, consistent with three year average
50499-2	Materials & Supplies:50499-2 Other Materials & Supplies - M	\$	25,000	Increased for additional fleet vehicles
50499-3	Materials & Supplies:50499-3 Other Materials & Supplies - GA	\$	96,100	Office Supplies, Farebox Tickets, Breakroom, Technology Needs
50501-3	Utilities:50501-3 Utilities - Electric - GA	\$	116,635	All Shelters, Hall Street and HQ projections prior to Solar Panel data
50502-3	Utilities:50502-3 Utilities - Gas - GA	\$	130,800	Includes Hall, Hammond, and Carriage View Park N Ride
50503-3	Utilities:50503-3 Utilities - Telephone - GA	\$	28,000	New projections after account consolidation
50504-3	Utilities:50504-3 Utilities - Internet/Cable - GA	\$	48,240	All services including cradlepoints on all operating buses
50505-2	Utilities:50505-2 Utilities - Waste - M	\$	7,680	Hall and Hammond Waste Disposal Costs
50509-3	Utilities:50509-3 Utilities - Other - GA	\$	14,500	Water & Sewer for Hammond, Carriage View, Hall St
50603-1	Insurance:50603-1 Insurance - Fleet - O	\$	580,000	Based on current pricing and trends, high rate increases
50605-1	Insurance:50605-1 Insurance - Property/Liab - O	\$	209,300	Based on current pricing and trends, high rate increases
50606-3	Insurance:50606-3 Liability Insurance Fees - GA	\$	71,000	Based on current pricing and trends, high rate increases
50901-3	Other Expenses:50901-3 Dues - GA	\$	29,858	For active memberships and groups
50902-1	Other Expenses:50902-1 Travel, Meetings & Training - O	\$	12,000	Based on three year average and considering change from rural to urban
50902-2	Other Expenses:50902-2 Travel, Meetings & Training - M	\$	1,500	Travel/Reimbursement for Staff
50902-3	Other Expenses:50902-3 Travel, Meetings & Trainin - GA	\$	15,000	Based on three year average and anticipated costs
50998-1	Fringe Benefits:50998-1 Other Misc./Physicals - O	\$	15,000	Based on three year average and hiring trends
51200-1	Operating Leases & Rentals:51200-1 Leases & Rentals - O	\$	1,800	Cell Tower Signal Rental
			<u>\$ 13,886,556</u>	

**\$ 544,919** Projected Revenues over expenditures (no depreciation)

55007-1	Depreciation:Local Depreciation:51350-1 Depreciation Exp - Local - O	\$	121,832
55007-2	Depreciation:Local Depreciation:51350-2 Depreciation Exp - Local - M	\$	6,503
55007-3	Depreciation:Local Depreciation:51350-3 Depreciation Exp - Local - GA	\$	186,366
58020-1	Depreciation:Ineligible Depreciation:55007-1 Depreciation Exp - Inelig. - O	\$	923,236
58020-2	Depreciation:Ineligible Depreciation:55007-2 Depreciation Exp - Inelig. - M	\$	12,492
58020-3	Depreciation:Ineligible Depreciation:55007-3 Depreciation Exp - Inelig. - GA	\$	654,807

Salary	\$	9,990,774	72%
Fringe & Benefits	\$	2,168,186	16%
Amount of budget going to Salary and Fringe Benefits	\$	12,158,960	88%

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at [www.Michigan.gov/MDOT-ADA](http://www.Michigan.gov/MDOT-ADA).

Michigan Department  
of Transportation  
3078 (12/2025)

**FY 2027 RESOLUTION OF INTENT**

The approved resolution of intent to apply for state formula operating assistance for fiscal year 2027 under Act 51 of the Public Acts of 1951, as amended.

INSTRUCTIONS: Complete and return it to the Michigan Department of Transportation.

WHEREAS, pursuant to Act 51 of the Public Acts of 1951, as amended (Act 51), it is necessary for the BAY AREA TRANSPORTATION AUTHORITY, (hereby known as THE APPLICANT) established under Name of Applicant (Legal organization name)

Act 196 to provide a local transportation program for the state fiscal year of 20  and, therefore, apply for state financial assistance under provisions of Act 51; and

WHEREAS, it is necessary for the governing body to name an official representative for all public transportation matters, who is authorized to provide such information as deemed necessary by the State Transportation Commission or department for its administration of Act 51; and

WHEREAS, it is necessary to certify that no changes in eligibility documentation have occurred during the past state fiscal year; and

WHEREAS, the performance indicators have been reviewed and approved by the governing body.

WHEREAS, THE APPLICATION, has reviewed and approved the proposed balance (surplus) budget, and funding sources of estimated federal funds \$ 2,326,102.00 , estimated state funds \$ 4,661,330.00 , estimated local funds \$ 6,049,443.00 , estimated fare box \$ 650,000.00 , estimated other funds \$ 744,600.00 , with total estimated expenses of \$ 13,757,055.00 .

NOW THEREFORE, be it resolved that THE APPLICANT hereby makes its intentions known to provide public transportation services and to apply for state financial assistance with this annual plan, in accordance with Act 51; and

HEREBY, appoints CHRIS DAVIS as the Transportation Coordinator, for all public transportation matters, who is authorized to provide such information as deemed necessary by the State Transportation Commission or department for its administration of Act 51 for 20 .

I, \_\_\_\_\_, \_\_\_\_\_ of  
(Name) (Secretary/Clerk)

THE APPLICANT, having custody of the records and proceedings of THE APPLICANT, does hereby certify that I have compared this resolution adopted by THE APPLICANT at the meeting of JANUARY 22, 2026, with the original minutes now on file and of record in the office and that this resolution is true and correct.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed seal of said _____, this _____ day of _____ A.D. 20 <u> </u> .
SIGNATURE
55



**BAY AREA TRANSPORTATION AUTHORITY  
1340 W. Hammond Rd  
Traverse City, Michigan 49686**

**January XX, 2026**

Alex Simonetti  
Project Manager  
MDOT-Office of Passenger Transportation  
7915 US 131 Hwy  
Cadillac, MI 49601  
(517)643.0061  
simonettia@michigan.gov

Dear Alex:

Attached to this email please find BATA's updated Vehicle Accessibility Plan, as reviewed by the agency's Local Advisory Council on January 13, 2026 (see enclosed minutes of LAC meeting), and by the agency's governing body on January 22, 2026.

Please contact me at your convenience if you have any questions.

Sincerely,

Eric Lingaur, Director of Communications and Development  
BATA

/Enclosures

**BAY AREA TRANSPORTATION AUTHORITY  
1340 W. Hammond Rd.  
Traverse City, Michigan 49686**

**1. Purpose**

This accessibility plan is submitted in compliance with Section 10e(18) of the Michigan Transportation Fund Act (MCL 247.660e) (hereinafter “the Act”) and the official administrative rules for administration of Michigan’s Comprehensive Transportation Fund. The purpose of this accessibility plan is to describe the demand-response service provided by Bay Area Transportation Authority (BATA), to senior persons and individuals with disabilities. This accessibility plan demonstrates it is the policy of BATA to comply with the following requirements of Section 10e(18):

- A. That demand-response service is provided to persons 60 years of age or older and individuals with disabilities residing in BATA’s entire service area. (See attached map defining the service area.)
- B. That as a minimum, a demand response service is provided to persons 60 years of age or older and individuals with disabilities during the same hours as service is provided to all other persons in BATA’s service area.
- C. That the average time required for demand response service to persons 60 years and older and individuals with disabilities, from the initiation of a service request to arrival at the destination, is equal to the average time period required for demand response service provided to all other persons in BATA’s service area.
- D. That BATA has established a Local Advisory Council with not less than 50 percent of its membership representing persons 65 years of age or older and individuals with disabilities in BATA’s service area. At least one member (or 12 percent of membership) has been appointed jointly with the area agency on aging. The Local Advisory Council has had an opportunity to review and comment on this plan before its submission to the Michigan Department of Transportation. (See attached BATA Local Advisory Council minutes).

All rules cited below refer to the official administrative rules for the administration of the Comprehensive Transportation Fund. These rules are found in the Michigan Administrative Code, beginning at Rule 241.4101, et seq.

## **2. Definition of Senior and Individual with a Disability - Rule 201 (2) (c)**

As used in this Accessibility Plan

(a) “individual with a disability” means an individual who has a physical or mental impairment that substantially limits one or more of the major life activities of such individual, a record of such impairment, or being regarded as having such an impairment. See Michigan Administrative Code Rule 247.4101(1)(m).

(b) “senior” means an individual 60 years of age or older.

## **3. Number of Senior (over age 65) and Individuals with Disabilities in Service Area - Rule 201 (2) (c)**

BATA estimates that a total of approximately 37,000 persons are 65 years or older or are a disabled person under the age of 65 that reside in the agency’s defined service area. Approximately 118,500 people live in the BATA service area of Grand Traverse and Leelanau Counties, making the percentage of persons over 65 and disabled people at 31%. Source: 2020 US Census.

## **4. Description of Plan Development Process and Local Advisory Council Involvement - Rule 201(2) (e)**

BATA developed this plan using the following process:

- a. Agency staff drafted a plan, incorporating all information required by R 247.4201 and R247.4202 of the Michigan Administrative Code
- b. The draft plan content was reviewed at a meeting of the BATA Local Advisory Council, held on 1/13/2026, wherein the Local Advisory Council was given opportunity to review and comment on the content of the plan. In accordance with Sec. 10e(18)(d) of the Act, all comments on the plan received at this meeting by Local Advisory Council members are contained in a separate section of this plan, below.
- c. A final draft plan was submitted to and approved by BATA’s governing body.

## **5. Local Advisory Council Composition - Rule 202**

BATA’s Local Advisory Council is currently comprised of eleven (11) members, which meets or exceeds the required minimum of three members. In accordance with Rule 202, no member of the Local Advisory Council is an employee, executive committee member, or governing board member of BATA. BATA ensures that at least 50 percent of its Local Advisory Council membership *represents* persons who are 65 years of age or older *or represents* persons who have disabilities within the agency’s defined service area.

BATA further ensures that at least one member of its Local Advisory Council (or one of every eight members, whichever is larger) is approved jointly with the area agency on aging. BATA further ensures that its Local Advisory Council membership will include people who have diverse disabilities and at least one senior who are users of public transportation. BATA's Local Advisory Council is, at the time of adoption and submission of this plan, composed of the following members:

**1. Linda Joppich**

**LAC Chairperson Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older*
- Neither of the above groups
- Represents one of the above

**Community Member**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation*
- Neither of the above

**2. Amanda Molski**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**Area Agency on Aging**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging*
- A user of public transportation
- Neither of the above

**3. Dan Buron**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**Goodwill of Northern Michigan**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation
- Neither of the above

**4. Mandy Joppich**

**Name**

This Member is a:

- Person with Disabilities*
- Person 65 years and older
- Neither of the above groups
- Represents one of the above

**Community Member**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation*
- Neither of the above

**5. Lacey Edgecomb**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**Grand Traverse Senior Center**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation
- Neither of the above

**6. Lena Vander Meulen**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**7. Demarie Jones**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**8. Susan Odgers**

**Name**

This Member is a:

- Person with Disabilities*
- Person 65 years and older
- Neither of the above groups
- Represents one of the above

**9. Lana Payne**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**10. Mitch Treadwell**

**Name**

This Member is a:

- Person with Disabilities
- Person 65 years and older
- Neither of the above groups
- Represents one of the above*

**11. Matt Moritz**

**Name**

This Member is a:

- Person with Disabilities*
- Person 65 years and older
- Neither of the above groups
- Represents one of the above

**Leelenau County Senior Services**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation
- Neither of the above

**Disability Network**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation
- Neither of the above

**Community Member**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation*
- Neither of the above

**GT Commission on Aging**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation
- Neither of the above

**TC City Commissioner**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation*
- Neither of the above

**Community Member**

**AFFILIATION**

This member is:

- Jointly appointed by the area agency on aging
- A user of public transportation*
- Neither of the above

## **6. Present Vehicle Inventory – Rule 201 (2) (a)**

BATA's demand response vehicle inventory presently in service is as follows:

- a. Number of demand response vehicles presently in service purchased using Comprehensive Transportation Fund monies = 72
- b. Number of accessible demand response vehicles presently in service purchased using Comprehensive Transportation Fund monies = 68

## **7. Anticipated Vehicle Inventory – Rule 201 (2) (b)**

BATA's anticipated demand response vehicle inventory is as follows:

- a. Number of demand response vehicles in agency's anticipated fleet which will be purchased using Comprehensive Transportation Fund monies = 74
- b. Number of accessible demand response vehicles in agency's anticipated fleet which will be purchased using Comprehensive Transportation Fund monies = 68

## **8. Narrative Summary of Vehicles Requested – Rule 201 (2) (I)**

As indicated above, the agency currently operates or plans to operate a total of seventy-two (72) demand response vehicles. Of these vehicles, the total number that will be fully accessible to seniors and individuals with disabilities is sixty-eight (68) vehicles. The reason for operating or planning to operate this number of accessible vehicles comes from the current configuration of our services offered within our service area and our dual-purpose mixed fleet of seventy-seven (77) vehicles with seventy-four (74) of those able to fill both route types.

The exceptions to this are as follows; five (5) large buses used for fixed route only which are non-ADA and unable to be utilized as DR, and four (4) EV vans that are non-ADA but are able to perform DR routes.

In short, we have sixty-eight (68) ADA equipped vehicles and nine (9) non-ADA equipped vehicles in our fleet.

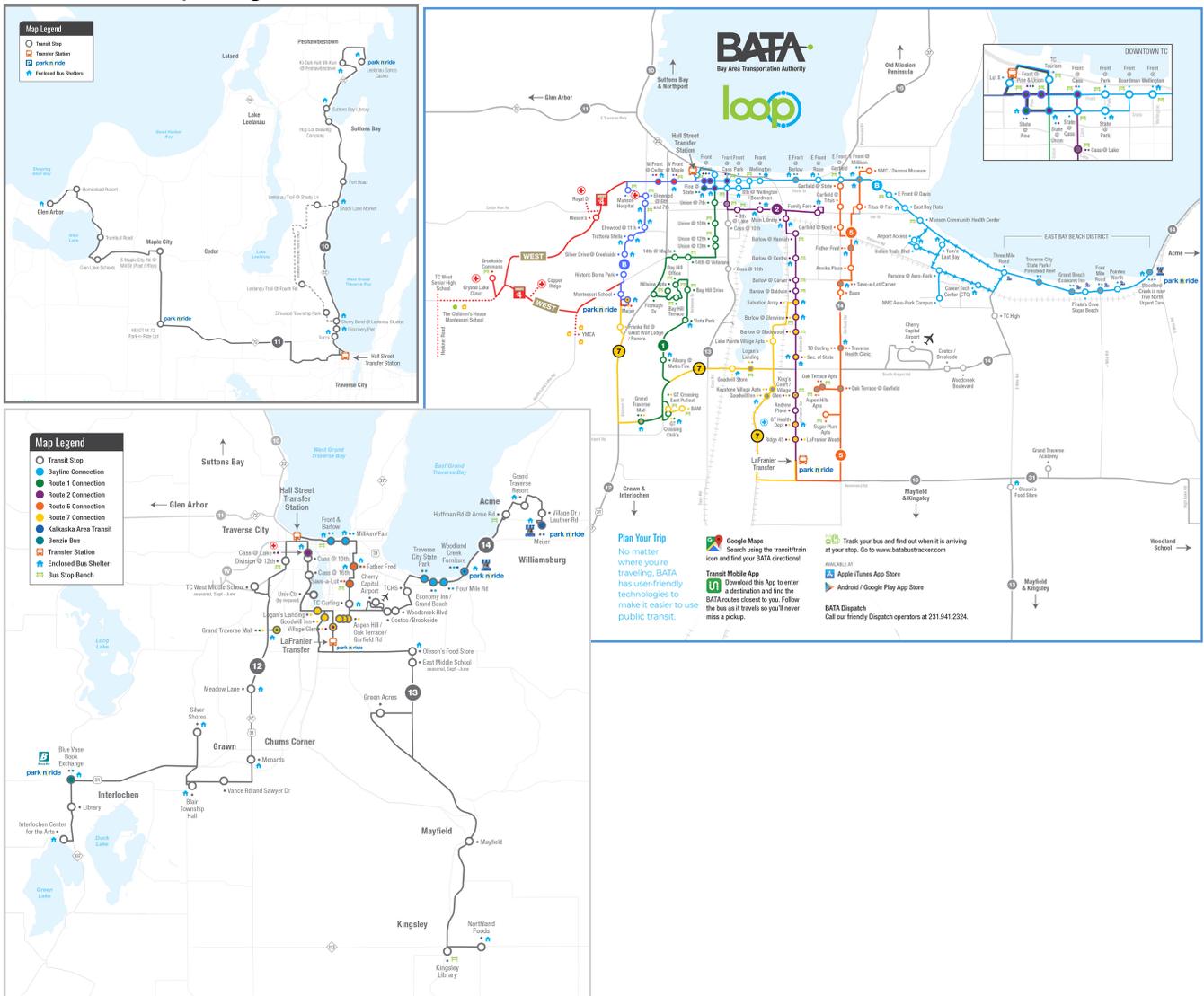
## 9. Fare Structure - Rule 201 (2) (d)

BATA's fare structure that is in use for seniors, individuals with disabilities, and the general public for demand response and fixed route service is as follows:

	General Public	Seniors/Disabled Peak	Seniors/Disabled Non-Peak
On-Demand / Demand Response	\$6.00/\$3.00	\$3.00/\$1.50	\$3.00/\$1.50
Fixed Route	\$3.00/\$1.50	\$1.50/\$0.75	\$1.50/\$0.75

## 10. Map and Narrative Description of Service Area – Rule 201 (2) (f)

For fixed route and demand-response service, BATA's Service Area is Grand Traverse and Leelanau Counties. Refer to the attached maps of BATA's service area, depicting BATA's service area and routes.



#### **11. Service Schedule – Rule 201 (2) (g)**

BATA's current fixed route service hours are Monday through Saturday, 6am to 10pm, while on-demand hours are 6am to 10:30 pm seven days a week. Complete service schedules and detailed hours can be found at [www.bata.net/schedules](http://www.bata.net/schedules) or [www.bata.net/maps-schedules/service-hours-locations](http://www.bata.net/maps-schedules/service-hours-locations).

#### **12. Schedules in Alternative Formats – Rule 201 (2) (h)**

BATA has made arrangements to produce copies of its current service schedule in an alternative format that can be utilized by persons who are blind or have other disabilities. BATA's schedules can be found on Google Maps, Apple Maps, and by using the Transit app, which all have accessibility features.

#### **13. Vehicle Availability on Other Than Regular Service Hours and Days – Rule 201 (2) (i)**

BATA does make demand-response service vehicles available for use during hours or days other than regular fixed-route service hours and days. Links are available seven days a week and 365 days a year with hours extending past fixed route operating hours. BATA confirms that accessible transit vehicles are available for use by the senior and individuals with disabilities to the same extent as the general public.

#### **14. Advance Requests for Demand Actuated Service – Rule 201 (2) (j)**

BATA does allow riders to request a ride up to a day in advance, but does not require seniors, people with disabilities, and the general public to make an advance request to obtain demand response service within its service area.

#### **15. Constraints on Capacity and Restrictions on Trip Purpose – Rule 201 (2) (k)**

BATA provides service to all customers with no constraints on capacity or restrictions on trip purpose.

#### **16. Local Advisory Council Comments on this Plan – Rule 201(2) (m)**

BATA's Local Advisory Council members had no comments, questions, or concerns comments about the Vehicle Accessibility Plan.

#### **17. Agency Response to Local Advisory Council Comments on the Plan – Rule 201 (2) (n)**

NA. See above.