



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 Technical Committee Agenda

Thursday June 20th, 1:30 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/81510377766>

Meeting ID: 815 1037 7766

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- 1) Introductions and Roll Call of Voting Members (See **attached, Page 2**)
- 2) May 6th 2024 Technical Committee Minutes (See **attached, Pages 3-5**)
- 3) Public comment
- 4) New Business
 - a) Public Participation Plan (PPP) review and approval (See **attached, Pages 6-34**)
 - b) FY 25 Call for Projects (See **attached, Page 35** FY 2-23-26 Estimate, **Pages 36-37** BATA, **Pages 38-41** GTCRC, and **Pages 42-92** Traverse City)
 - c) NEVI Vehicle Charging Station (See **attached, Page 93-94**)
- 5) Public comment
- 6) Member Comments/Discussion of future agenda items
- 7) Next Meeting: August 15th, 2024 at 1:30 PM
- 8) Adjourn

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TTCI TECHNICAL COMMITTEE MEMBERS CONTACT LIST

Name	Title	Organization	Email	Phone	Officers	Voting Member
Luke Walters	Transportation Planner / MPO Program Manager	MDOT	WaltersL3@michigan.gov	517-331-2233		Yes
Kyle Kobylski	LAP Engineer	MDOT	KobylskiK@michigan.gov	231-340-3541		
Daniela Khavajian	Statewide and Urban Travel Analysis Section (SUTA)- MDOT	MDOT	KhavajianD@michigan.gov	517-388-4060		
Katie Beck	Supervisor, Urban Travel Analysis Unit	MDOT	beckk1@michigan.gov			
Alex Simonetti	MDOT-Office of Passenger Transportation - Project Manager	MDOT	SimonettiA@michigan.gov			
Dan Wagner	TC TSC Manager	MDOT	wagnerD2@michigan.gov	231-340-9295		
James Johnson		MDOT	johnsonJ114@michigan.gov			
Valerie Shultz	RPM North Unit Manager	MDOT	ShultzV@michigan.gov			
Derek Weichlein	Assistant County Highway Engineer	GTCRC	dweichlein@gtrcr.org	231-322-1941	Vice Chair	Yes
Craig Brown	Engineer	LCRC	cbrown@leelanauroads.org	231-271-3993		Yes
Troy Hinds	Manager	BCRC	bcrcmanager@benzieraoad.net	231-325-3051 X 207		
Gregg Bird	Emergency Management Coordinator	Grand Traverse County	gbird@gtcountymi.gov	231-590-2373		Yes
Chris Forsyth	Grand Traves County Deputy Administrator	Grand Traverse County	cforsyth@gtcountymi.gov	231-922-4780		Yes
Deborah Allen	Leelanau County Administrator	Leelanau County	dallen@leelanau.gov	12312568100		Yes
Rob Kalbfleisch	Land & Roads Management Director	Grand Traverse Band of Ottawa and Chippewa Indians	Rob.Kalbfleisch@gtb-nsn.gov	231-534-7716		
Lindsey Wolf	Planning & Zoning Administrator	Acme Township	zoning@acmetownship.org	231-938-1350	Treasurer	Yes
Steve Patmore	Zoning Administrator	Bingham Township	zoningadmin@suttonsbaytwp.com			Yes
Nicole Blonshine	Supervisor	Blair Township	supervisor@blairtownshipmi.gov	231-276-9263		
Claire Karner	Director of Planning & Zoning	East Bay Township	ckarner@eastbaytwp.org	231.947.8681 x2		Yes
Sarah Clarren	Planner/Zoning Administrator	Elmwood Township	planner@elmwoodmi.gov	231-946-0921		Yes
John Sych	Planning Director	Garfield Township	jsych@garfield-twp.com	231-225-3155	Chair	Yes
Andy Marek	Treasurer	Green Lake Township	treasurer@greenlaketownship.org			Yes
Cody Stricker	Township Planner	Long Lake Township	planner@longlaketownship.com	231-946-2249		Yes
Jenn Cram	Director of Planning & Zoning	Peninsula Township	planner@peninsulatownship.com	231-223-7314		Yes
Bill Clark	Transportation Planner	BATA	clarkw@bata.net	231-933-5534		Yes
Shawn Winter	City Planner	Travese City	swinter@traversecitymi.gov	231-922-4465	Secretary	Yes
Kevin Klein	Airport Manager	Cherry Capital Airport	kevin.klein@tvcairport.com			
Bob Nelesen	Airpor Engineer	Cherry Capital Airport	bob.nelesen@tvcairport.com			
Mark Bishop	Airport Finance Director	Cherry Capital Airport	mark.bishop@tvcairport.com			
Carolyn Ulstad	Transportation Program Manager	Groundwork	carolyn.ulstad@groundworkcenter.org	231-941-6584 x710		
Troy Kierczynski	VP of Finance and Administration	Northwestern Michigan College	tkierczynski@nmc.edu	231-995-1147		
Elizabeth Calcutt	TART Trails Representative	TART	elizabeth@traversetrails.org			
Chris Kushman	TART Trails Representative	TART	ckushman@traversetrails.org			
Christine Thomas	Assistant Superintendent of Finance and Operations	TCAPS	thomasch@tcaps.net	231-933-1730		
Camille Hoisington	Director of Ecosystem Development	Traverse Connect	Camille.Hoisington@traverseconnect.com			
Warren Call	Executive Director	Traverse Connect	warren.call@traverseconnect.com			
Alternates						Alternate Voting Member
Heidi Phaneuf	North Region Planner	MDOT	PhaneuffH@michigan.gov	231-340-0326		Yes #1
Krista Phillips	MDOT TC TSC Operations Engineer	MDOT	phillipsk7@michigan.gov	989-245-2173		Yes #2
Wayne Schoonover	Manager of Engineering	GTCRC	wschoonover@gtrcc.org			Yes
Brendan Mullane	Managing Director	LCRC	bmullane@leelanauroads.org	231-271-3993		Yes
Lynette Wolfgang	Clerk	Blair Township	clerk@blairtownship.org	231-276-9263		Yes
Steve Hannon	Deputy Planning Director	Garfield Township	shannon@garfield-twp.com	231-225-3156		Yes
Bill Vandercook	Zoning Administrator	East Bay Township	zoning@eastbaytwp.org	231.947.8681 x3		Yes
Kelly Dunham	Executive Director	BATA	dunhamk@bata.net	231-778-1035		Yes
Zach Cole	Civil Engineer 1	Traverse City	zcole@traversecitymi.gov	231-922 4492		Yes #1
Anne Pagano	Civil Engineer	Traverse City	apagano@traversecitymi.gov	231-922 4455		Yes #2

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

Monday, May 6th, 2024 at 1:30pm

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

DRAFT – SPECIAL MEETING MINUTES - DRAFT

Call to Order

John Sych called the meeting to order at 1:35 pm on Monday, May 6, 2024.

1) Introduction/Roll Call of Voting Members

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

Present:

Zach Cole (Traverse City); Heidi Phaneuf (MDOT); Andy Marek (Green Lake Twp.); Ron Lemcool (Long Lake Twp.); Luke Walters (MDOT); John Sych (Garfield Twp.); Kelly Dunham (BATA); Nicole Blonshine (Blair Twp.); Chris Forsyth (GT County); Max Giaman (MDOT); Derek Weichlein (GT CRC); Chris Kushman (Tart Trails); Kyle Kobylski (MDOT); Shawn Winter (Traverse City); Bill Clark (BATA); Craig Brown (LCRC)

Others present:

Dana O'Dell (NN); Barry Hicks (NN); Daniela Khajavan (MDOT)

2) Approval of Agenda and Meeting Minutes from March 12, 2024 (action requested)

Sych asked if there needed to be any changes to the agenda and/or meeting minutes from March 12, 2024. Cole stated that his last name be spelled “Cole” and not “Kole”. No further changes.

Motion to approve the TTCI Technical Committee Meeting Minutes from March 12, 2024 with changes. Motion passed unanimously.

3) Public Comment

None.

4) New Business (action requested)

- a) UWP review and approval

Hicks explained each of the items to be reviewed in the table on contents for the draft copy of the Unified Work Program Fiscal Year 2025 and proceeded to go through each section.

- Page ten (10) of the UWP needed to be updated in the “Technical Advisors” section from Northern Michigan College to Northwestern Michigan College, as well as Cherry Capital Airport to Northwest Regional Airport Authority.

Hicks anticipates a new document will be presented with new wording from MDOT at the July TTCI Policy Board Meeting. Winters would like the terminology “complete streets” to be changed to “complete networks”. Phaneuf provided the reasoning behind the term “complete streets” and explained why this terminology needs to stay. The merge of terms will be added together and updated in the “2.5% PL Funding” section on page forty-seven (47).

Motion to Approve the Unified Work Program Fiscal Year 2025 plan with changes. Motion by Lemcool, supported by Marek.

b) FY Call for Projects

Hicks explained the selection process of projects and that these selections need to be submitted by May 31, 2024 with potential that these projects could then be voted on at the next meeting in July 2024. Cole had concerns about honoring prior projects that had been approved. Hicks clarified Cole’s comment that there were no official approvals on any projects and to bring these projects forward at the next meeting. Phaneuf asked if 2026 projects were also going to be discussed at this meeting. Hicks stated that this will only be for projects in the 2025 fiscal year calendar. Dunham suggests that each project come forward with a breakdown of finances to show support for each suggested project. Discussion Ensued.

c) MPO 2024-25 Timeline- FY 26 Call for projects, Public Participation Plan, PASER data collection, TIP, Long Range Planning

Hicks went through the TTCI key dates for the Public Participation Plans timeline and explained the importance of the quick approval from both the policy board and technical committee due to the 45-day public comment review. Hicks would like this to be approved by the technical committee at the August 2024 meeting and the policy board in September of 2024. The next call for project discussions will occur in September of 2024 for the fiscal year 2026-2029. Those projects will then be reviewed by the technical committee in October 2024 and the policy board in November 2024. Phaneuf mentioned a TIP Amendment Project provided by MDOT and needing discussion on this topic. Sych suggests to discuss this item during *Round Table Updates*. No further discussion.

d) Dunham explains form 1481 for BATA for fiscal year 2024 and explains this is a requirement from the MPO to get approval on this from both the technical committee and policy board. Hicks clarifies that this usually goes through a TIP Amendment, but because we do not have a TIP we will go through the technical committee and ask for approval today. Discussion ensued.

Motion to Recommend Approval to the Policy Board for the 1481 Form for BATA. Motion by Marek, supported by Winters.

e) Daniela Khavajan from MDOT explains the need for the Employment Data Review. This data will be intended as a model and no other use. No discussion.

Motion to Approve the Employment Data Review. Motion by Winters, supported by Weichlein.

5) Public Comment

No public comment.

6) Round Table Updates

Pneauf elaborates on the TIP Rural Amendment Project and explains the benefits this project will provide. This project will entail construction on M-72 and M-22 to Cherry Bend Road for this fiscal year (2024). A rural transportation grant will be funding this project for 14.4 million dollars, with help from Elmwood Township. Discussion ensued.

7) Board Member Comments

The Public Participation Plan and timeline will both be items up for review at the June 2024 meeting. Discussion ensued.

8) Next Meeting: June 20, 2024

Adjourn

Meeting Adjourned at 2:47 pm.

Respectfully submitted,

Dana O'Dell
Administration and Communications Coordinator
Networks Northwest

Traverse Transportation Coordinating Initiative (TTCI)

FY24 Public Participation Plan

DRAFT



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

Prepared by:



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TTCI Website:

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

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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 TALUS 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](#) 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 Grand Traverse County Road Commission

Proposed Project Cass Road

Project Limits Robbins Bridge to 500' N of Hartman Rd

Length (in mi.) 1.25 PASER Rating 3 Traffic Volume 7096

Functional Class Major Collector Year of Last Improvement 2018

Description of Last Improvement Chip seal w/fog seal

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

Estimated % Commercial Traffic 3 On LRTP Freight Route? yes

Priority within Jurisdiction high Year Funding is Requested: 2025

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 _____
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?	Yes _____
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	Yes _____
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	Yes _____
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	Yes _____
Green Infrastructure – Does the project involve the use of stormwater best management practices?	Yes _____
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	Yes _____
Economic Development – Does the project support job creation or growth?	Yes _____
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	Yes _____
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?	Yes _____

Total Participating Cost	\$ <u>1,597,000</u>	Total Federal	\$ <u>1,277,600</u>
Total Non-Participating Cost	\$ _____	Total Local	\$ <u>319,400</u>
Total Project Cost	\$ <u>1,597,000</u>	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:

- | | |
|----------------------------|--|
| • 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) |

Cass Road Current Conditions:

(2) 11' lanes with narrow to no paved shoulder

Proposed improvements:

(2) 11' lanes with center left turn lane and 5' paved shoulders

Crush and shape and overlay with 5.5" of HMA, add center left turn lane at Hartman Rd and high volume driveways (trailhead parking areas, bus garage), drainage improvements, guardrail upgrades, pavement markings.

19 crashes reported on this segment 2020-2022

6 Fixed object (1 "A" injury crash)

5 Overturn

3 Rear End

Adding paved shoulders will help reduce run off the road type crashes (fixed object and overturn), also complies with agency complete streets policy.

Cass Road connects Keystone Rd to S. Airport Rd and serves as a redundant route for north/south traffic with a crossing of the Boardman River.

Work Description Continued.....

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

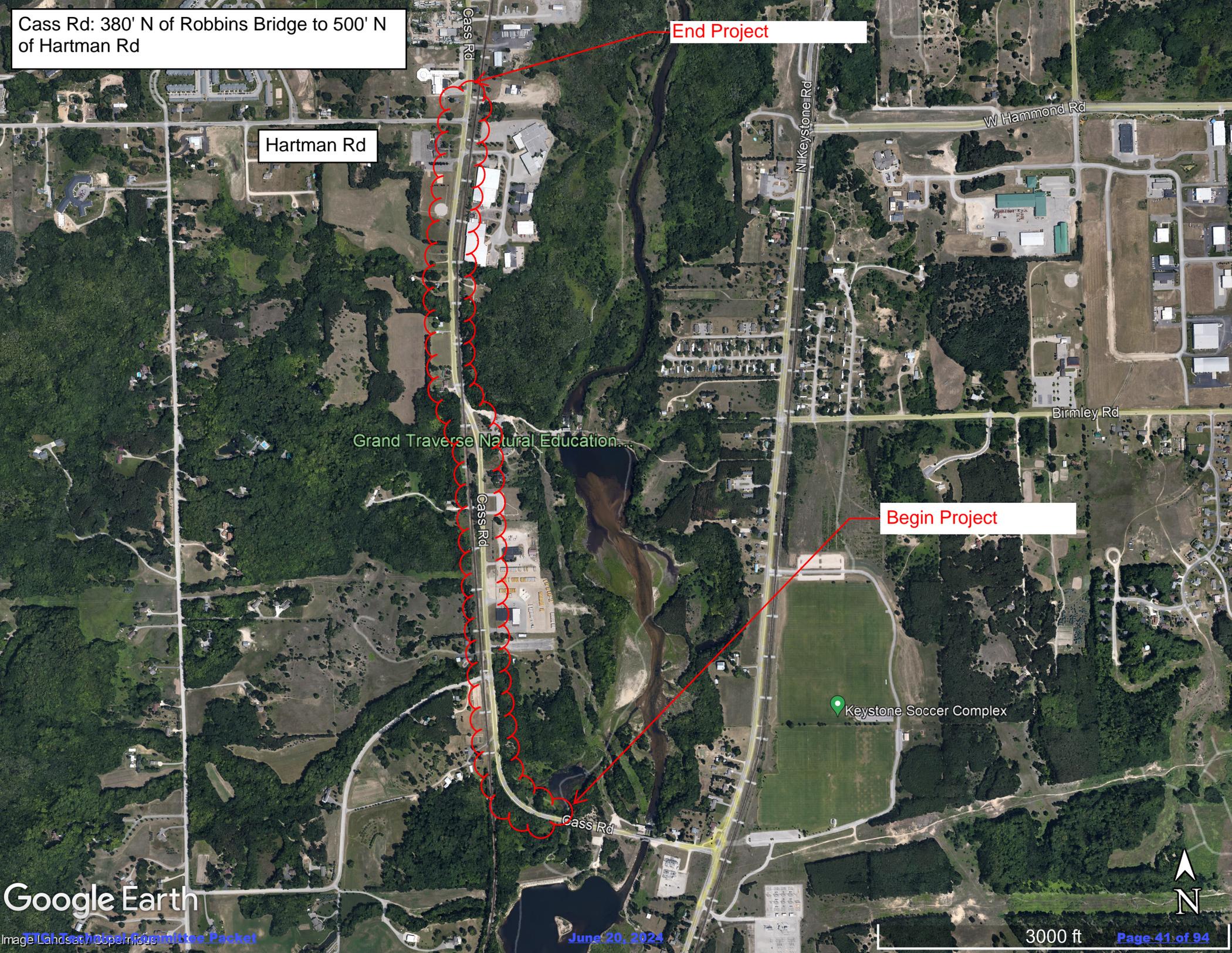
End Project

Hartman Rd

Grand Traverse Natural Education...

Begin Project

Keystone Soccer Complex



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

Agency Name City of Traverse City

Proposed Project Seventh St. - 24" Watermain

Project Limits Division St. to Elmwood Ave.

Length (in mi.) .24mi PASER Rating 3 Traffic Volume 4400

Functional Class Approved Major Collector Year of Last Improvement 1998

Description of Last Improvement Water main replacement, removed and replaced curb and gutter, sidewalks, and concrete driveways. Elmwood to Wadsworth.

In Long Range Plan? Yes No Not Applicable Local Agency Project Rank 3

Estimated % Commercial Traffic 8% On LRTP Freight Route? No

Priority within Jurisdiction 1 Year Funding is Requested: 2025

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 _____
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?	Yes _____
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	Yes _____
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	Yes _____
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	Yes _____
Green Infrastructure – Does the project involve the use of stormwater best management practices?	Yes _____
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	Yes _____
Economic Development – Does the project support job creation or growth?	Yes _____
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	Yes _____
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?	Yes _____

Work Description Continued.....

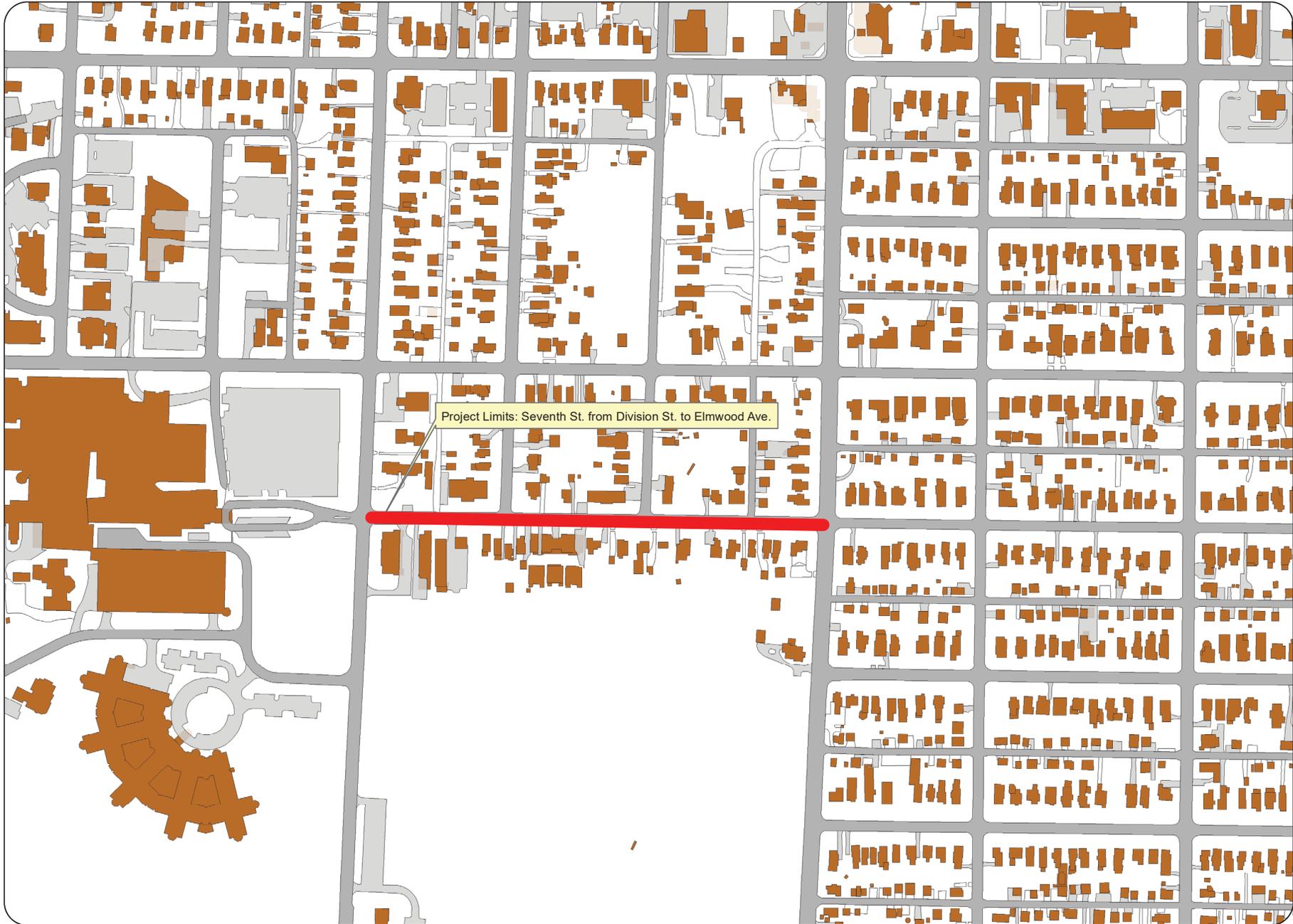
Environment - None

Economic Development - Improvement of the street would revitalize the surrounding properties bringing commerce and additional use.

Freight - None

Safety - Follows complete streets policy, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.

Legend



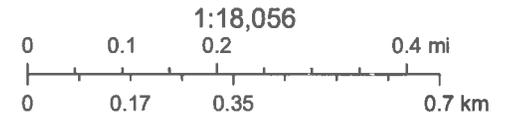
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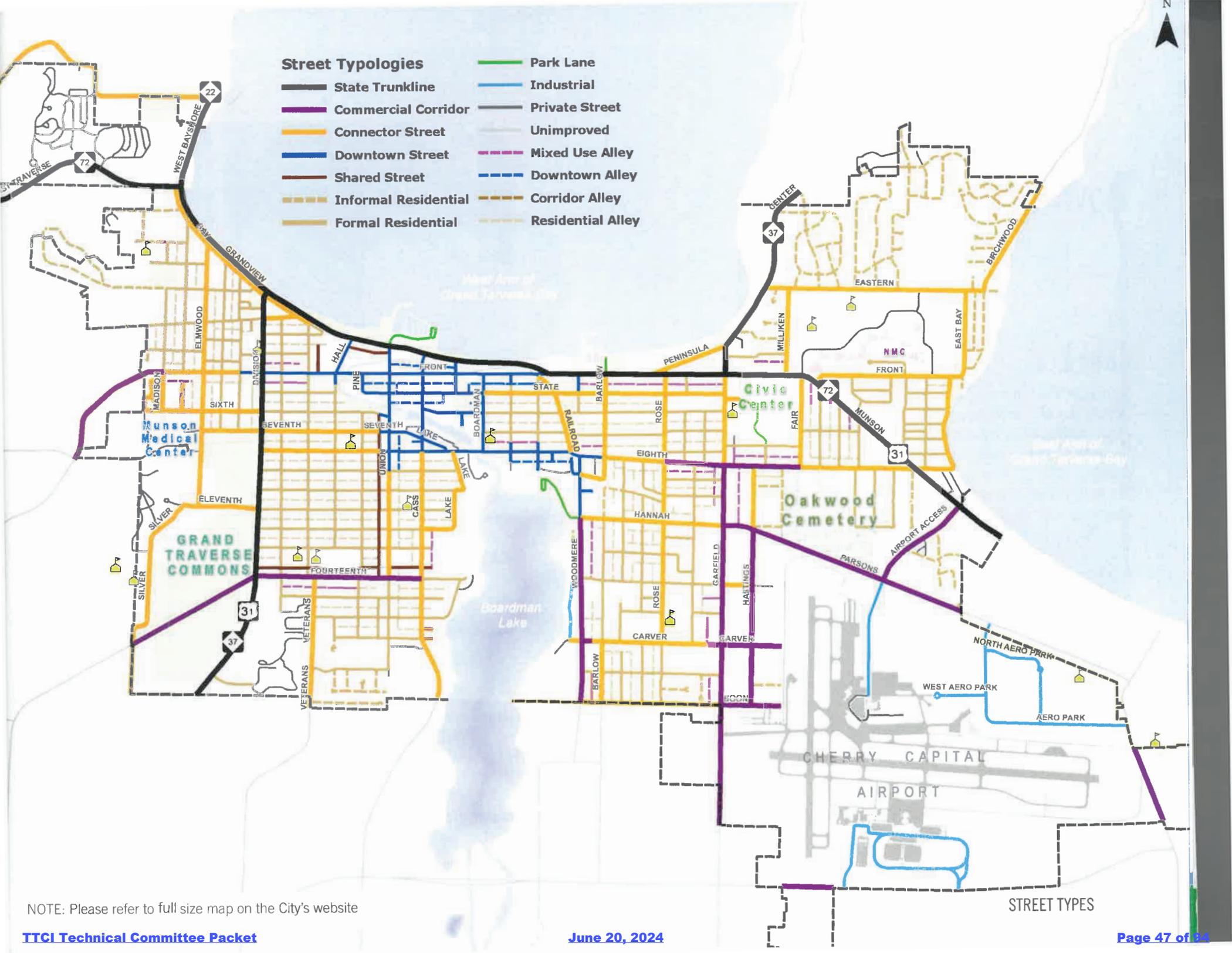


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Street Typologies

- State Trunkline
- Commercial Corridor
- Connector Street
- Downtown Street
- Shared Street
- Informal Residential
- Formal Residential
- Park Lane
- Industrial
- Private Street
- Unimproved
- Mixed Use Alley
- Downtown Alley
- Corridor Alley
- Residential Alley

NOTE: Please refer to full size map on the City's website

Connector Street

CONTEXT

Connector Streets serve areas of moderate-density residential or transition zones between residential and commercial. These areas intended to have a more neighborhood-focused development style, with community facilities and neighborhood commercial amenities.

FUNCTION

These streets serve as transit corridors and as key bicycle connections, linking residents to jobs, services and amenities. These streets provide access to residential, commercial, and mixed use areas and provide a connection to the rest of the community.

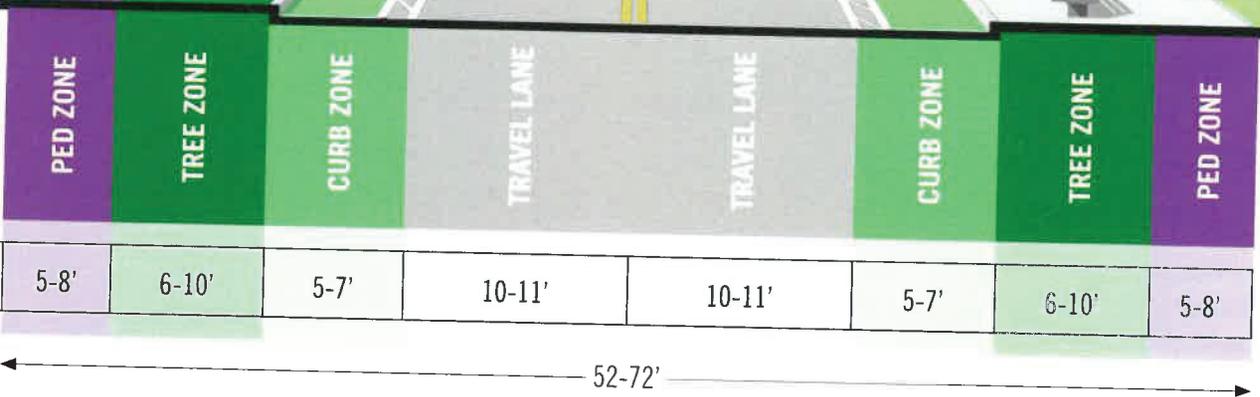
COMPOSITION

Connector streets are typically limited to two lanes and may be delineated with striping. Sidewalks are provided on both sides of the street and are detached from the curb to allow for an adequate tree lawn with street trees. On-street parking or protected bike lanes may be present, depending on the adjacent land uses and right-of-way constraints. Traffic calming measures are appropriate for the streets provided the types of measures will not hamper emergency operations.

Pedestrian scaled street lighting is present to delineate character transitions and at intersections. If alternative access is available via alleys, minor streets, or shared access through neighboring properties, driveways are not allowed for new construction or major property renovation.

These streets are to be designed and constructed with curb and gutter. Drainage is properly to be accounted for by using green infrastructure and best management practices. Utilities are provided within the right of way.



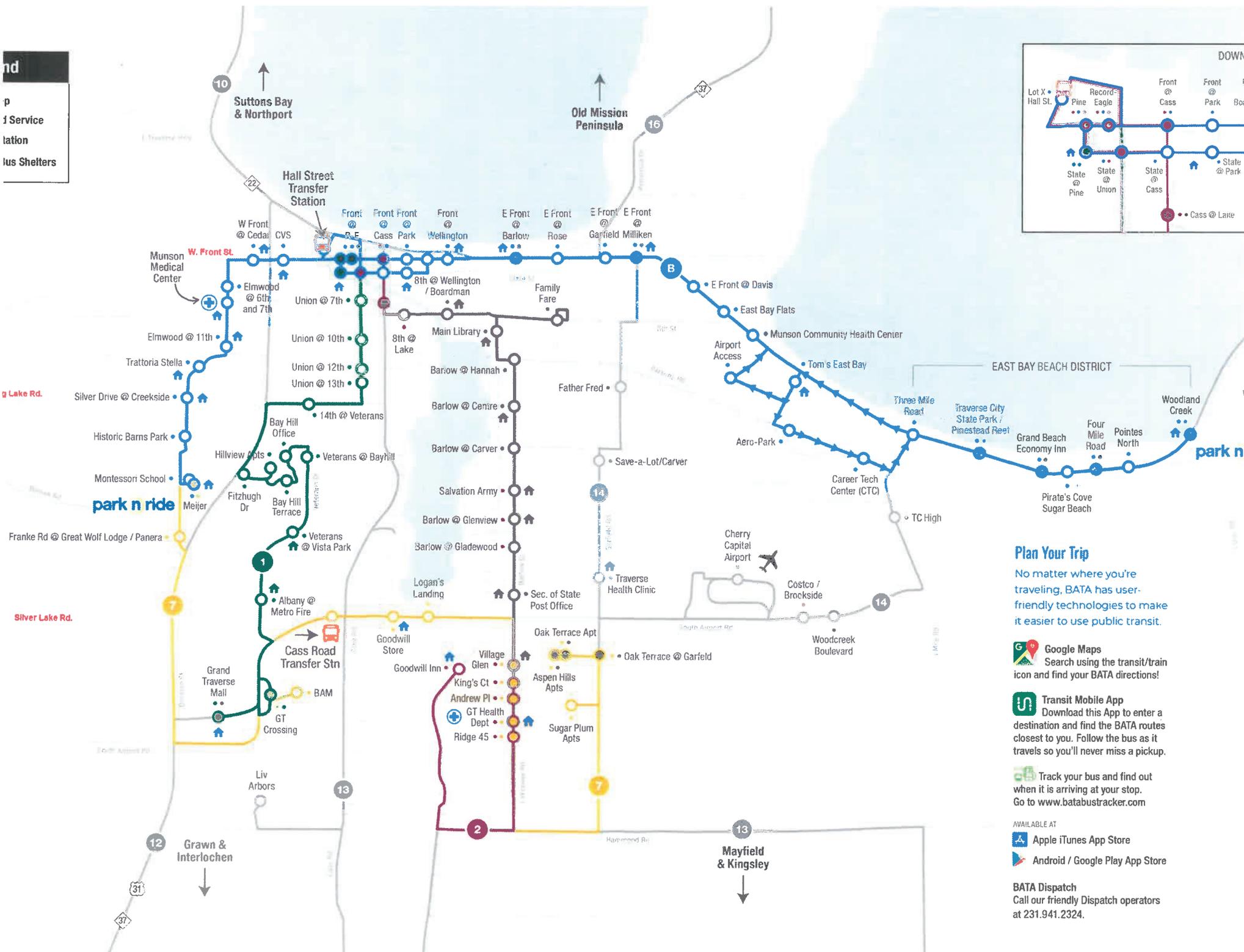


Preferred Standard	5-8'	6-10'	5-7'	10-11'	10-11'	5-7'	6-10'	5-8'
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NOTE:

1. Curb zone can include bike facilities, parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration.
2. Row is typically 66 feet wide.
3. No on-street parallel parking unless curb zone is at least 7 feet wide.

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

Agency Name City of Traverse City

Proposed Project Boardman Ave., 12' watermain, replace storm, & sewer

Project Limits 8th St. to Front St.

Length (in mi.) .32mi PASER Rating 2 Traffic Volume 4563

Functional Class Approved Major Collector Year of Last Improvement 1999

Description of Last Improvement Mill and Fill
between E. Eighth St. and State St.

In Long Range Plan? Yes No Not Applicable Local Agency Project Rank 1

Estimated % Commercial Traffic 8% On LRTP Freight Route? No

Priority within Jurisdiction 1 Year Funding is Requested: 2025

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> </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?	Yes <u> </u>
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	Yes <u> </u>
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	Yes <u> </u>
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	Yes <u> </u>
Green Infrastructure – Does the project involve the use of stormwater best management practices?	Yes <u> </u>
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	Yes <u> </u>
Economic Development – Does the project support job creation or growth?	Yes <u> </u>
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	Yes <u> </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?	Yes <u> </u>

Work Description Continued.....

Environment - None

Economic Development - Improvement of the street would revitalize the surrounding properties bringing commerce and additional use.

Freight - None

Safety - Follows complete streets policy, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.

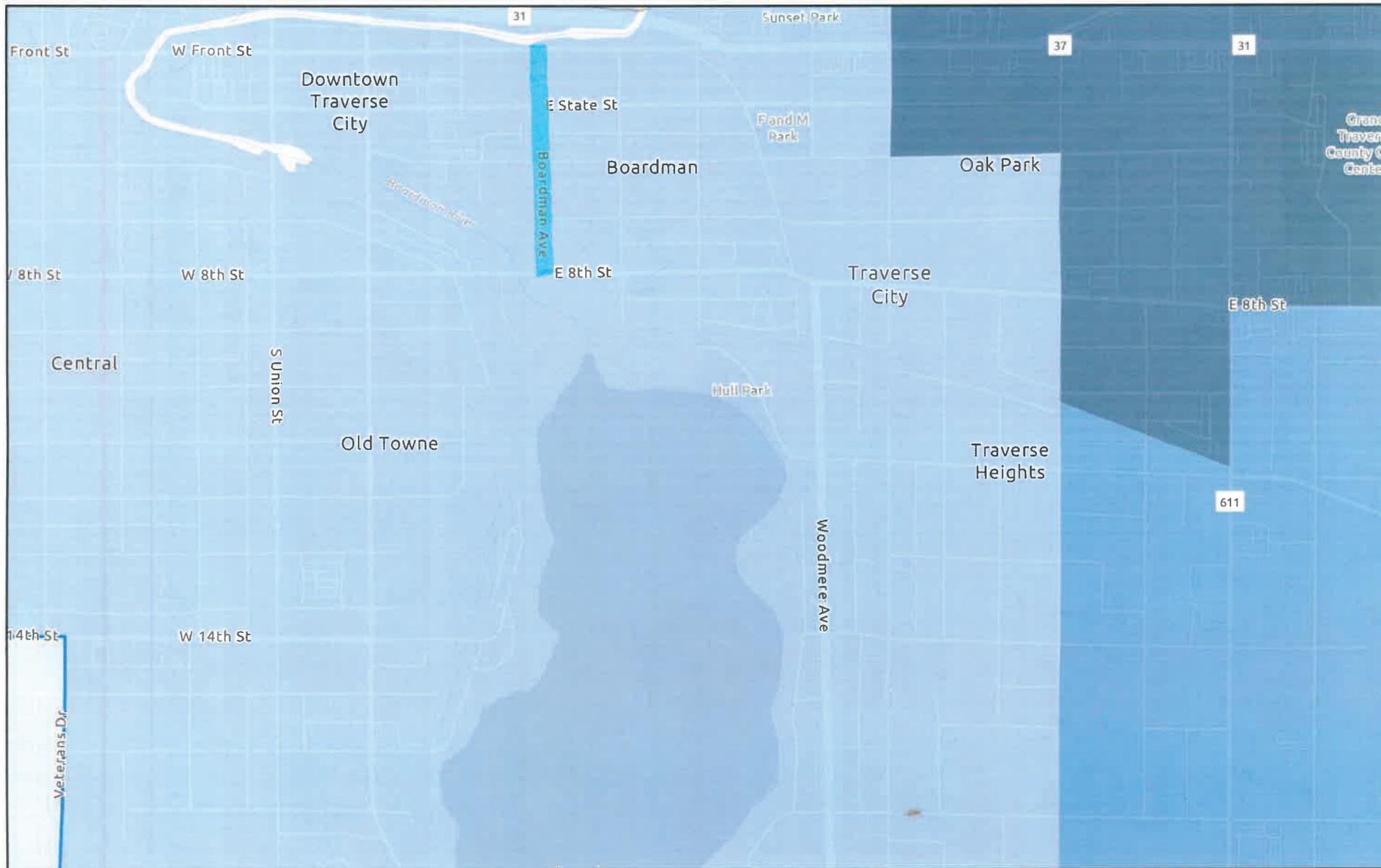


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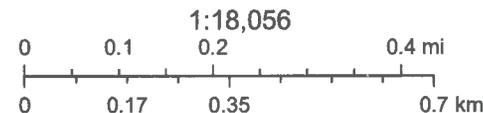


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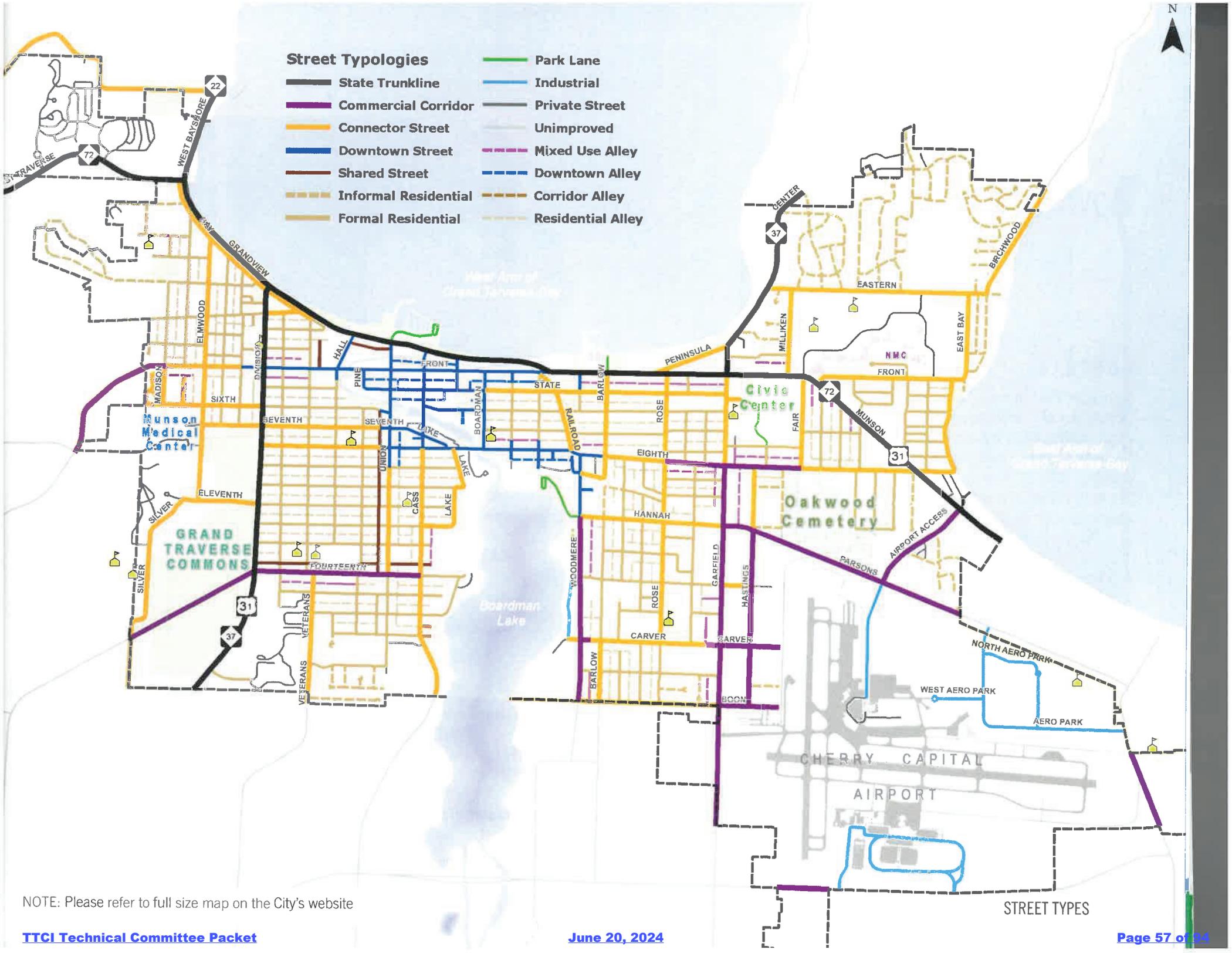


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Street Typologies

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- Commercial Corridor
- Connector Street
- Downtown Street
- Shared Street
- Informal Residential
- Formal Residential
- Park Lane
- Industrial
- Private Street
- Unimproved
- Mixed Use Alley
- Downtown Alley
- Corridor Alley
- Residential Alley

NOTE: Please refer to full size map on the City's website

Downtown Street

CONTEXT

Downtown is the most formally and intensely developed of the two types of commercial neighborhoods in Traverse City. The focus is on high intensity, regional, commercial, street-oriented activity. The overall level of intensity generated within downtown is the highest of all neighborhood types. This includes mixes of uses and 24-hour and late night services.

FUNCTION

Downtown streets are utilized to access mixed use and commercial areas. These streets typically carry a higher volume of low-speed travel and have more pedestrians and bicyclists. Transit is also an active component of these areas and inter-modal connections are prioritized.

COMPOSITION

The pedestrian zone is defined and enhanced through wider sidewalks, mid-block crosswalks, human-scale lighting, benches, bike parking, and civic spaces. Urban-like plazas are present and can include outdoor cafes, public gardens, public art, and other enhancements. Trees flank downtown streets to provide shade and to enhance the streetscape. Traffic calming measures are incorporated to slow vehicles while providing additional space for sitting and dining along the streets. Parking is typically provided on both sides of the street and parking spaces are typically delineated with striping and meters. Angled parking may be appropriate where the right-of-way width allows.

Curb and gutter is standard on this type of street and drainage is properly accounted for by using green infrastructure and best management practices.



Example Downtown Street - East Front Street



Example Downtown Street - West Front Street

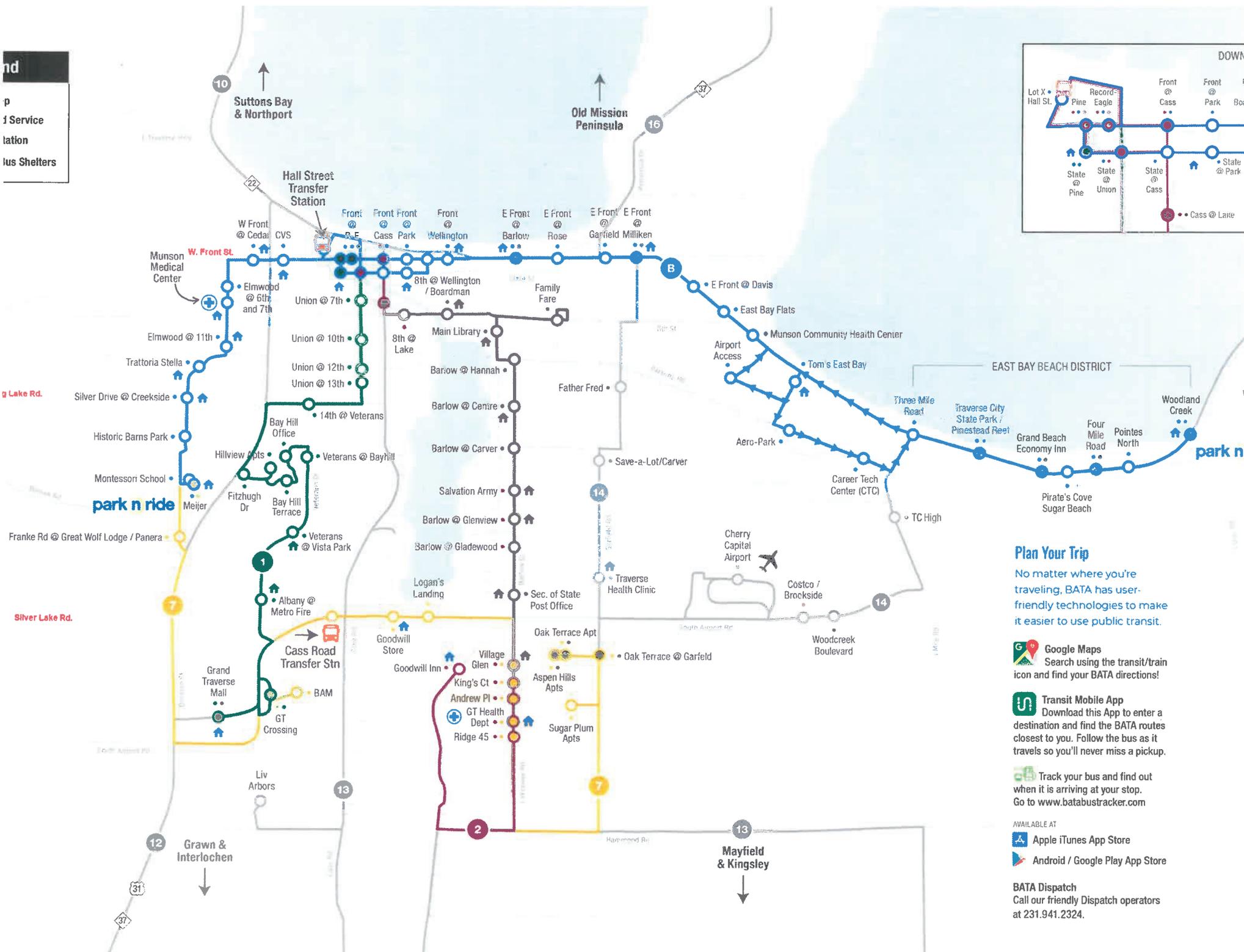


Preferred Standard	2'	5-9'	3-7'	5-8'	7'	10'	10'	7'	5-8'	3-7'	5-9'	2'
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← minimum 64', maximum 86' →

- NOTE:
1. Curb zone can include parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration. Planted bump-outs in the curb zone are another option to include stormwater infrastructure.
 2. Door zone is typically private property due to 2.5-foot building setback
 3. Typical right-of-way is 66 feet wide.

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

Agency Name City of Traverse City

Proposed Project 14th St.

Project Limits Division St. to Lake Ridge Dr.

Length (in mi.) .85mi PASER Rating 2 Traffic Volume 17159

Functional Class Approved Minor Arterial Year of Last Improvement 2006

Description of Last Improvement pavement resurface Veteran's Dr. to Division St.

In Long Range Plan? Yes No Not Applicable Local Agency Project Rank 5

Estimated % Commercial Traffic 8% On LRTP Freight Route? No

Priority within Jurisdiction 5 Year Funding is Requested: 2025

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 _____
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?	Yes _____
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	Yes _____
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	Yes _____
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	Yes _____
Green Infrastructure – Does the project involve the use of stormwater best management practices?	Yes _____
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	Yes _____
Economic Development – Does the project support job creation or growth?	Yes _____
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	Yes _____
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?	Yes _____

Work Description Continued.....

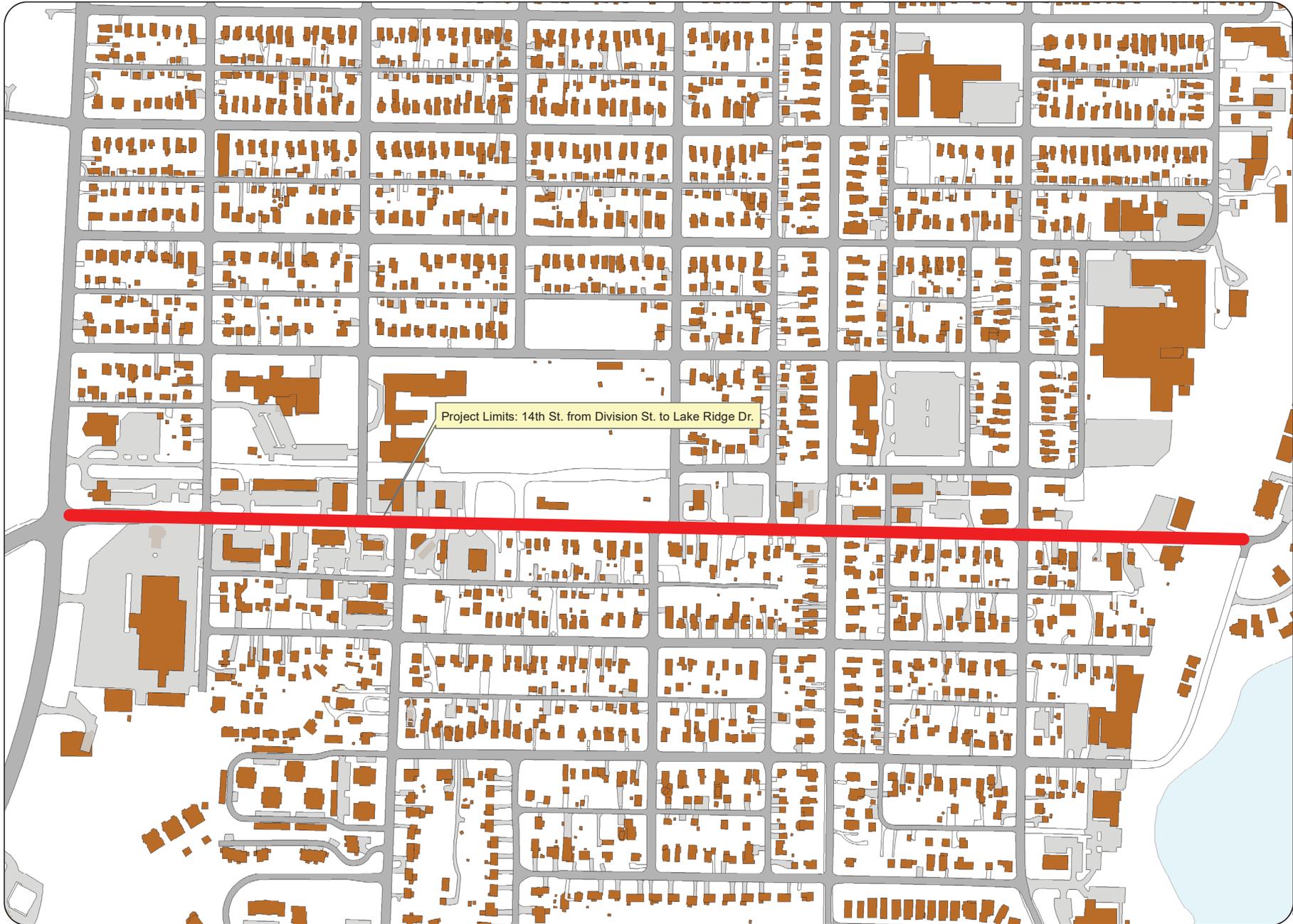
Environment - This project would also include moving the existing outlet for stormwater collection from Kids Creek to reduce flooding. The outlet of the new stormwater discharge would be to Boardman Lake.

Economic Development - Improvement of the street would revitalize the surrounding properties bringing commerce and additional use.

Freight - None

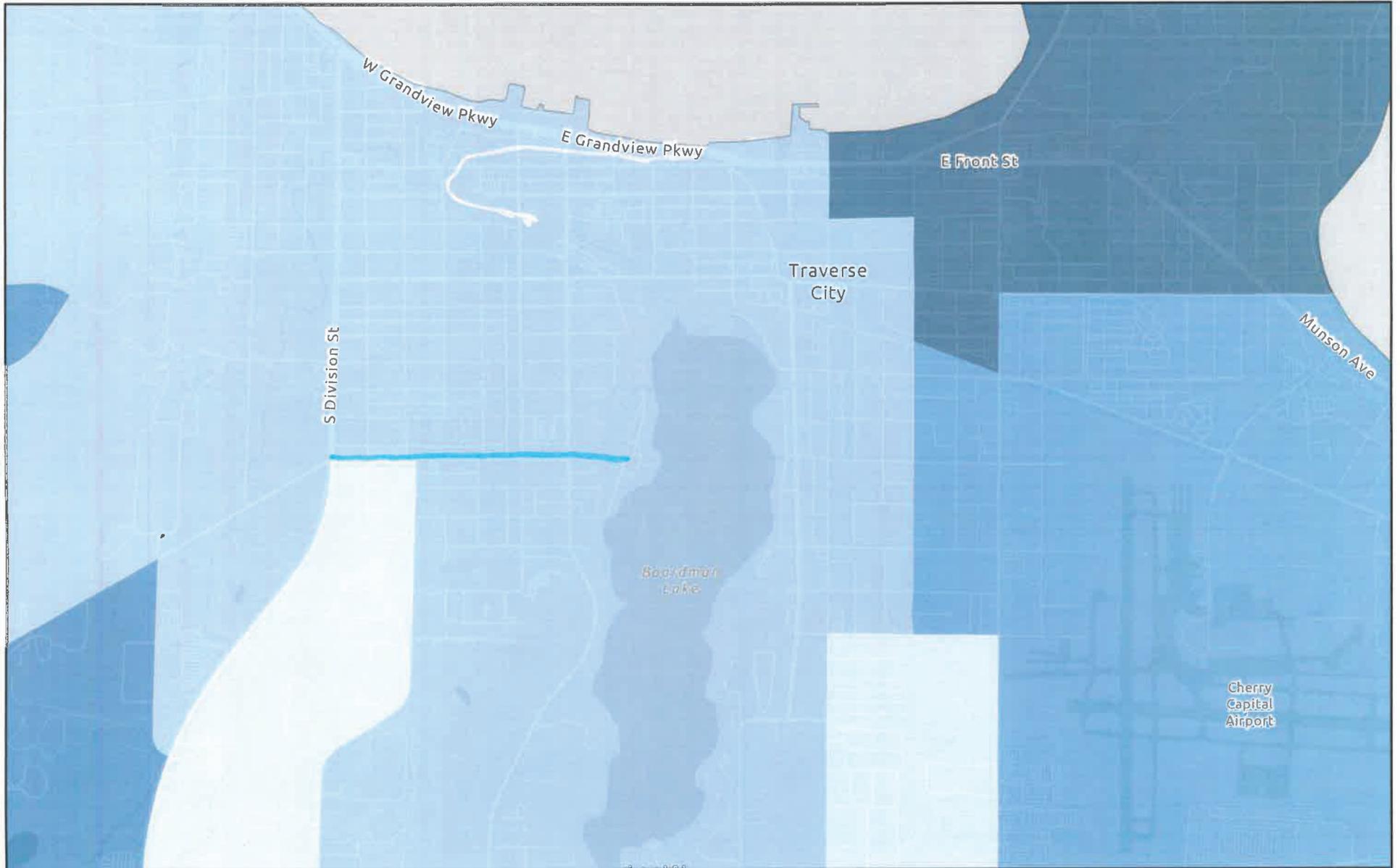
Safety - Follows complete streets policy, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.

Legend



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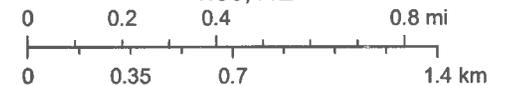


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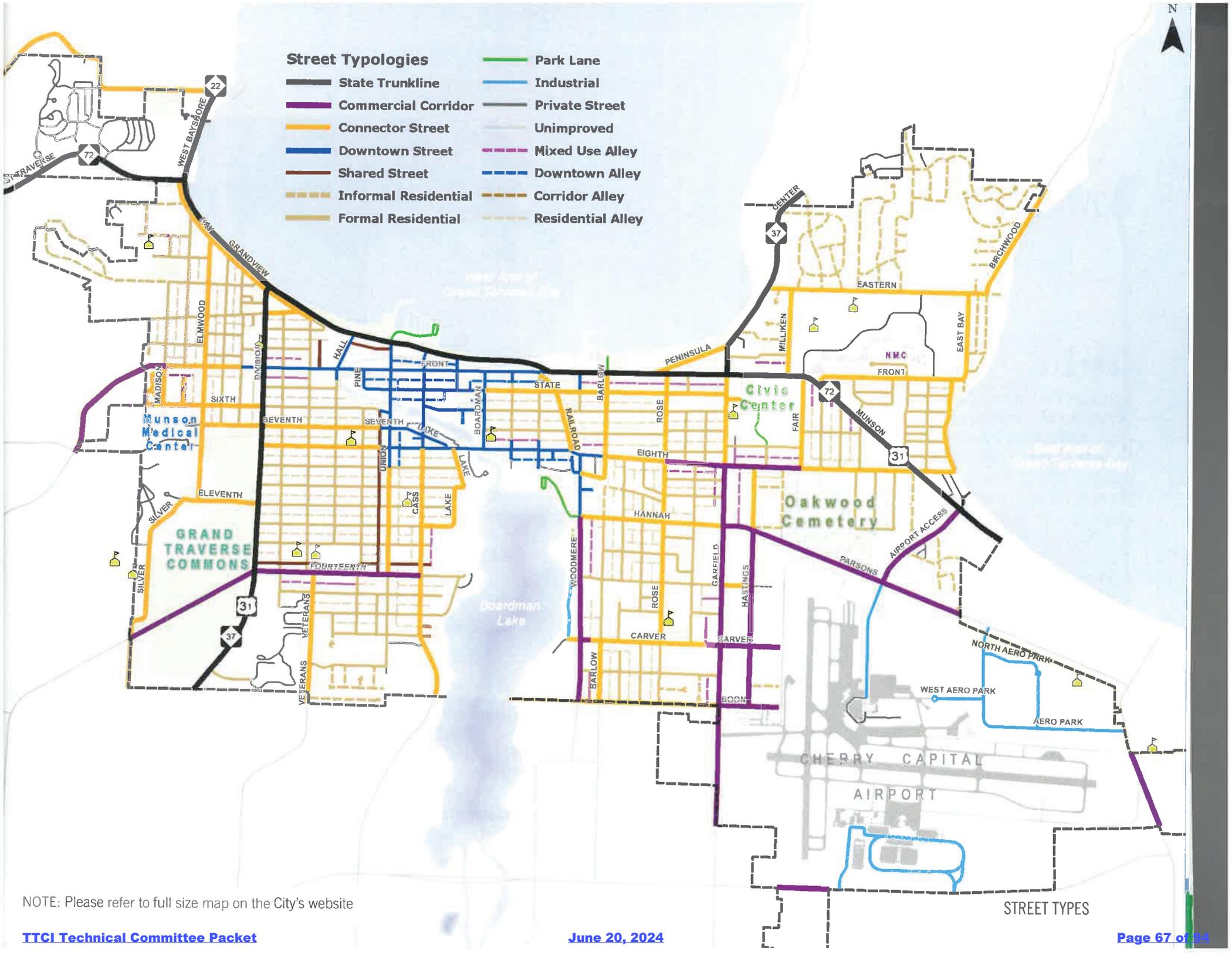


1:36,112



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Street Typologies

- State Trunkline
- Commercial Corridor
- Connector Street
- Downtown Street
- Shared Street
- Informal Residential
- Formal Residential
- Park Lane
- Industrial
- Private Street
- Unimproved
- Mixed Use Alley
- Downtown Alley
- Corridor Alley
- Residential Alley

NOTE: Please refer to full size map on the City's website

Formal Residential Street

CONTEXT

Formal Residential streets are the streets that typically serve the older urban neighborhoods within Traverse City. These areas are the most formally developed of the two types of residential areas within the City with a focus on historic patterns. The level of intensity generated within this areas includes closely-spaced dwellings mixed with complementary neighborhood services.

FUNCTION

Formal Residential streets provide access to, in, and through residential neighborhoods. These are typically narrow, low-volume streets with a complete sidewalk network that connects residents to the larger transportation network. These streets often have parallel alleys that provide rear access to garages or private parking areas for the residents. The absence of driveways coming from the street enhances the walking environment by removing vehicle/pedestrian conflicts along the sidewalks.

COMPOSITION

Sidewalks are provided on both sides of the street and are detached from the curb to allow for a tree lawn with large canopy street trees. Parking is allowed on these streets which can aid in keep traffic speeds slower. Traffic calming measures are appropriate, especially on long blocks or on streets that were constructed wider than necessary. (See page 42 for Traffic Calming measures.) Street lighting is provided at intersections and in some areas low level pedestrian scaled lighting is provided.

Curb and gutter is standard on these types of streets and drainage is properly accounted for with green infrastructure and best management practices. Curb cuts for driveways onto the street are not allowed if alley access is available for new construction or major property renovation.

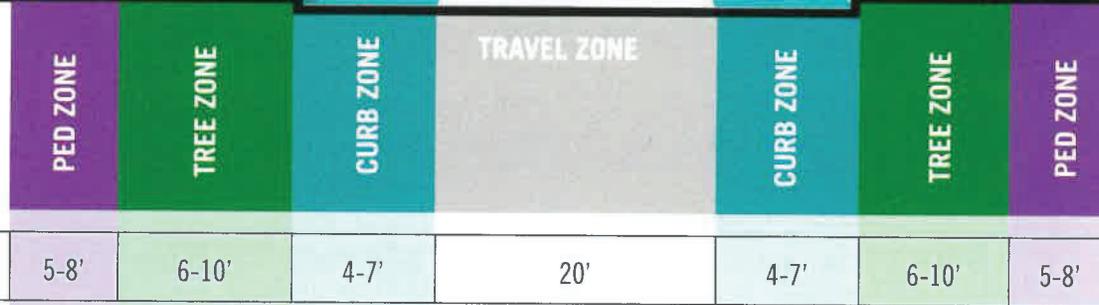
Typically water main and storm sewer utilities are located in the street right-of-way, while sanitary sewer service is provided in the alley.



Example Formal Residential Street



Example Formal Residential Street

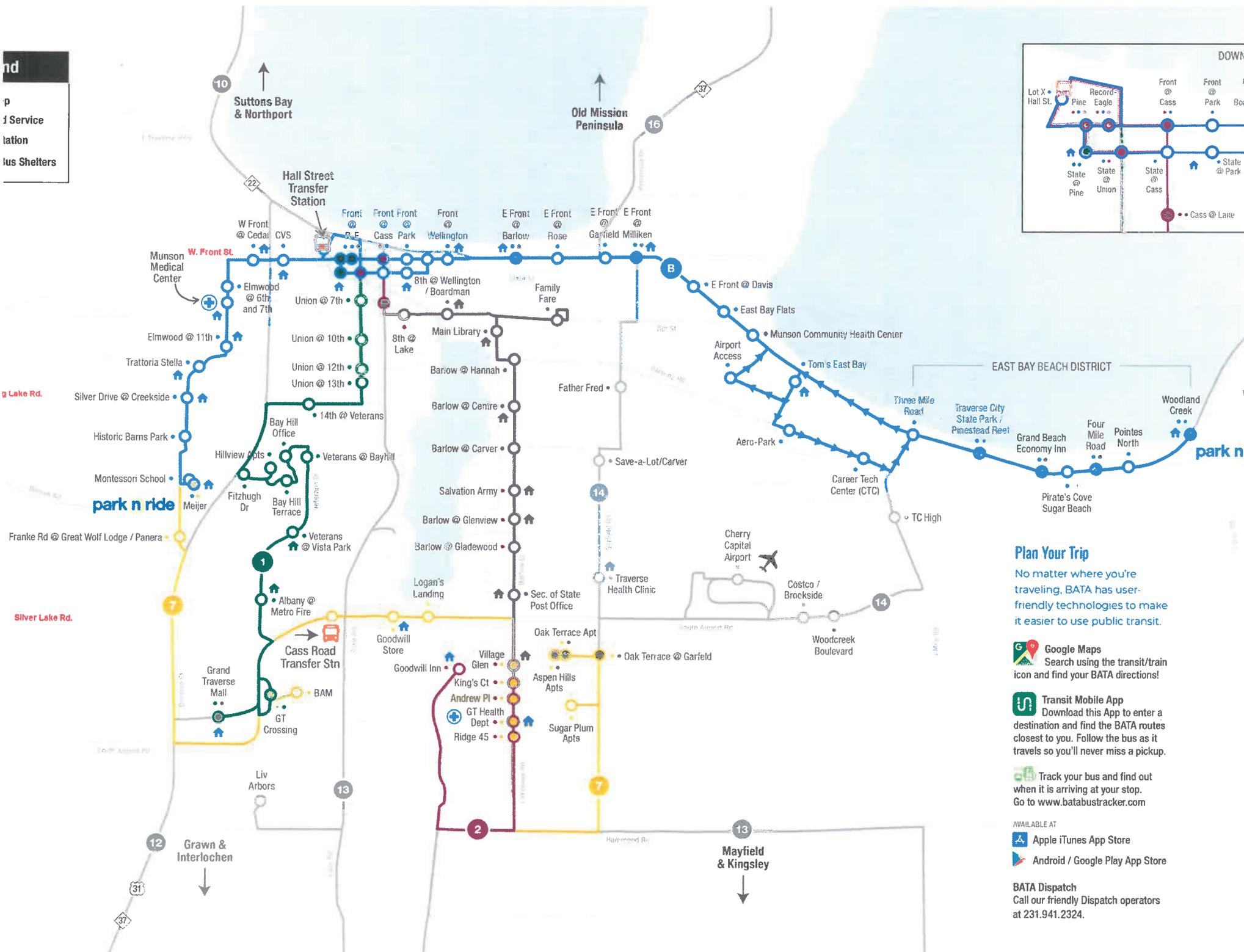


Typical 66'

NOTE:

1. Curb zone can include bike facilities, parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration.
2. Typical right-of-way is 66 feet wide.
3. Streets less than 30 feet wide allow for parallel parking on one side only.

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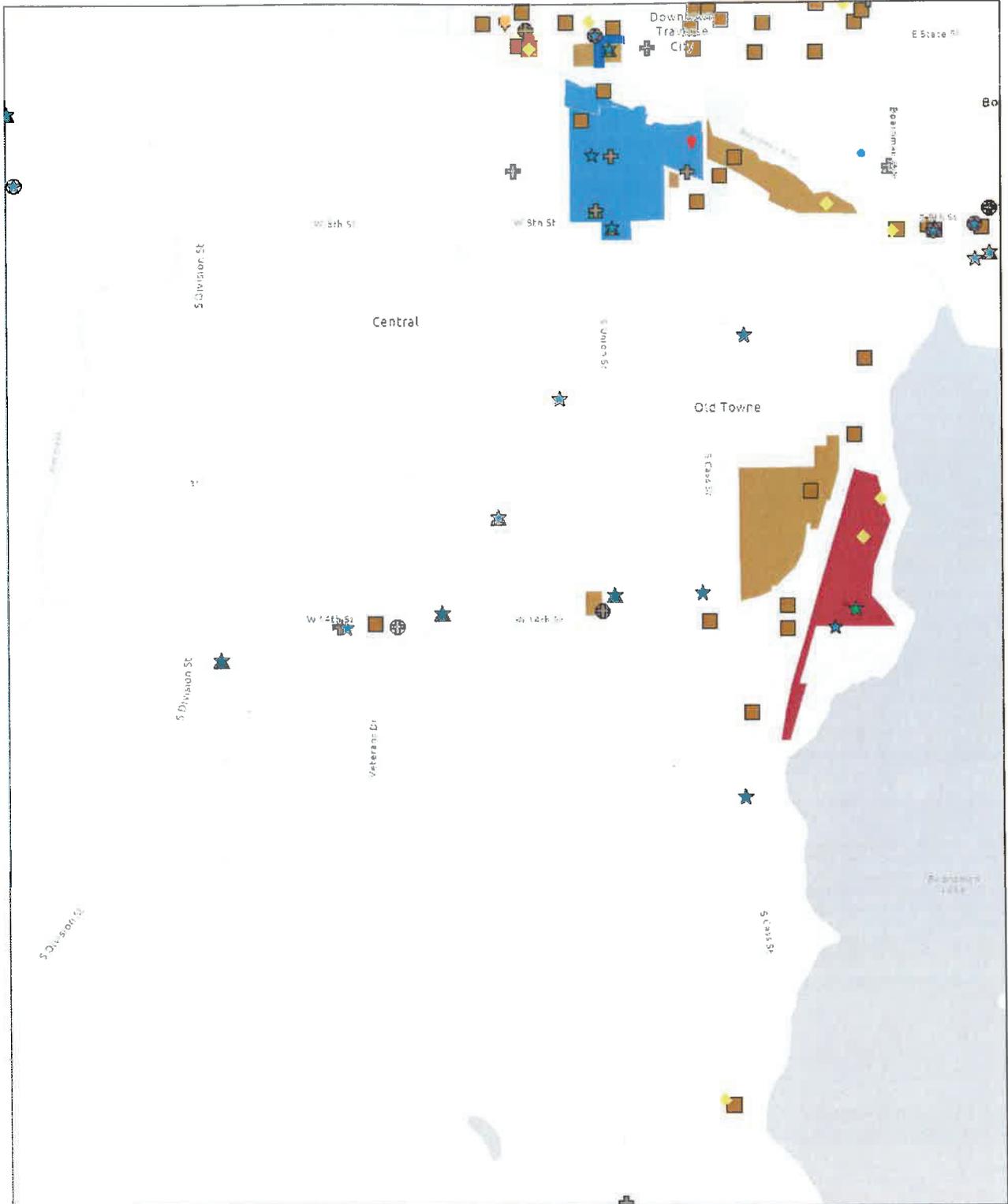
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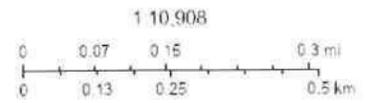
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Traverse Transportation Coordinating Initiative (TTCI)
Metropolitan Planning Organization (MPO)
PROJECT/PROGRAM NOMINATION FORM

Agency Name City of Traverse City
Proposed Project Union St.
Project Limits 9th to 13th
Length (in mi.) .32mi PASER Rating 4 Traffic Volume 4445
Functional Class Approved Major Collector Year of Last Improvement 2014
Description of Last Improvement 13th to 14th pavement resurface

In Long Range Plan? Yes No Not Applicable Local Agency Project Rank 3
Estimated % Commercial Traffic 8% On LRTP Freight Route? No
Priority within Jurisdiction 4 Year Funding is Requested: 2025

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

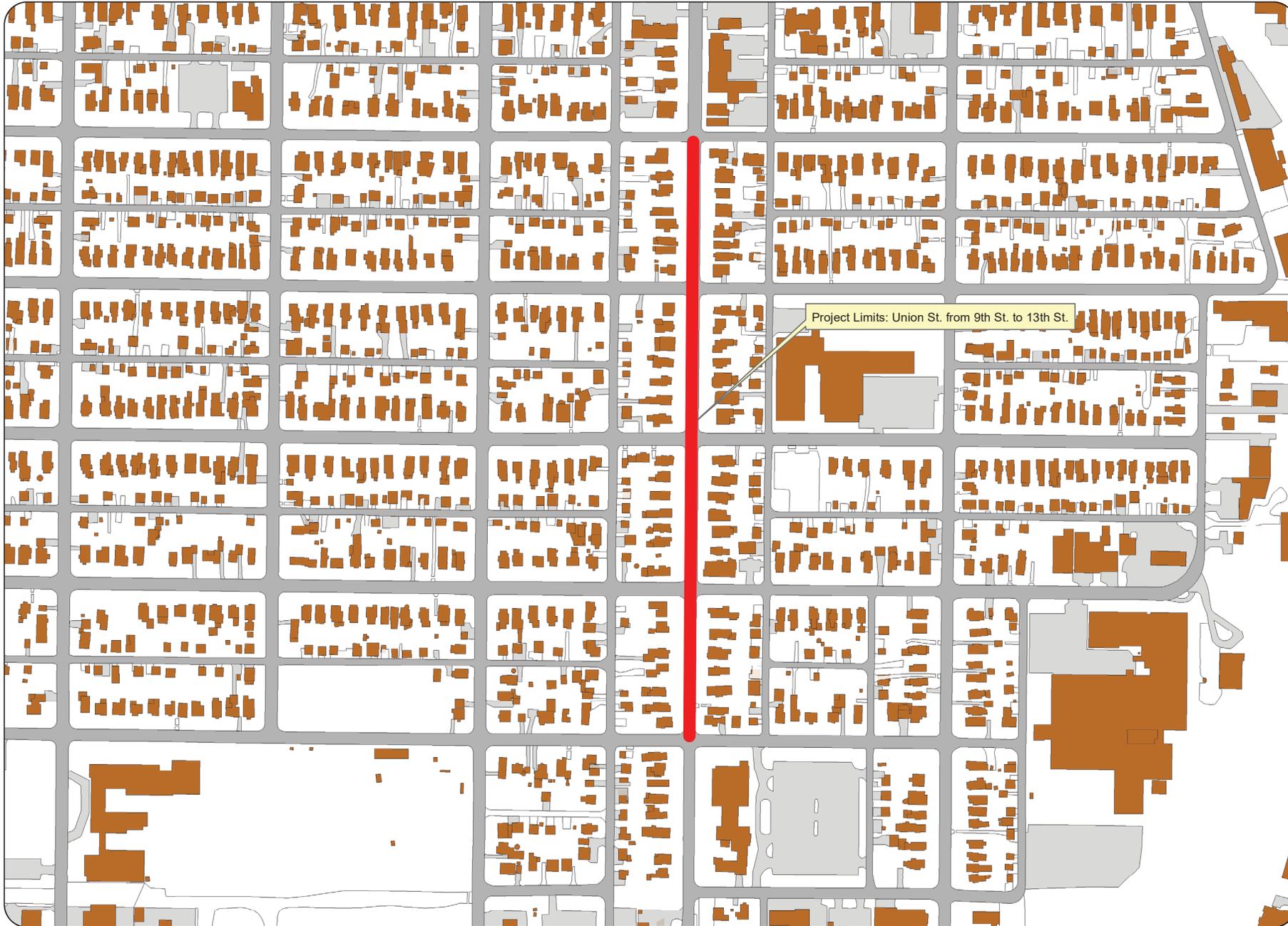
Regional Benefit – Is there a benefit beyond the project to the area wide transportation system or region?	Yes _____
Connectivity – Does the project add or enhance a road connection between two or more existing roadways functionally classified as a Major Collector or higher; OR add or enhance connections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

Environment - None

Economic Development - Improvement of the street would revitalize the surrounding properties bringing commerce and additional use. Improving this area will also improve the experience with existing uses like parade routes, and other in town experiences.

Freight - None

Safety - Follows complete streets policy, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.



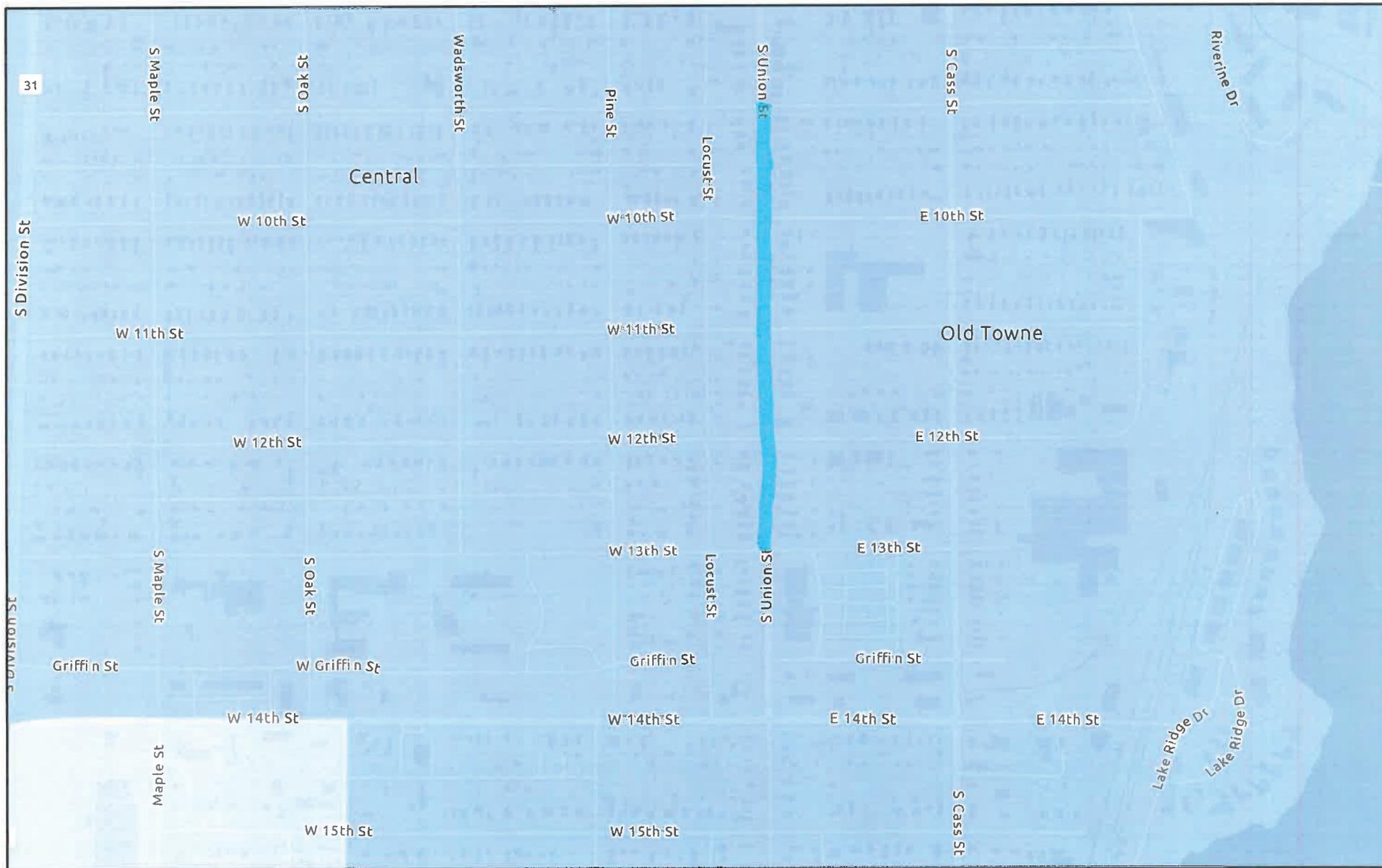
Legend



1 inch = 250 feet

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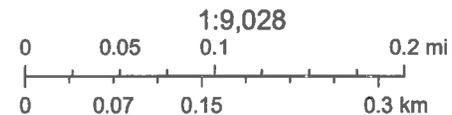
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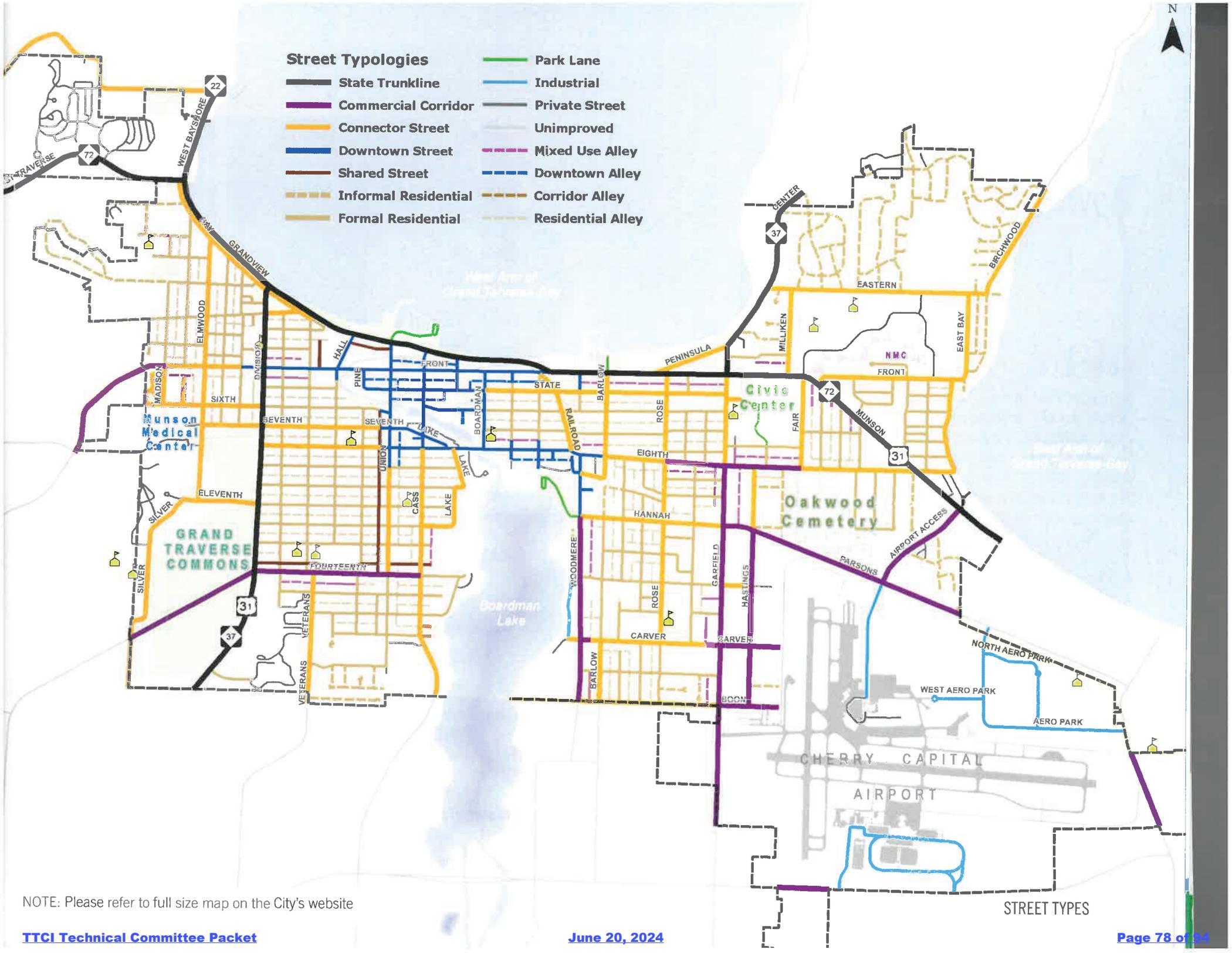
MiEJScreen Overall Score > 40 – 50

 > 30 – 40



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NOTE: Please refer to full size map on the City's website

Connector Street

CONTEXT

Connector Streets serve areas of moderate-density residential or transition zones between residential and commercial. These areas intended to have a more neighborhood-focused development style, with community facilities and neighborhood commercial amenities.

FUNCTION

These streets serve as transit corridors and as key bicycle connections, linking residents to jobs, services and amenities. These streets provide access to residential, commercial, and mixed use areas and provide a connection to the rest of the community.

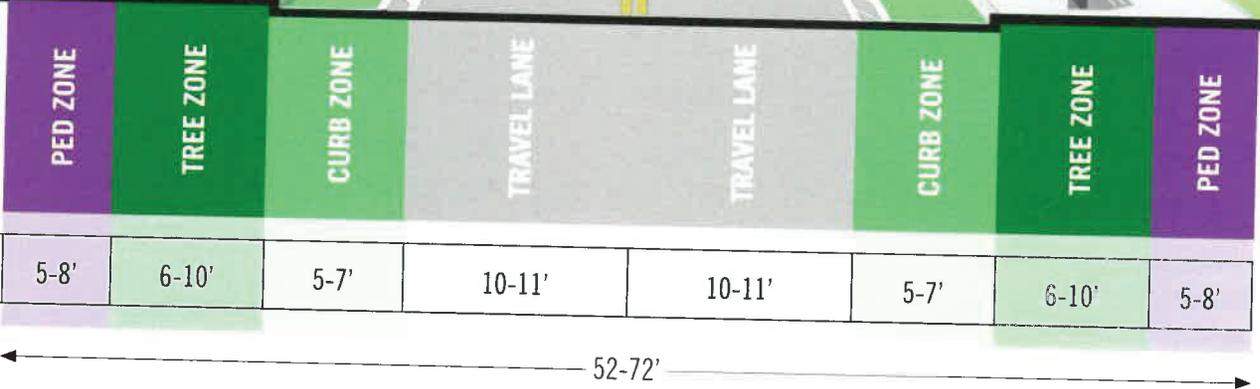
COMPOSITION

Connector streets are typically limited to two lanes and may be delineated with striping. Sidewalks are provided on both sides of the street and are detached from the curb to allow for an adequate tree lawn with street trees. On-street parking or protected bike lanes may be present, depending on the adjacent land uses and right-of-way constraints. Traffic calming measures are appropriate for the streets provided the types of measures will not hamper emergency operations.

Pedestrian scaled street lighting is present to delineate character transitions and at intersections. If alternative access is available via alleys, minor streets, or shared access through neighboring properties, driveways are not allowed for new construction or major property renovation.

These streets are to be designed and constructed with curb and gutter. Drainage is properly to be accounted for by using green infrastructure and best management practices. Utilities are provided within the right of way.

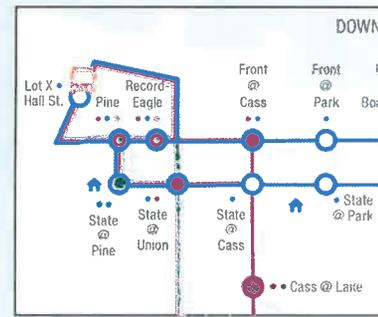
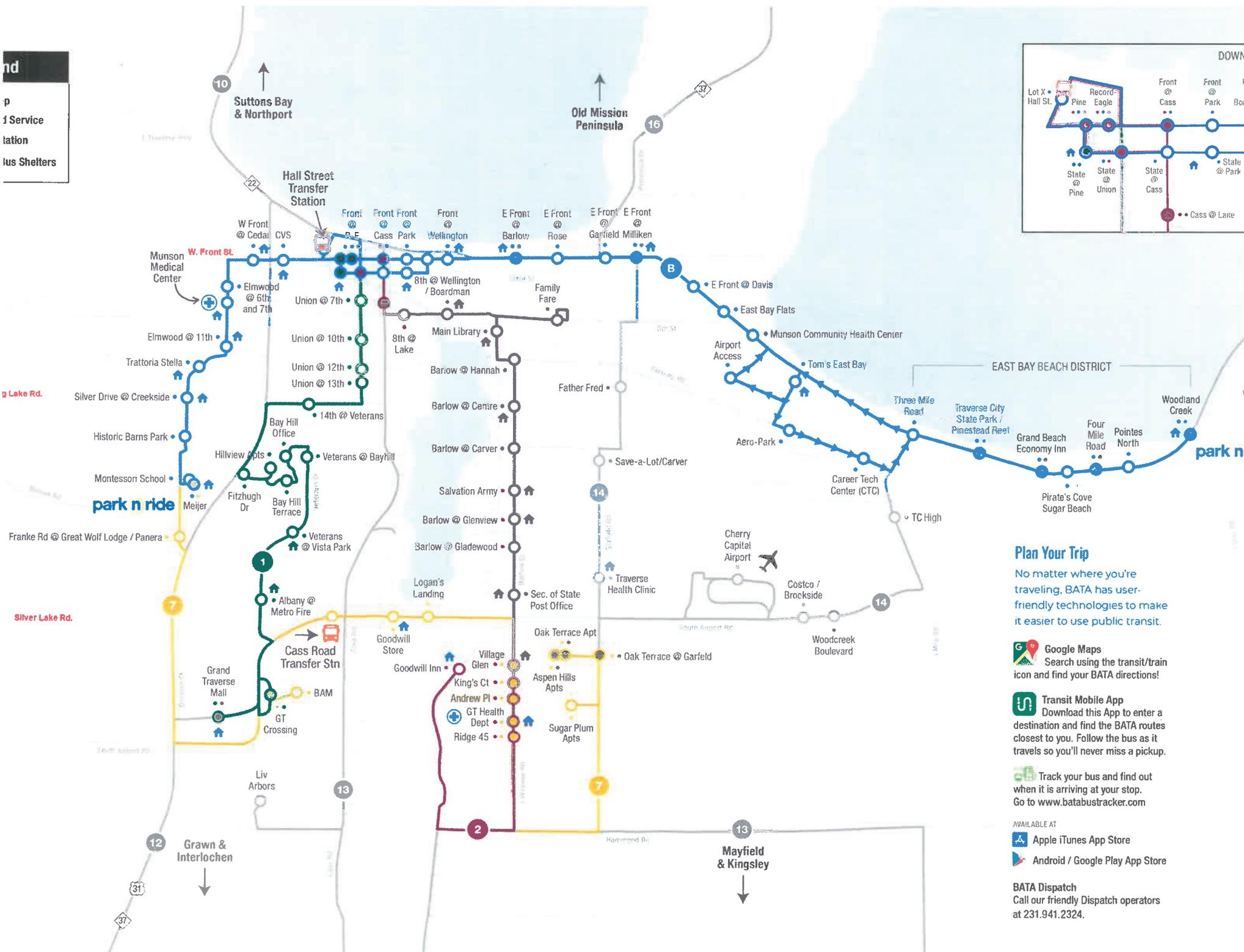




NOTE:

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2. Row is typically 66 feet wide.
3. No on-street parallel parking unless curb zone is at least 7 feet wide.

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

Agency Name City of Traverse City
 Proposed Project Washington St., 12" water main + sewer
 Project Limits Boardman Ave. to Cass St.
 Length (in mi.) .25mi PASER Rating 2 & 3 Traffic Volume 1064
 Functional Class Approved Major Collector Year of Last Improvement 2001
 Description of Last Improvement overlay

In Long Range Plan? Yes No Not Applicable Local Agency Project Rank 2
 Estimated % Commercial Traffic 8% On LRTP Freight Route? No
 Priority within Jurisdiction 2 Year Funding is Requested: 2025

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 _____
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?	Yes _____
Environmental Justice – Is the project located within an identified EJ area and are no adverse impacts projected?	Yes _____
Complete Streets – Does the project contain enhancements to serve pedestrians, cyclists, and/or transit users?	Yes _____
Transit – Will the project improve service, efficiency, and attractiveness of public transit?	Yes _____
Green Infrastructure – Does the project involve the use of stormwater best management practices?	Yes _____
Environment – Does the project contain elements to preserve, mitigate, or enhance an environmentally sensitive area?	Yes _____
Economic Development – Does the project support job creation or growth?	Yes _____
Freight – Will the project will reduce congestion or improve reliability on roadways identified as a freight route?	Yes _____
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?	Yes _____

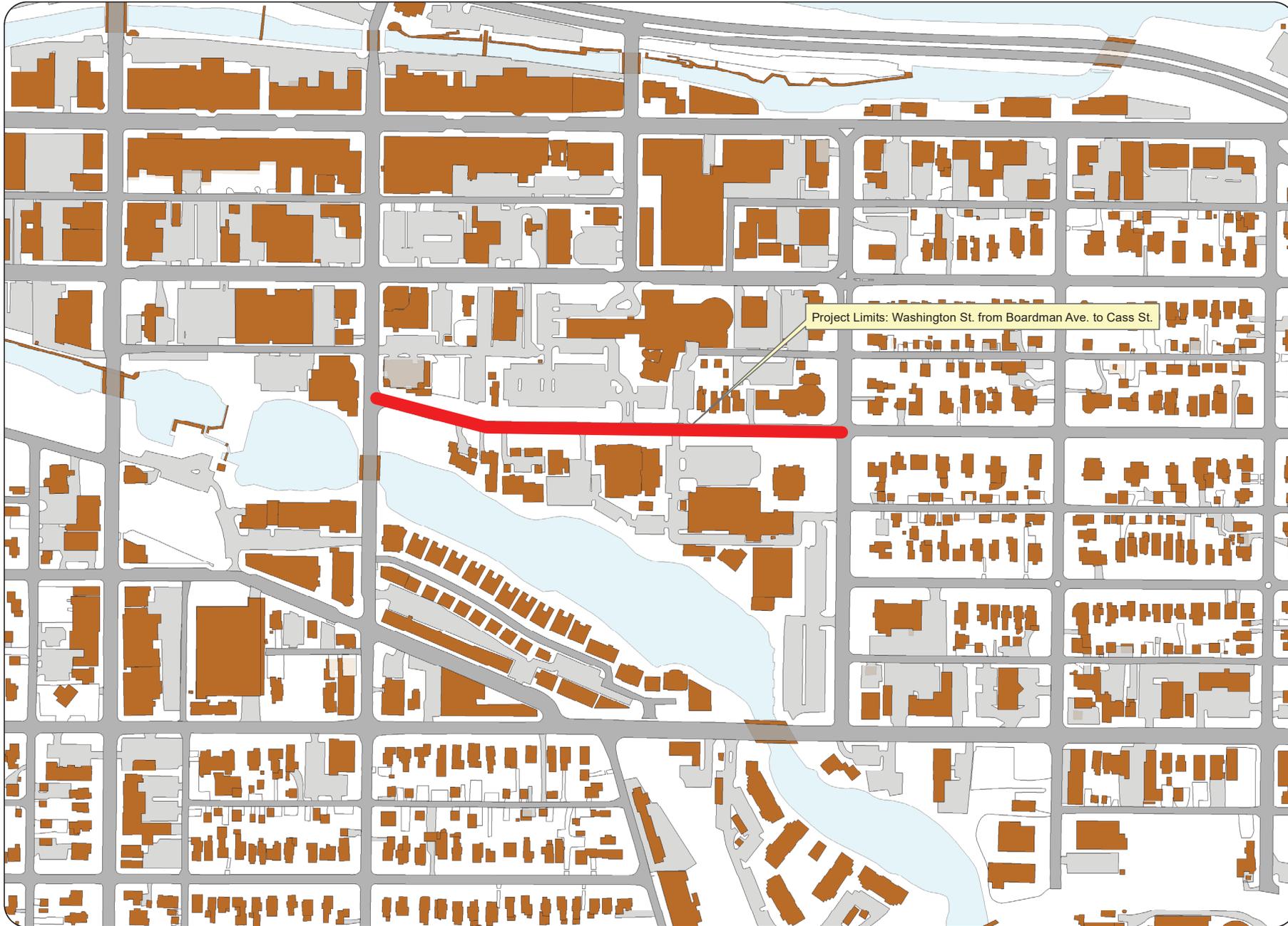
Work Description Continued.....

Environment - None

Economic Development - Improvement of the street would revitalize the surrounding properties bringing commerce and additional use.

Freight - None

Safety - Follows complete streets policy, reduced crossing widths, new paint markings, and bike lanes. Proposed street schematic attached.



Project Limits: Washington St. from Boardman Ave. to Cass St.

Legend



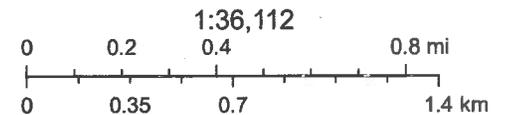
1 inch = 250 feet

This map is based on digital databases from the City of Traverse City. Traverse City cannot accept any responsibility for errors, omissions or positional accuracy. There are no warranties expressed or implied.

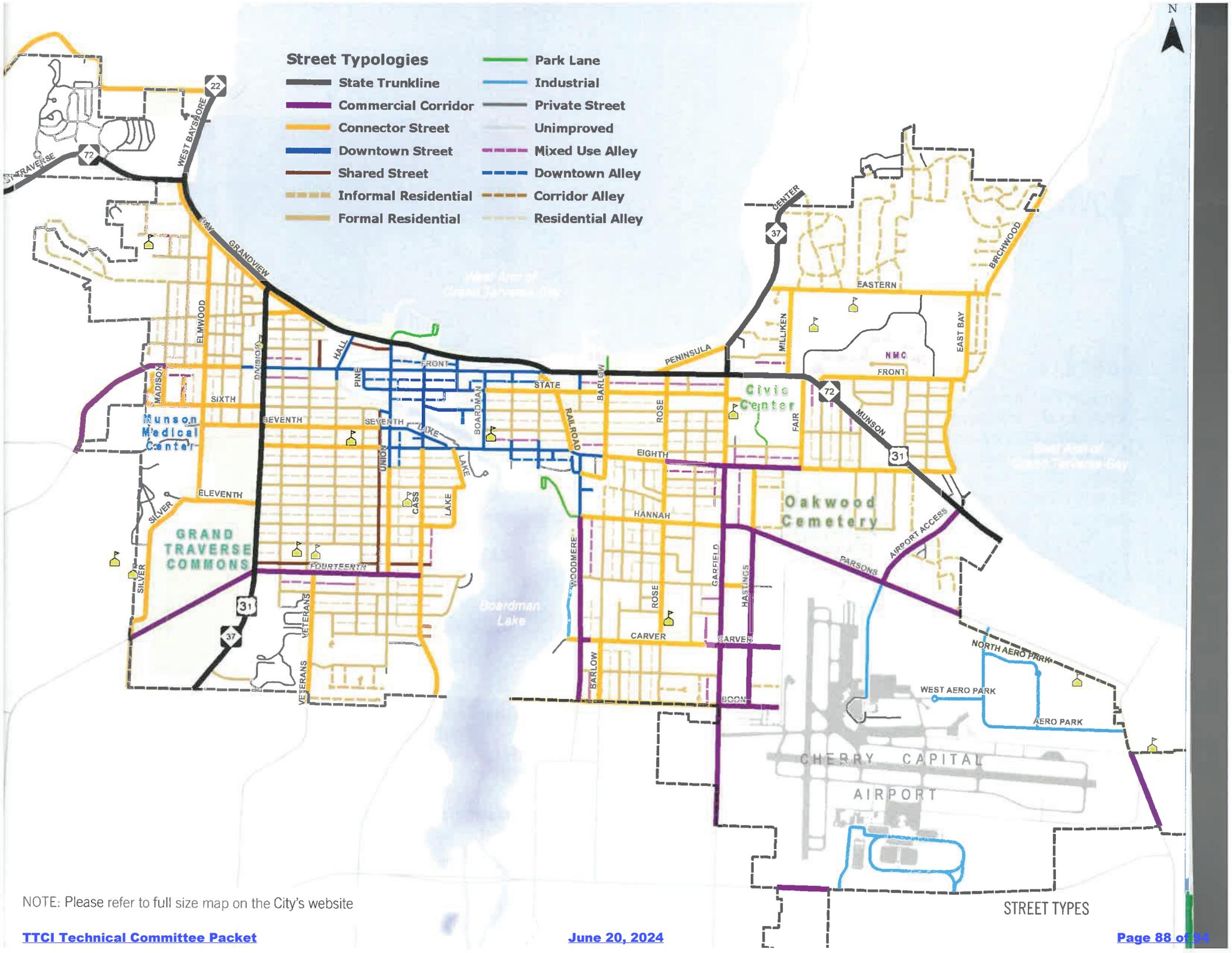
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GTC Equalization/GIS, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



Street Typologies

- State Trunkline
- Commercial Corridor
- Connector Street
- Downtown Street
- Shared Street
- Informal Residential
- Formal Residential
- Park Lane
- Industrial
- Private Street
- Unimproved
- Mixed Use Alley
- Downtown Alley
- Corridor Alley
- Residential Alley

NOTE: Please refer to full size map on the City's website

Downtown Street

CONTEXT

Downtown is the most formally and intensely developed of the two types of commercial neighborhoods in Traverse City. The focus is on high intensity, regional, commercial, street-oriented activity. The overall level of intensity generated within downtown is the highest of all neighborhood types. This includes mixes of uses and 24-hour and late night services.

FUNCTION

Downtown streets are utilized to access mixed use and commercial areas. These streets typically carry a higher volume of low-speed travel and have more pedestrians and bicyclists. Transit is also an active component of these areas and inter-modal connections are prioritized.

COMPOSITION

The pedestrian zone is defined and enhanced through wider sidewalks, mid-block crosswalks, human-scale lighting, benches, bike parking, and civic spaces. Urban-like plazas are present and can include outdoor cafes, public gardens, public art, and other enhancements. Trees flank downtown streets to provide shade and to enhance the streetscape. Traffic calming measures are incorporated to slow vehicles while providing additional space for sitting and dining along the streets. Parking is typically provided on both sides of the street and parking spaces are typically delineated with striping and meters. Angled parking may be appropriate where the right-of-way width allows.

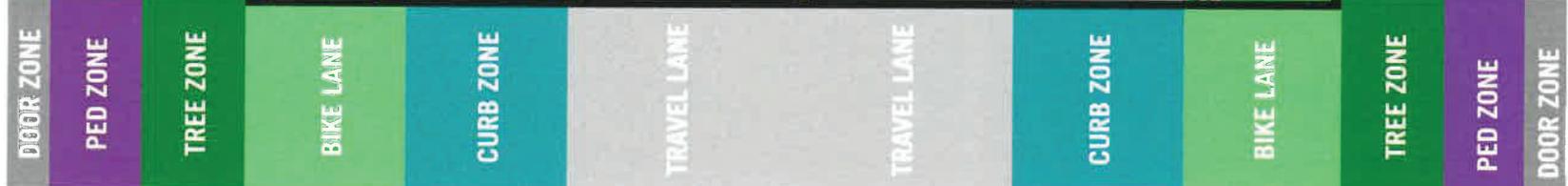
Curb and gutter is standard on this type of street and drainage is properly accounted for by using green infrastructure and best management practices.



Example Downtown Street - East Front Street



Example Downtown Street - West Front Street

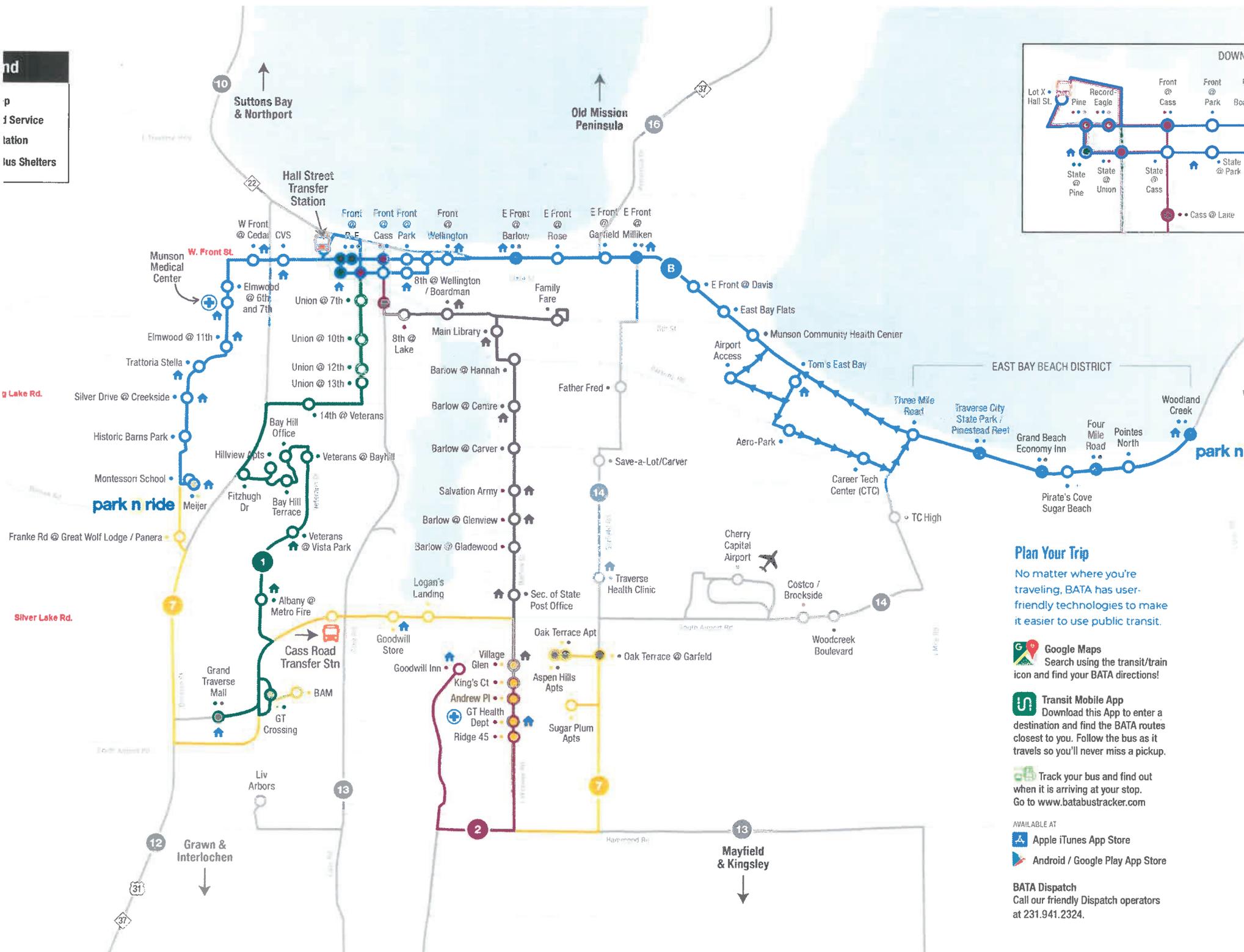


Preferred Standard	2'	5-9'	3-7'	5-8'	7'	10'	10'	7'	5-8'	3-7'	5-9'	2'
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← minimum 64', maximum 86' →

- NOTE:
1. Curb zone can include parking, loading, etc. On-street parking areas in the curb zone may include permeable pavers for stormwater filtration. Planted bump-outs in the curb zone are another option to include stormwater infrastructure.
 2. Door zone is typically private property due to 2.5-foot building setback
 3. Typical right-of-way is 66 feet wide.

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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.