



BATA Regular Meeting Agenda  
115 Hall Street, Traverse City, MI 49684  
Thursday, January 30, 2025 @ 2:00pm

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

5. Consent Calendar

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

Consideration of Approving the following Minutes

- a. Regular Board Meeting Minutes of December 12, 2024
- b. Ad HOC Meeting Minutes of December 12, 2024

Consideration of Accepting the following Reports

- c. Local Advisory Council Minutes of January 21, 2025
- d. FY25 Q1 Ridership Report
- e. FY25 Q1 Turnover Reports
- f. Correspondence – Staff Compliments
- g. BATA Board Tracker

6. Any items removed from the Consent Calendar

7. Executive Director's Report – Chris Davis

- a. HQ Facility/Owner's Representative Report  
Jerry Tomczak, Program Manager, Cunningham-Limp

8. Chairperson's Report
  - a. Committee Appointment
  
9. Finance Reports – Justin Weston  
FY25 Q1 Finance Reports
  - a. Income Statement
  - b. Operating Reserve Fund
  - c. Capital Reserve Fund
  - d. New Facility Reserve Fund
  - e. Net Position
  
10. Old Business
  
11. New Business
  - a. FY26 Preliminary Budget and Resolution of Intent
  
  - b. FY26 Vehicle Accessibility Plan
  
12. Second Public Comment\*
  
13. Directors' Comments and Announcement/Open Floor
  
14. Closed Session
  - a. Closed Session pursuant to MCL 15.268(e) To consult with attorney regarding trial and settlement strategy in connection with pending litigation.
  
15. Adjournment

Public Comment:

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

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

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

**Date/Time:** 1:00PM, Thursday, December 12, 2024

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

The meeting was called to order by Chairperson Richard Cochrun at 1:00 PM.

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

### **3. Roll Call**

- John Somnavilla - PRESENT
- Wayne Schmidt – PRESENT
- Gwenne Allgaier – ARRIVED @1:27
- Joe Underwood – ABSENT
- Scott Sieffert - PRESENT
- Brad Jewett - PRESENT
- Richard Cochrun - PRESENT

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

No public comment was made.

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

Moved by Scott Sieffert and supported by Brad Jewett to approve the December 12, 2024, Regular Meeting Agenda as presented.

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

### **6. Consent Calendar**

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

## Consideration of Approving the Following

- a. Regular Board Meeting Minutes of October 31, 2024
- b. Special Board Meeting Minutes of November 18, 2024

## Consideration of Accepting the Following Reports

- c. October 2024 Financial Statement
- d. FY2024 Q3 & Q4 Impact Index
- e. BATA Board Tracker
- f. Staff Compliments
- g. Correspondence – TCBN Article

Moved by Brad Jewett and supported by Wayne Schmidt to approve the December 12, 2024, Consent Calendar as presented.

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

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

No items were removed from the consent calendar.

## 8. Executive Director's Report – Kelly Dunham

Kelly thanked Wayne Schmidt and Richard Cochrun for attending the BATA staff holiday luncheon. Thanked the staff for all their safe driving in inclement weather and the amazing way the BATA staff handled the unfortunate incident that recently took place. Kelly gave high praises to all the staff that work at BATA. She reminded the Board to serve with respect and integrity. To make sure that you can fully commit and that the tenor of the Board filters down into the organization and to remember that it's important to be supportive of the agency and the mission of the agency and staff. The latest facility update includes the snow melt, and the heating and cooling systems are still being tested. Jerry and Christman are still very much involved in all the issues that are going on within the facility. Scott Sieffert wanted to congratulate and commend the drivers that were involved in the unfortunate incident and would be in favor of showing recognition to all involved.

## 9. Chairperson's Report

Richard Cochrun read aloud the resolution honoring Kelly Dunham and her 15 years of dedicated service to BATA. Richard was very thankful that he was able to serve the Board alongside Kelly. Kelly is hopeful that the Board has stability coming in the future

Moved by Brad Jewett and supported by Scott Sieffert to approve the Resolution of Kelly Dunham as presented.

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

## 10. Finance Reports –

### a. 3 Year Capital Plan Outlook

Key Points Include:

- The demands on BATA’s capital funds, meaning BATA funds its own vehicles and how do we want to ensure the capital reserve fund will maintain a healthy balance. This will be presented at the January Board meeting.

### b. Q4 2024 Finance Reports

Key Points Include

- The Fiscal year end reports presented and will also be included again in the first quarter audit next year. Total income ended at \$6.6 million for the year. The variance on the income side is the sale of the Cass facility.

Moved by Brad Jewett and supported by John Sommovilla to approve the FY24 Q4 Finance Reports as presented.

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

## 11. Old Business

No old business at this time.

## 12. New Business

### a. Airport Service Pilot

Key Points Include:

- Will be piloting a test program in the core zone of Traverse City in the hours of 4:00-7:00AM to provide transportation to the Cherry Capital Airport.
- This will be a scheduled service ride.
- The pilot program will be for this fiscal year.

Moved by Brad Jewett and supported by Scott Sieffert to approve the Airport Pilot Program as presented.

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

b. MDOT Resolution Master Agreement

Key Points include:

- The MDOT Master Agreement to appoint Chris Davis as the Interim Executive Director.

Moved by Brad Jewett and supported by Scott Sieffert to approve the MDOT Master Agreement as presented.

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

c. Employee Engagement Survey

Key Points Include:

- BATA received 123 responses out of 140 employees. Great turnout from employees.
- The Board would like to see some rephrasing of some questions.
- Overall score ratings are higher than last year.
- Staff enjoy who they work with and helping passengers.

Moved by Brad Jewett and supported by Scott Sieffert moves to accept the 2024 Employee Engagement survey results as presented.

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

d. Resolution Recognizing Richard Cochrun's Board Tenure

Tracy Melville read aloud the resolution honoring Richard Cochrun and his 9 years of dedicated service to BATA and serving on the Board of Directors.

Moved by Brad Jewett and supported by Wayne Schmidt to approve the Resolution Honoring Richard Cochrun.

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

### 13. Board Discussion Item

Kelly Dunham gave an update to the Board regarding the Executive Director search. The search firm TransPro that has been hired will work with the Executive Search Committee to get through the initial phase of recruitment. TransPro has been soliciting feedback from the leadership team and the search committee for characteristics that they would like to see in the next Executive Director.

**14. Second Public Comment**

No public comment was made.

**15. Director's Comments/Open Floor**

Richard Cochrun said thank you for his time serving on the Board of Directors.

Chris Davis thanked both Kelly Dunham and Richard Cochrun for their service and the pleasure that it had been to work with them both.

**16. Adjournment**

Moved by Brad Jewett to adjourn the December 12, 2024, Regular Meeting of the BATA Board of Directors at 2:37 PM.

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

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

Wayne Schmidt, Secretary: \_\_\_\_\_

## **BATA Ad HOC Committee Meeting Minutes**

**Location:** Hall St Transfer Station, 115 Hall St.

**Date/Time:** 12:00PM, Thursday, December 12, 2024

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

The meeting was called to order by John Sommavilla at 12:01PM.

- John Sommavilla      PRESENT
- Wayne Schmidt      ABSENT
- Joe Underwood      ABSENT

### **2. First Public Comment**

No public comment was made.

### **3. New Business**

#### **a. Executive Search Process Update – TransPro Consulting**

John Lewis from TransPro Consulting was present VIA Teams for the meeting. John presented the common desired characteristics that were presented from speaking with members of the BATA staff.

- Desired characteristics include:
  - Flexibility/adaptability for service area
  - Strong communication skills
  - Team oriented
  - Strong financial background
  - Visionary thinker. Someone able to look into the future for BATA

John Sommavilla also added a person that can connect to different cultural ridership backgrounds. Able to grow ridership. Financial background with grants and be able to diversify fundings.

TransPro will be sending out a survey to BATA staff and the Board of Directors. Potential candidates will also be given the survey.

The Executive position will be posted next week, and the posting will be live for 3-4 weeks.

Screening of candidates will be through the month of January and the top candidates will be brought to the Board of Directors.



#### **4. Second public Comment**

No public comment was made.

#### **5. Adjournment**

John Sommavilla adjourned the meeting at 12:34 PM.

**BATA Local Advisory Council Minutes**  
**Tuesday, January 21, 2025**  
**12:00-1:00pm**  
**Hall Street Transfer Station**  
**In Person: 115 Hall St, Traverse City, MI 49684**  
**Virtual: VIA Teams**

Bill Clark began the meeting at 12:04pm.

Council Members in Attendance:

Fern Spence: Community Representative (virtual)  
Matt Moritz: Community Representative (virtual)  
Lana Payne: Commission on Aging  
Linda Joppich: Community Representative  
Mandy Joppich: Community Representative  
Lena Vander Meulen: Leelanau County Senior Services (virtual)  
Amanda Molski: Area Agency on Aging (virtual)  
Demarie Jones: Disability Network No. Michigan (virtual)  
Mitch Treadwell: Traverse City Commissioner

BATA Staff in Attendance:

Eric Lingaur  
Bill Clark  
Chris Davis  
Tracy Melville  
Keir Rasmussen

1. Bill Clark welcomed the council to the 2025 year.
2. Introductions of Council Members
3. LAC Chair for 2025

Linda Joppich was nominated as the 2025 LAC Chair with everyone present in agreement.

#### 4. 2025 Vehicle Accessibility Plan

Bill Clark walked through BATA's VAP and accompanying slides and provided an update on BATA's current vehicle make up and the future plans.

Bill explained to the council that the number of buses that can provide the Link service went up by almost 30%. All buses are equipped with both types of technology to service fixed routes and on-demand services. BATA's four new EV vans are now included in the current fleet. BATA will still be receiving two more EV vans that will ADA accessible. BATA's previous goal was to be around 80% lower emission vehicles by 2026. Due to COVID, manufacturing and supplies and demand BATA is currently around 60% and will remain there for a while. BATA is still receiving new vehicles and looking into whether it's possible to convert any vehicles to be more fuel efficient further down the line.

#### 5. BATA Rolls From 2024 to 2025

- Bill Clark reported on the fixed route systems. Very few changes to routes. The West Flex Route is no longer just a school route and can provide much-needed service to the west side of town. The Village Loop Route 13 Kingsley bus has added frequency to the route and is able to meet at the new transfer center to connect to other routes. Village Loop Route 12 Interlochen runs every hour instead of every two hours. BATA's Link service is steadily climbing and providing around 350 rides per day.

- BATA will be updating the current fare system in 2025. The current fare system will no longer be supported, which means an overhaul of the fare system. This will include changes to the ticket system, method of payment, apps and options. BATA is looking into new fare systems and what will be a good fit for BATA's needs.

- 2024 Ridership. BATA's total ridership increased by 10% from last year. Total ridership a day is near 1,300. Total rides given in 2024 was 421,088.

- Upcoming M-22 Construction. Construction will begin in March. BATA is currently working on route structure and traffic flow. MDOT has been communicating with BATA with information on construction. More updates to follow.

- Airport Pilot Shuttle Service. BATA is piloting a shuttle service during the hours of 4am to 7am. This will allow people to catch early morning flights. The pilot program will begin in February. The pilot program will start in Traverse City to begin and will be reevaluated later to expand the service area and possible late-night hours.

- BATA thanked Kelly Dunham for her 15 years of hard work and dedication to growing and expanding BATA to what it is today. Chris Davis gave an update on the search for a new Executive Director. TransPro Consulting has been hired for recruiting. April is the target date for a new Director.

-Eric Lingaur shared that Parking Services in Traverse City and BATA's IT Team have installed video screens in the parking decks that provide information on route information on where you can catch the next BATA bus and helpful information on how to use public transit to help people navigate the city.

#### 2025 Local Advisory Council Membership

Linda Joppich: Chair / Community Representative

Matt Morritz: Community Representative

Dan Buron: Goodwill Northern Michigan

Lana Payne: Commission on Aging

Mandy Joppich: Community Representative

Fern Spence: Community Representative

Lena Vander Meulen: Leelanau County Senior Services

Amanda Molski / Heidi Gustine: Area Agency on Aging

Demarie Jones: Disability Network No. Michigan

Susan Odgers: Community Representative

Lacey Edgecomb: Senior Center Network

Mitch Treadwell: Traverse City Commissioner

CC: Alex Simonetti/MDOT, Chris Davis/BATA, Eric Lingaur/BATA, Bill Clark/BATA

Approved on: \_\_\_\_\_

Linda Joppich Chair: \_\_\_\_\_



Bay Area Transportation Authority

# RIDERSHIP

*Q1 2025 Ridership Report (Oct–Dec 2024.)*

# Q1 2025 Ridership: Fixed Route

Year / Quarter	Ridership	% Increase / Decrease	
<b>FY 2025 Q1</b>	<b>64,210</b>	<b>19% Increase in Ridership</b>	FY 2024 Q4 Ridership: 70,068
<b>FY 2024 Q1</b>	<b>53,886</b>		
<b>FY 2023 Q1</b>	<b>55,434</b>		
FY 2021 Q1	53,450		



**Q1**

**2025: 64,210**

**2024: 53,886**

**2023: 55,434**

**2022: 53,450**

# Q1 2025 Ridership: Link

Year / Quarter	Ridership	% Increase / Decrease	
FY 2025 Q1	31,739	<b>23% Increase in Ridership</b>	FY 2024 Q4 Ridership: 28,519
FY 2024 Q1	25,875		
FY 2023 Q1	28,517		
FY 2021 Q1	18,886		



**Q1**

**2025 Q1: 31,739 \* Link**

**2024 Q1: 25,875 \* Link, no more Village Link**

**2023 Q1: 28,517 \* Village Link + Link on Demand**

**2022 Q1: 18,886 \* Village Link + Link on Demand**

# Q1 2025 Ridership: Total Ridership

**Q1**  
**20%**  
**Increase**  
**in total Ridership**

**2025 Q1: 106,614**

**2024 Q1: 88,693**

**2023 Q1: 92,331**

**2022 Q1: 79,134**

Year / Quarter	Fixed Ridership	Link Ridership	Agency Ridership	Total Ridership	% Increase / Decrease
FY 2025 Q1	64,210	31,739	10,665	106,614	20% Increase in Total Ridership
FY 2024 Q1	53,886	25,875	8,932	88,693	
FY 2023 Q1	55,434	28,517	8,380	92,331	
FY 2022 Q1	53,450	18,886	6,798	79,134	



# Total Ridership: Year over Year

**2024: 421,088**

**15%  
Increase in  
total  
Ridership  
2023 - 2024**

**2020: 332,317**

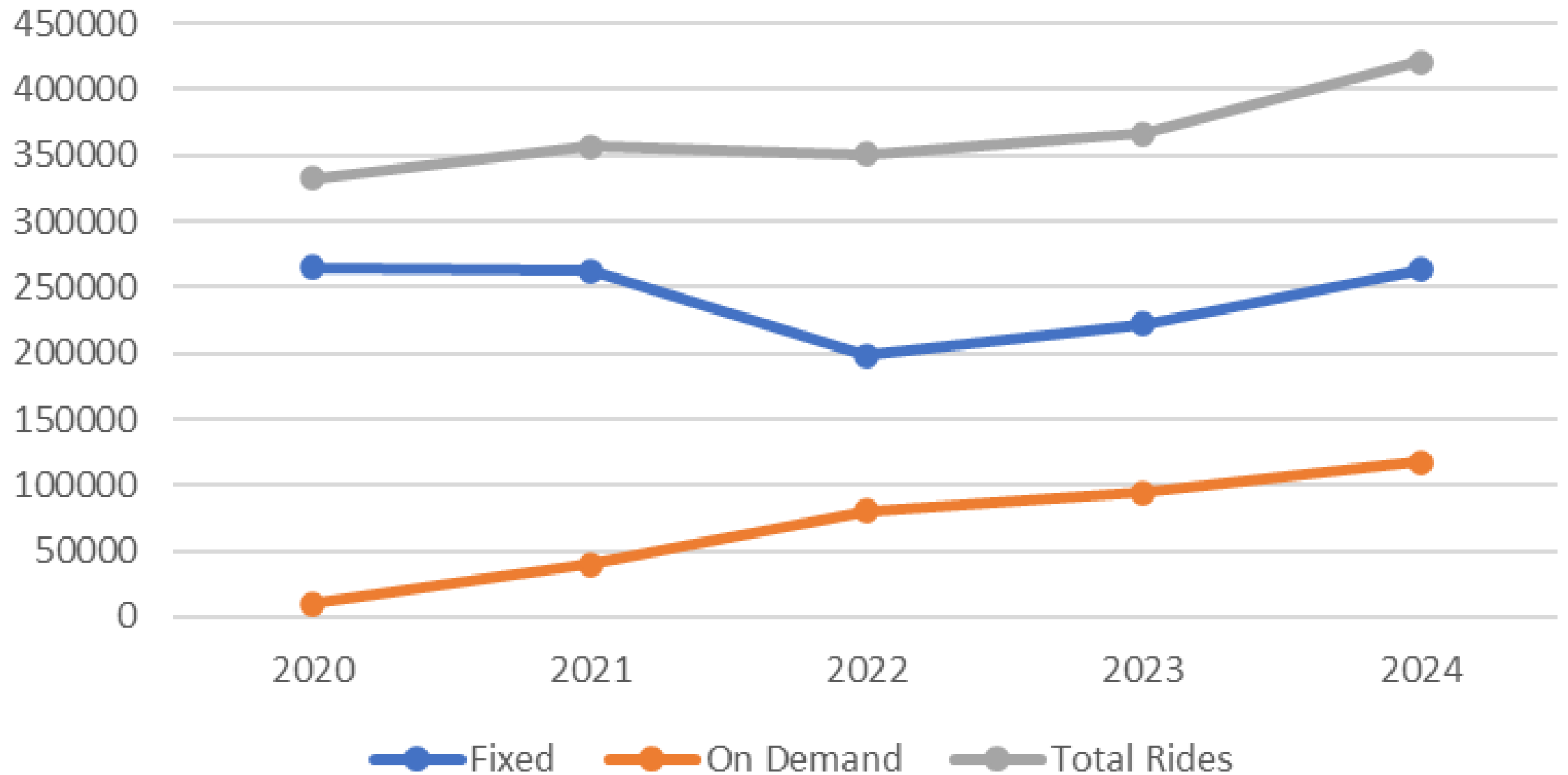
**2021: 356,401**

**2023: 366,778**

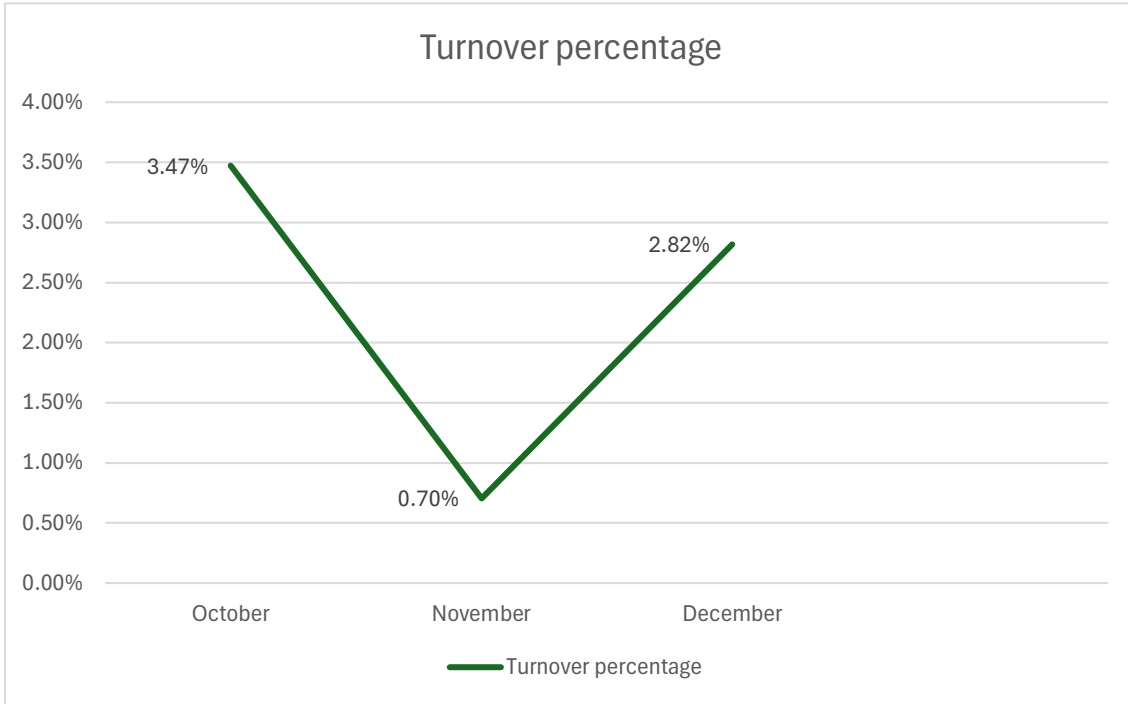
**2022: 350,891**

	2020 Total	2020 Rides Per Day	2021 Total	2021 Rides Per Day	2022	2022 Rides Per day	2023 Total	2023 Rides per Day	2024 Total	2024 Rides per Day
Village Link & Agency (Includes COAST, JARC, and City Link)	57,723	163	54,187	153	72,846	205	50,382	142	40,990	115
Fixed Routes:	264,826	846	262,578	839	198,090	633	222,290	710	263,047	840
Link on Demand	9,768	106	39,636	109	79,955	219	94,106	258	117,051	321
Total Ridership	332,317		356,401		350,891		366,778		421,088	
Rides per day		1,115		1,100		1,057		1,110		1,277

# BATA Yearly Ridership 2020 - 2024



## 2025 Q1 Attrition



Quarter Month	Number of terminated employees	Avg Number of employees	Turnover percentage
October	5	144	3.47%
November	1	142	0.70%
December	4	142	2.82%

DATE	EMPLOYEE	ROUTE	COMMENT
12/4/24	Gabby Lee, Jay Windham Chris Gorence	1 & 14	I wanted to give a shout out to Gabby and Jay on route 1. They do an amazing job. Also, Chris on route 14.
1/3/25	Zach Mills	Link 2	Hi, I'd like to put in a good word about Zach. He's driving bus 233. He was very nice to me and helped me with my groceries and just a polite guy. I really hope he gets noticed for that. Thank you.
1/17/25	Bryan Moore	Link	I just wanted to say some kind things about Bryan, my driver, he was fantastic. So much was going on that day, he made sure my elderly mother got up to her door and that I got to work on time. He and another worker in the office rescued my Munson badge. He just really made a bad day go a lot better. So, we appreciate Bryan and BATA.
1/17/25	Jon Auker, Eric Lingaur, Bill Clark, Brittany Burley and Tracy Melville		A passenger noticed the shovel brigade out cleaning bus stops and wanted to let them know how much they appreciate them.
1/23/25	Misha Barney	Dispatch	Hello, this is David Mack. I just wanted to give a compliment to Misha. Every time I talk to her, she has a really nice personality, she's a nice person, and really nice to talk to. And I think you guys have a good employee. I just wanted you and superiors to know that. Everybody have a good day and be safe.

1/23/25

Kevin Kaye

Bayline

Hi, this is DJ. I just got off at 7<sup>th</sup> and Elmwood and I was trying to climb up to a little snowbank to get up to the sidewalk and the bus driver going towards Meijer stopped his vehicle and helped me up. I just want to say thank you. I wanted to give a shout out for the day. Thank you to everyone. Thank you all.

BATA Board Request Tracker					
Topic	Board Meeting Date Discussed	Board/Staff Member	Status	Date Completed	Notes
BATA Link Service	6/27/2024	Adam BeVier	Will revisit again at the April 2025 meeting.		

## January 2025 Interim Executive Director's Report

### Internal:

- \*Chris attended and presented to the monthly Comms meetings with all employees
- \*Chris and two facilities staff met with a MIOSHA representative for a Consultation Education and Training Survey with completion of recommendations by February 9
- \*Chris and Justin Weston met with new bus drivers
- \*Chris worked with Operations managers regarding total re-bid for drivers and dispatchers
- \*Chris and Operations Manager met with monthly Safety Team
- \*Chris met with Lance Boehmer for new Board member orientation with John Sommavilla
- \*Chris notified staff of Social Security Fairness Act which eliminates the Windfall Elimination Provision (WEP)
- \*Chris, Kurt Braun and Technology Manager met with New Headquarters Project Manager regarding bi-monthly updates
- \*Chris and Eric Lingaur met regarding 2025 Scorecard Recordkeeping
- \*Chris gave Lance Boehmer a tour of the new headquarters
- \*Chris met with BATA's monthly employee Wellness Team

### External:

- \*Chris, Eric Lingaur and Bill Clark attended the Local Advisory Committee (LAC) meeting
- \*Chris attended the monthly TAHRA Board of Directors meeting
- \*Chris attended, and Eric Lingaur and Bill Clark presented at, the monthly TAHRA membership session
- \*Chris attended an educational session with Rehmann staff and CEO's regarding Cyber Security
- \*Chris and Justin Weston met virtually with HUB International regarding a possible Group Captive option for insurance
- \*Chris met virtually with TransPro Consulting regarding the status of the Executive Search

- \*Justin Weston met with Accident Fund for the annual Workers' Comp Audit. The Audit resulted in a return of premium of \$1,185
- \*Chris met virtually with attorney Rich Cherry in preparation for a closed session with the Board
- \*Chris and one of the Operations Managers met virtually with HUB International staff regarding monthly workers' comp and accident claims
- \*Chris emailed letters to legislators regarding the need for changes to the Employee Sick Time Act (ESTA)
- \*Chris volunteered at the Whitetails Unlimited Fundraiser
- \*Eric Lingaur and Bill Clark hosted a group of students interested in technology and auto repair at BATA's new HQ to share future job opportunities and BATA info
- \*Eric Lingaur and Bill Clark hosted tables at recent NMC orientations to share transit info with incoming students
- \*Eric Lingaur and Bill Clark and three HR/Accounts payable staff cleared out over a dozen bus stops
- \*Eric Lingaur pushed rider and staff promos on social and digital platforms and are finalizing a BATA 101 video and are starting other outreach activities for 2025
- \*Eric Lingaur oversaw the 2025 launching of Ski-n-Ride providing transportation for middle school students after school to get to Hickory Hills for practice
- \*BATA applied for and accepted an additional \$2,500 from the Rural Transit Assistance Program (RTAP) for training activities, equipment and/or technical assistance and research activities that promote or benefit rural public transportation.
- \*Justin Weston and Shaughn Handley have Reporting for Fiscal Year 2024 to the FTA as a Full Reporter for the first time well underway.
- \*Justin Weston, Kurt Braun and Shaughn Handley worked on a RFP for a Solar Panel System from the State of Michigan awarded grant expected to be sent out by early next week. Project completion is projected to be May 2025.
- \*Justin Weston, Kurt Braun and Shaughn Handley worked on an EV Charging RFP – BATA is the only agency to receive State of Michigan approval of its RFP to be released. Project completion projected by the beginning of April
- \*Justin Weston and Shaughn Handley are working on FY24 Grant Application kickoff and initial requirements with the FTA



\*Justin Weston met with the National Center for Applied Transit Technology, transit agency from Hawaii, and vendors (Token Transit) multiple times to understand roadblocks/lessons learned/and differing technologies that BATA would like to incorporate with our Fare Collection Systems procurement occurring this year

\*Kurt Braun worked with the new bus wash system manufacturer to work out several issues with the bus wash

\*Kurt Braun accepted the remaining buses of the 7 F-550 bus order from 2023. Uplift continues into February.

\*Kurt Braun is completing the full roll out of all system functionality with UBISENSE yard management in next couple weeks

\*Kurt Braun, Justin Weston and Shaughn Handley are fully underway with BATA's Annual Application

\*Kurt Braun, Chris Davis and Paul Clausen are working with TCC through quite a few building issues that have arisen since occupancy of the new HQ

If you have any questions, please do not hesitate to contact me.

Submitted by: Chris Davis

Next meeting: February 27, 2025

## BATA Income Statement December 2024

	December 2024		\$ Over (Under)	Dec 2023
	Actual	Budget	Budget	Actual
<b>Income</b>				
Fare Box Revenue	\$ 139,567	\$ 141,250	\$ (1,683)	\$ 188,299
Local Service Contracts	86,510	85,598	912	70,866
Auxiliary Trans Revenue	72,189 <u>1</u>	36,000	36,189	67,249
Non-Trans Revenue	152,739 <u>2</u>	188	152,551	293
Local Revenue	83,111 <u>3</u>	228,154	(145,043)	202,584
State Formula & Contracts	1,466,215	1,227,908	238,307	1,023,308
Federal Operating Grants	617,904	555,148	62,756	492,062
Other Revenue	219,276 <u>4</u>	50,000	169,276	226,628
Refunds and Credits	-	25,000	(25,000)	425
<b>Total Income</b>	<b>\$ 2,837,510</b>	<b>\$ 2,349,245</b>	<b>\$ 488,265</b>	<b>\$ 2,271,715</b>
<b>Expense</b>				
Salaries & Wages	\$ 1,589,897	\$ 1,701,932	\$ (112,035)	\$ 1,383,061
Paid Leave	128,973	128,970	3	130,620
Fringe Benefits	478,354	501,572	(23,218)	425,855
Services	172,541	240,430	(67,889)	123,275
Fuel & Lubricants	160,067	178,027	(17,960)	159,808
Materials & Supplies	144,806 <u>5</u>	110,552	34,254	111,830
Utilities	64,322	51,568	12,754	33,457
Insurance	171,759	160,180	11,579	209,305
Misc Expense	21,599 <u>6</u>	13,227	8,372	26,756
Operating Leases & Rentals	1,117	1,665	(548)	5,011
<b>Total Expense</b>	<b>\$ 2,933,435</b>	<b>\$ 3,088,123</b>	<b>\$ (154,687)</b>	<b>\$ 2,608,976</b>
<b>Net Income before Depreciation</b>	<b>\$ (95,925)</b>	<b>\$ (738,878)</b>	<b>\$ 642,952</b>	<b>\$ (337,261)</b>
Depreciation	290,287	280,664	9,623	298,773
<b>Net Income (Loss)</b>	<b>\$ (386,212)</b>	<b>\$ (1,019,542)</b>	<b>\$ 633,329</b>	<b>\$ (636,034)</b>

**BATA Income Statement Notes  
December 2024 YTD**

	<u>Account(s)</u>	<u>Explanation</u>
<b>1</b>	Auxiliary Trans Revenue	Increased Advertising Revenue
<b>2</b>	Non-Trans Revenue	Net Sale of Diamond Property
<b>3</b>	Local Revenue	Property Tax Collection for Winter 2024
<b>4</b>	Other Revenue	Interest Rates remain high throughout 2024 (4.5825%).
<b>5</b>	Materials & Supplues	GMV - Bus Hardware built in to budget, purchased
<b>6</b>	MISC Expense	Most dues paid at beginning of the year

**BATA Operating Reserve Fund  
December 2024 YTD**

	Independent Bank	Michigan Class	Treasury Bill	Adjustments	Reserve Fund Total
<b>Balance at September 30, 2024</b>	\$ -	\$ 3,266,446	\$ -	\$ -	<b>\$ 3,266,446</b>
<b>Increases:</b>					
Interest Income		39,832			39,832
Investment Income		-			-
<b>Total Increases</b>	\$ -	\$ 39,832	\$ -	\$ -	<b>\$ 39,832</b>
<b>Cash Transfers</b>		\$ -			-
Independent Bank/ICS Balance					-
Michigan Class Balance		3,306,278			3,306,278
					-
<b>Balance at December 31, 2024</b>	\$ -	\$ 3,306,278	\$ -	\$ -	<b>\$ 3,306,278</b>

FY25 Revised Budgeted Expenses	\$ 13,254,417
Balance as a % of FY25 Revised Budgeted Expenses*	24.9%
*Maximum Balance = 30%	\$ 3,976,325

**BATA Capital Reserve Fund  
December 2024 YTD**

	Independent Bank	Michigan Class	Treasury Bill	Adjustments	Reserve Fund Total
<b>Balance at December 31, 2024</b>	\$ -	\$ 7,352,310	\$ -	\$ (69,658)	\$ 7,282,652
<b>Increases:</b>					
Interest Income		88,802			88,802
Investment Income					-
FY2025 Funding Oct/Apr 326,872.50:				-	-
FY2024 Surplus				-	-
<b>Total Increases</b>	\$ -	\$ 88,802	\$ -	\$ -	\$ 88,802
<b>Decreases:</b>					
25A - Motors \$75,000				-	-
25B - Shelters \$75,000				-	-
25C - General IT \$10,000				-	-
24 C/O - FY24 Vehicle Technologies \$8,223				-	-
25D - Vehicle Technologies \$65,000				(3,390)	(3,390)
25E - 3 Used School Buses \$90,000				-	-
25F - John Deere Gator \$18,000				-	-
25G - Grounds Mower \$7,500				-	-
25H - Snow Maintenance Tractor \$45,000				-	-
25I - Welder \$8,000				-	-
FY25 Contingency \$40,172				-	-
<b>Total Decreases</b>	\$ -	\$ -	\$ -	\$ (3,390)	\$ (3,390)
<b>Cash Transfers</b>		(3,390)		3,390	-
Outstanding Transfers				(69,658)	(69,658)
Michigan Class Balance		7,437,722			7,437,722
					-
<b>Balance after approved transfer</b>	\$ -	\$ 7,437,722	\$ -	\$ (69,658)	\$ 7,368,064

<b>BATA New Facility Reserve Fund</b>				
<b>October 2024 YTD</b>				
	<b>Michigan</b>			
	<b>Class</b>	<b>Treasury Bill</b>	<b>Adjustments</b>	<b>Reserve Fund Total</b>
<b>FY2025 Funding Oct/Apr 326,872.50:</b>	<b>\$ 6,587,707</b>	<b>\$ -</b>	<b>\$ 841</b>	<b>\$ 6,588,547</b>
<b>Increases:</b>				
Interest Income	73,775			73,775
TCHC Infrastructure Reimbursement	-		-	-
Sale of Diamond Property	376,855			376,855
<b>Total Increases</b>	<b>\$ 450,630</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 450,630</b>
<b>Decreases:</b>				
American Hoist			(61,010)	(61,010)
Ferrell Gas			(281,789)	(281,789)
Amazon			(1,243)	(1,243)
Actron Steel			(679)	(679)
Cunningham Limp			(17,024)	(17,024)
Image360			(3,500)	(3,500)
Valeo			(1,138)	(1,138)
Olive Group Furniture			(9,565)	(9,565)
Windemueller			(8,003)	(8,003)
Buster Blinds			(1,650)	(1,650)
Voltage Electric			(10,654)	(10,654)
The Christman Group			(1,717,884)	(1,717,884)
Give Em A Brake			(400)	(400)
Integrity Business			(387)	(387)
<b>Total Decreases</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,114,925)</b>	<b>\$ (2,114,925)</b>
<b>Cash Transfers</b>	<b>(2,114,925)</b>		<b>2,114,925</b>	<b>-</b>
Outstanding Transfers			841	841
Michigan Class Balance	4,923,412			4,923,412
<i>Projected Net Proceeds from Land Sale</i>				
<b>Projected New Facility Reserve Fund Balance</b>				<b>\$ 4,923,412</b>

## BATA Statement of Net Position December 2024

	December 31, 2024	December 31, 2023	\$ Change	% Change
<b>ASSETS</b>				
<b>Current Assets</b>				
ICS/Money Market - General Fund	\$ 837,944	\$ 2,640,727	\$ (1,802,783)	-68.3%
<b>Total Cash</b>	<b>837,944</b>	<b>2,640,727</b>	<b>(1,802,783)</b>	<b>-68.3%</b>
Michigan Class - General Fund	401,290	1,771,981	(1,370,691) <b>1</b>	-77.4%
Michigan Class - Operating Reserve	3,306,278	2,653,402	652,876 <b>1</b>	24.6%
Michigan Class - Capital Reserve	7,368,064	5,241,075	2,126,988 <b>1</b>	40.6%
Michigan Class - New Facility Reserve	4,923,412	5,146,869	(223,457) <b>1</b>	-4.3%
<b>Total Michigan Class</b>	<b>15,999,043</b>	<b>14,813,327</b>	<b>1,185,716</b>	<b>8.0%</b>
Accounts Receivable	198,271	752,860	(554,589) <b>2</b>	-73.7%
Due (to) from State	73,611	(178,575)	252,186 <b>3</b>	-141.2%
Due from Federal	1,336,487	843,947	492,540 <b>4</b>	58.4%
Property Taxes Receivable	412,362	155,855	256,506 <b>5</b>	164.6%
Prepaid Expenses	63,046	(24,937)	87,983	-352.8%
<b>Total Current Assets</b>	<b>18,920,763</b>	<b>19,003,205</b>	<b>(82,441)</b>	<b>-0.4%</b>
New Facility (CIP)/Land Acquisition	30,674,163	14,663,337	16,010,826 <b>6</b>	109.2%
Fixed Assets (net of depreciation)	7,136,327	7,135,578	749	0.0%
Deferred Outflows of Resources for Pension Obl.	2,043,710	2,043,710	-	<b>7</b> 0.0%
Net Pension Asset	1	1	-	<b>7</b>
<b>TOTAL ASSETS</b>	<b>\$ 58,774,964</b>	<b>\$ 42,845,831</b>	<b>\$ 15,929,133</b>	<b>37.2%</b>
<b>LIABILITIES &amp; NET POSITION</b>				
<b>Liabilities</b>				
<b>Current Liabilities</b>				
Accounts Payable	\$ 360,283	\$ 1,325,956	\$ (965,672)	-72.8%
Accrued Expenses	1,209,305	346,260	863,046	249.2%
Deferred Revenue	19,208	35,493	(16,285) <b>8</b>	-45.9%
Other Current Liabilities	22,165	91,418	(69,252)	-75.8%
<b>Total Current Liabilities</b>	<b>1,610,962</b>	<b>1,799,126</b>	<b>(188,165)</b>	<b>-10.5%</b>
Net Pension Liability	941,547	941,547	-	<b>7</b> 0.0%
Deferred Inflows of Resources for Pension Obl.	176,037	176,037	-	<b>7</b> 0.0%
<b>Total Liabilities</b>	<b>2,728,546</b>	<b>2,916,710</b>	<b>(188,165)</b>	<b>-6.5%</b>
<b>Long Term Debt</b>				
<b>Net Position</b>				
<b>Assigned</b>				
Operating Reserve Fund	3,306,278	2,366,383	939,895	39.7%
Capital Reserve Fund	7,368,064	7,342,254	25,810	0.4%
New Facility Fund	4,923,412	4,968,846	(45,434)	-0.9%
<b>Total Assigned</b>	<b>15,597,753</b>	<b>14,677,483</b>	<b>920,271</b>	<b>6.3%</b>
Investment in Capital Assets	37,810,490	21,798,915	16,011,574	73.5%
Restricted for Pension	926,127	926,127	-	0.0%
Unrestricted	1,712,048	2,526,596	(814,547)	-32.2%
<b>Total Net Position</b>	<b>56,046,418</b>	<b>39,929,121</b>	<b>16,117,298</b> <b>9</b>	<b>40.4%</b>
<b>TOTAL LIABILITIES &amp; NET POSITION</b>	<b>\$ 58,774,964</b>	<b>\$ 42,845,831</b>	<b>\$ 15,929,133</b>	<b>37.2%</b>

**BATA Statement of Net Position Notes  
December 2024**

	<u>Account(s)</u>	<u>Explanation</u>
<u>1</u>	Michigan Class	Interest earned averaging 4.6870%
<u>2</u>	Accounts Receivable	TCHC was pending in 2023
<u>3</u>	Due from State	State reimburses based on revised budget. Adjusted to state share of eligible operating expenses. Positive represents amount due from MDOT.
<u>4</u>	Due from Federal	5311 funded quarterly based on OAR Submission - Positive represents amount due from FTA, amount reflects remaining payments from 2024 and QTR1 of FY2025
<u>5</u>	Property Tax Receivable	FY2024 Tax Levy Outstanding
<u>6</u>	New Facility (CIP)/Land Acquisition	New Facility Construction costs
<u>7</u>	Deferred Outflows of Resources Deferred Inflows of Resources Net Pension Liability	<p><b>GASB 68 audit adjustment, as of 9/30/23</b></p> <p><u>Deferred Outflows of Resources \$2,043,710</u>            Difference in experience \$23,432            Difference in assumptions \$142,280            Contributions subsequent to the measurement date \$928,125</p> <p><u>Deferred Inflows of Resources (\$176,037)</u>            Difference in experience change (\$176,037)            Difference between projected and actual earnings \$0.00</p> <p><u>Net Pension Liability (\$941,547)</u>            Plan fiduciary net position \$9,933,882            Total pension liability (\$10,875,429)</p>
<u>8</u>	Deferred Revenue	Advertising Revenue, Annual Invoices Paid in Full
<u>9</u>	Net Position	Increase in Investment Pool New Facility/Land Acquisition for new headquarters Increase in fixed assets (Operating Equipment and Buses)



**BATA**  
**FY2026 Operating Budget**  
**As of January 24, 2025**

	40.30%	40.30%	34.51%		30.59%	-3.92%	
	18.00%	18.00%	18.00%		18.00%	0.00%	
	58.30%	58.30%	52.58%		48.59%	-3.92%	
	Revised Budget 2024	Actual 2024	Total Budget (Aug) 2025		Original Budget (Jan) 2026	PY Change	Inc(Dec) PY Bud %
<b>401: Farebox Revenue</b>							
40100 Passenger Fares	\$ 530,243	\$ 649,954	\$ 565,000	1	\$ 575,000	\$ 10,000	2%
40102 Deviated (Flex)							
<b>406: Auxiliary Trans</b>							
40610 Concessions	1,600	\$ 2,079	1,600		\$ 1,600	\$ -	0%
40615 Advertising	110,000	\$ 208,803	150,000	2	\$ 204,000	\$ 54,000	36%
40620 Intercity Ticket Sales	32,400	\$ 32,400	32,400		\$ 32,400	\$ -	0%
40699 Other Auxiliary Transportation Revenues	-	\$ 200	-		-	-	
<b>407: Nontransportation Revenue</b>							
Net Incc A: Gain on Sale of Capital Assets	-	\$ -	-		\$ -	\$ -	
40799 Other Non-Transportation Revenues	750	\$ 5,701	750		\$ 2,500	\$ 1,750	233%
<b>408: Local Revenue</b>							
40800 Taxes Levied by Transit Agency	4,767,199	\$ 5,419,834	5,208,422	3	\$ 5,113,628	\$ (94,794)	-2%
<b>409: Local Service Contract</b>							
40930 Local Contract Service/Federal Source	301,204	\$ 333,726	342,392	4	\$ 535,940	\$ 193,548	57%
40950 Local Contract Service/Local Source	7,500	\$ 14,386	7,500		\$ 7,500	\$ -	0%
40999 Other Local Contracts & Reimbursements	-	\$ -	-		\$ -	\$ -	
<b>411: State Formula &amp; Contracts</b>							
41101 State Operating Assistance	4,814,949	\$ 4,991,731	4,312,393	5	\$ 3,839,717	\$ (472,676)	-11%
41114 Cap Cont Reimb for Oper Exp "Mobil Mgmt"	16,114	\$ 16,114	16,114		\$ 19,000	\$ 2,886	18%
41199 Other MDOT/ PTD Contracts "JARC"	80,570	\$ 80,570	80,570		\$ 143,306	\$ 62,736	78%
<b>413: Federal Contracts</b>							
41301 Federal Section 5311 - Non Urban	2,150,635	\$ 2,191,941	222,659		\$ 225,943	\$ 3,284	1%
41302 Federal Section 5307 - Small Urban		\$ -	1,952,137	6	\$ 2,033,489	\$ 81,352	4%
41314 Cap Cont Reimb for Oper Exp "Mobil Mgmt"	64,455	\$ 64,455	64,455		\$ 76,000	\$ 11,545	18%
41398 RTAP	5,500	\$ -	5,500		\$ 5,500	\$ -	0%
<b>414: Other Revenue</b>							
41400 Interest Income	200,000	\$ 978,319	200,000	7	\$ 100,000	\$ (100,000)	-50%
<b>440: Other Revenue</b>							
44000 Refunds and Credits	100,000	\$ 186,171	100,000		\$ 100,000	\$ -	0%
<b>Total Revenue</b>	<b>\$ 13,183,119</b>	<b>\$ 15,176,383</b>	<b>\$ 13,261,892</b>		<b>\$ 13,015,522</b>	<b>\$ (205,182)</b>	<b>-2%</b>

	Revised Budget 2024	Actual 2024	Total Budget (Aug) 2025	Original Budget (Jan) 2026	PY Change	Inc(Dec) PY Bud %
<b>501: Labor</b>						
50101 Operators' Salaries & Wages	\$ 3,895,056	\$ 3,910,783	\$ 3,918,198	\$ 4,181,391	\$ 263,193	7%
50102 Other Salaries & Wages	2,113,124	\$ 2,075,167	2,330,135	2,123,115	\$ (207,020)	-9%
50103 Dispatchers' Salaries & Wages	580,382	\$ 561,678	559,395	\$ 582,402	\$ 23,007	4%
<b>502: Fringe Benefits</b>						
50200 Other Fringe Benefits	1,749,384	\$ 1,700,804	1,765,882	1,681,297	\$ (84,585)	-5%
50210 DC Pensions	41,381	\$ 56,966	47,456	105,443	\$ 57,987	122%
50220 DB Pensions	657,755	\$ 819,310	675,217	657,073	\$ (18,144)	-3%
<b>503: Services</b>						
50302 Advertising Fees	42,000	\$ 42,162	54,000	60,000	\$ 6,000	11%
50305 Audit Costs	26,000	\$ 24,600	29,000	29,000	\$ -	0%
50399 Other Services	634,562	\$ 654,477	731,843	1,061,513	\$ 329,670	45%
<b>504: Materials &amp; Supplies</b>						
50401 Fuel & Lubricants	928,534	\$ 724,707	712,109	677,400	\$ (34,709)	-5%
50402 Tires & Tubes	63,872	\$ 70,949	63,872	66,283	\$ 2,411	4%
50404 Major Supplies Under \$5,000	-	\$ -	-	-	\$ -	-
50499 Other Materials & Supplies	386,696	\$ 343,564	375,924	373,924	\$ (2,000)	-1%
<b>505: Utilities</b>						
50500 Utilities	180,038	\$ 163,331	180,038	248,474	\$ 68,436	38%
<b>506: Insurance</b>						
50603 Liability Insurance	627,808	693,785	634,562	848,387	\$ 213,825	34%
<b>508: Purchased Transportation Service</b>						
50800 Purchased Transportation Service	-	\$ -	-	-	-	-
<b>509: Misc Expenses</b>						
50902 Travel, Meeting & Training	30,000	35,454	26,000	26,000	\$ -	0%
50903 Association Dues	21,469	\$ 22,531	21,469	26,908	\$ 5,439	25%
50909 Loss on Disposal of Assets	-	\$ 74,105	-	-	-	-
50999 Other Miscellaneous Expenses	-	\$ -	-	-	-	-
<b>512: Operating Leases &amp; Rentals</b>						
51200 Operating Leases & Rentals	16,300	18,592	6,661	2,700	\$ (3,961)	-59%
<b>513: Depreciation</b>						
51300 Depreciation	1,110,624	\$ 1,218,187	1,122,656	1,224,745	\$ 102,089	9%
<b>Total Expense</b>	<b>\$ 13,104,986</b>	<b>\$ 13,137,048</b>	<b>\$ 13,254,417</b>	<b>\$ 13,976,056</b>	<b>\$ 1,283,220</b>	<b>3%</b>
<b>Net Income</b>	<b>\$ 78,132</b>	<b>\$ 2,039,335</b>	<b>\$ 7,475</b>	<b>\$ (960,533)</b>	<b>\$ (1,488,402)</b>	<b>-12950%</b>
<b>Net Income before Depreciation</b>	<b>\$ 1,188,756</b>	<b>\$ 3,257,522</b>	<b>\$ 1,130,131</b>	<b>\$ 264,212</b>	<b>\$ (1,386,313)</b>	<b>-24%</b>
<b>Less:</b>						
<b>Capital Reserve</b>	(649,852)	(2,000,000)	(653,791)	(640,751)	(3,893)	-2%
<b>Designated for New Facility</b>		(1,930,955)				
<b>Designated for Technology</b>						
<b>Net Income before Depr &amp; after Reserve/Designation</b>	<b>\$ 538,904</b>	<b>\$ (673,433)</b>	<b>\$ 476,340</b>	<b>\$ (376,539)</b>	<b>\$ (1,390,206)</b>	<b>-53%</b>

	Revised Budget 2024	Actual 2024	Total Budget (Aug) 2025	Original Budget (Jan) 2026	PY Change	Inc(Dec) PY Bud %
<b>Ineligible Expenses</b>						
<b>550: Ineligible Expense</b>						
54000	Ineligible Refunds and Credits	\$ 100,000	\$ 186,171	\$ 100,000	\$ 100,000	\$ - 0%
55005	Ineligible Local Contracts	-	-	-	-	
55006	Other Ineligible Interest Expense					
55007	Ineligible Depreciation	878,376	1,039,318	878,376	1,067,849	\$ 189,473 22%
55008	Other Ineligible Expenses					
55009	Ineligible Association Dues	2,000	2,000	2,000	2,000	\$ - 0%
55010	Other Ineligible Exp assoc. with Aux & NonTrans					
56002	Ineligible Expenses Associated with Advertising					
57099	Other Local/ Federal/ State.	10,000	10,000	10,000	3,641	\$ (6,359) -64%
57402	RTAP	5,500	-	5,500	5,500	\$ - 0%
57604	Other Ineligible Op Exp paid by Capital Contract	80,569	80,569	80,569	95,000	\$ 14,431 18%
58009	Loss on Disposal of Assets	-	74,105	-	-	
58020	Ineligible Defined Benefit Pension	-	-	-	-	
<b>Total Ineligible Expense</b>		<b>\$ 1,076,445</b>	<b>\$ 1,392,163</b>	<b>\$ 1,076,445</b>	<b>\$ 1,273,990</b>	<b>\$ 197,545</b>
<b>Total Eligible Expense (net of JARC)</b>		<b>\$ 11,947,971</b>	<b>\$ 11,664,315</b>	<b>\$ 12,097,402</b>	<b>\$ 12,558,760</b>	<b>\$ 1,085,675</b>
<b>Revenues in Excess of Eligible Expenses</b>		<b>\$ 1,235,147</b>	<b>\$ 3,512,068</b>	<b>\$ 1,164,490</b>	<b>\$ 456,763</b>	

**BATA Revised Operating Budget Assumptions  
FY2026 Budget Proposal**

	<u>Account #</u>	<u>Account Name</u>	<u>Assumption</u>
<u>1</u>	40100	Passenger Fares	This is a conservative estimate based on prior year increases, FY24 had several one-time purchases taken into consideration when setting FY26. Includes an increase due to the pilot airport program and will reevaluate before the August budget revision based on activity.
<u>2</u>	40615	Advertising	Ad space has been selling, with plenty of ad real estate available for sale. It's believed with the success of FY24, continued sales in FY25 that FY26 will see sales over \$200k.
<u>3</u>	40800	Taxes Levied by Transit Agency	Property taxes revenue grew substantially in FY2024. While there is expected growth, economic forecasts predict a leveling effect which hasn't been predictable the last few years. At this time, no growth has been taken into account for the FY26 budget, only a headlee rollback, which explains a decrease for expected taxes. Information on property values generally comes out in early summer and any changes will be updated for the August budget revision.
<u>4</u>	40930	Local Contract Service/Federal Source	Agency contract has added additional services and our costs increased significantly beginning in FY24 with driver pay increases of nearly 25%. With added services, higher driver costs, and lower state reimbursement expected, this local annual contract increased.
<u>5</u>	41101	State Operating Assistance	The State continues to cut transit reimbursement rates. FY2024 40.85%, FY2025 34.5050%, and FY2026 30.5895%. Based on eligible expenses, this calculates out to be \$470k reduction to BATA's budget. With news of unexpected revenues in FY2025, there is conversations at the State level for additional funding for the current year, or restoration of current levels for FY2026. Will need to see what the Governor's budget looks like and update in August budget revision.
<u>6</u>	41302	Federal Section 5307 Operating	Federal funding is based on several factors. Now that BATA is reporting directly to the FTA, we have the opportunity to earn additional Small Transit Intensive City (STIC) funding. Statistics and information that could have qualified BATA for additional funding, was not reported by the State in prior years. In talking to our state PM's, they didn't know about this funding. We hope by reporting more information directly to FTA, we can learn where BATA's statistic land and see how it could impact future federal funding.
<u>7</u>	41400	Interest Income	Interest income has primarily been generated from investment in the new facility, capital and operating reserves. Interest rates are falling from the mid 5% to low to mid 4% in current markets. While a slow lowering is expected, BATA will be spending down the new facility funds and revising the capital plan as bus replenishment funding will no longer be provided from the state now that BATA is a small urban.
<u>8</u>	50101-3	Labor & Benefits	Budget for staffing takes into consideration, maximum availability of our staff, routes, and demand. Generally this will result in lower than budgeted expenses as we prepare for the busiest scenario. Wage increased as well as benefit increases are all considered and will be reviewed again for the August budget revision.
<u>9</u>	50370-50399	Other Services (Technology)	BATA has implemented several new/advanced technologies over the last couple of years. A few of these technologies were funded by grants and will be covered by operating or local funds beginning in FY2026. BATA Admin continues to evaluate and remove any unnecessary technical needs as new, advance technology comes online. This is an ongoing conversation and evaluated regularly. Any changes will be updated and brought forth in the August budget revision.

<u>10</u>	50401	Fuel and Lubricants	BATA currently has a contract for propane, which will need to be renewed in FY2026. Current pricing sitting at \$1.09/gal has provided significant savings and better predictability of expenses. FY2026 budget is still on the higher side of the bulk contract. As we continue to utilize the 30k gallon tank at Hammond and monitor all fuel/energy types, we will make revisions in the August budget revision.
<u>11</u>	50500	Utilities	As we settle into the new Headquarters, we are learning how our utilities are operating and making adjustments. With the new solar project slated to begin in FY2025, FY2026 could see a reduction in overall energy costs. The costs are still built into the budget as we will be adding charging stations for the fleet's electric buses. A revision will be prepared for August.
<u>12</u>	50603	Insurance	As expected with the growth of the fleet and a new headquarters, insurance premiums are on the rise. While BATA continues to have minimal expenses/claims, spikes in premiums are being seen across all sectors. BATA Admin recently met with HUB International reps to discuss our increase, while we are considered an outstanding client, with minimal claims, BATA is subject to sharp premium increases. Training and safety will continue to be a top priority.
<u>13</u>		Net Income before Depreciation & after Reserve Designation	As presented, with conservative assumptions, this budget would require funds from the Operating Reserve to fund the Capital Fund based on policy of 5% of eligible operating expenses of \$376,539. As more information about the state budget and property values are revealed, an August amendment and recommendation will be made.

**FY 2026 RESOLUTION OF INTENT**

*The approved resolution of intent to apply for state formula operating assistance for fiscal year 2026 under Act 51 of the Public Acts of 1951, as amended.*

WHEREAS, pursuant to Act 51 of the Public Acts of 1951, as amended (Act 51), it is necessary for the  (hereby known as THE APPLICANT) established under Act  to provide a local transportation program for the state fiscal year of 2026 and, therefore, apply for state financial assistance under provisions of Act 51; and

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

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

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

WHEREAS, THE APPLICATION , has reviewed and approved the proposed balance (surplus) budget, and funding sources of estimated federal funds \$  estimated state funds \$  estimated local funds \$  with total estimated expenses of \$

(Note: Local funds include fare box and any other local revenue)

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

HEREBY, appoints  as the Transportation Coordinator, for all public transportation matters, who is authorized to provide such information as deemed necessary by the State Transportation Commission or department for its administration of Act 51 for 2026

I,  (Name)   
(Secretary/Clerk) of THE Applicant , having custody of the records and proceedings of THE APPLICANT, does hereby certify that I have compared this resolution adopted by THE APPLICANT at the meeting of   , 20  with the original minutes now on file and of record in the office and that this resolution is true and correct.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed seal of said  , this  day of  A.D 20

SIGNATURE



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

01/21/25

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

Dear Alex:

Attached to this email please find BATA's updated Vehicle Accessibility Plan, as reviewed by the agency's Local Advisory Council on 1/21/2025 (see enclosed minutes of LAC meeting), and by the agency's governing body on 1/30/2025.

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

Sincerely,

Eric Lingaur, Director of Communications and Development  
BATA

/Enclosures

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

**1. Purpose**

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

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

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



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

As used in this Accessibility Plan

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

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

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

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

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

BATA developed this plan using the following process:

- a. Agency staff drafted a plan, incorporating all information required by R 247.4201 and R247.4202 of the Michigan Administrative Code
- b. The draft plan content was reviewed at a meeting of the BATA Local Advisory Council, held on 1/21/2025, wherein the Local Advisory Council was given opportunity to review and comment on the content of the plan. In accordance with Sec. 10e(18)(d) of the Act, all comments on the plan received at this meeting by Local Advisory Council members are contained in a separate section of this plan, below.
- c. A final draft plan was submitted to and approved by BATA’s governing body.

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

BATA’s Local Advisory Council is currently comprised of twelve (12) members, which meets or exceeds the required minimum of three members. In accordance with Rule 202, no member of the Local Advisory Council is an employee, executive committee member, or governing board member of BATA. BATA ensures that at least 50 percent of its Local Advisory Council membership represents persons who are 65 years of age or older and persons who have disabilities within the agency’s defined service area.

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

**1. Linda Joppich  
LAC Chairperson Name**

This Member is a:  
 Person with Disabilities  
 Person 65 years and older  
 Neither of the above groups  
 Represents one of the above

**Community Member  
AFFILIATION**

This member is:  
 Jointly appointed by the area agency on aging  
 A user of public transportation  
 Neither of the above

**2. Fern Spence  
Name**

This Member is a:  
 Person with Disabilities  
 Person 65 years and older  
 Neither of the above groups  
 Represents one of the above

**GT County Commission  
AFFILIATION**

This member is:  
 Jointly appointed by the area agency on aging  
 A user of public transportation  
 Neither of the above

**3. Amanda Molski  
Name**

This Member is a:  
 Person with Disabilities  
 Person 65 years and older  
 Neither of the above groups  
 Represents one of the above

**Area Agency on Aging  
AFFILIATION**

This member is:  
 Jointly appointed by the area agency on aging  
 A user of public transportation  
 Neither of the above

**4. Dan Buron  
Name**

This Member is a:  
 Person with Disabilities  
 Person 65 years and older  
 Neither of the above groups  
 Represents one of the above

**Goodwill of Northern Michigan  
AFFILIATION**

This member is:  
 Jointly appointed by the area agency on aging  
 A user of public transportation  
 Neither of the above

**5. Mandy Joppich  
Name**

This Member is a:  
 Person with Disabilities  
 Person 65 years and older  
 Neither of the above groups  
 Represents one of the above

**Community Member  
AFFILIATION**

This member is:  
 Jointly appointed by the area agency on aging  
 A user of public transportation  
 Neither of the above

**6. Lacey Edgecomb**

**Name**

This Member is a:

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

**Grand Traverse Senior Center**

**AFFILIATION**

This member is:

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

**7. Lena Vander Meulen**

**Name**

This Member is a:

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

**Leelenau County Senior Services**

**AFFILIATION**

This member is:

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

**8. Demarie Jones**

**Name**

This Member is a:

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

**Disability Network**

**AFFILIATION**

This member is:

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

**9. Susan Odgers**

**Name**

This Member is a:

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

**Community Member**

**AFFILIATION**

This member is:

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

**10. Lana Payne**

**Name**

This Member is a:

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

**GT Commission on Aging**

**AFFILIATION**

This member is:

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

**11. Mitch Treadwell**

**Name**

This Member is a:

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

**TC City Commissioner**

**AFFILIATION**

This member is:

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

12. **Matt Moritz**

**Name**

This Member is a:

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

**Community Member**

**AFFILIATION**

This member is:

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

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

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

- a. Number of demand response vehicles presently in service purchased using Comprehensive Transportation Fund monies = 71
- b. Number of accessible demand response vehicles presently in service purchased using Comprehensive Transportation Fund monies = 67

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

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

- a. Number of demand response vehicles in agency’s anticipated fleet which will be purchased using Comprehensive Transportation Fund monies = 71
- b. Number of accessible demand response vehicles in agency’s anticipated fleet which will be purchased using Comprehensive Transportation Fund monies = 67

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

As indicated above, the agency currently operates or plans to operate a total of 71 demand response vehicles. Of these vehicles, the total number that will be fully accessible to seniors and individuals with disabilities is 67 vehicles. The reason for operating or planning to operate this number of accessible vehicles comes from the current configuration of our services offered within our service area and our dual-purpose mixed fleet. We have found that we can adequately provide the appropriate level of service with this size fleet coupled with the fleet of 47 fixed route buses, 38 of which are also accessible vehicles.

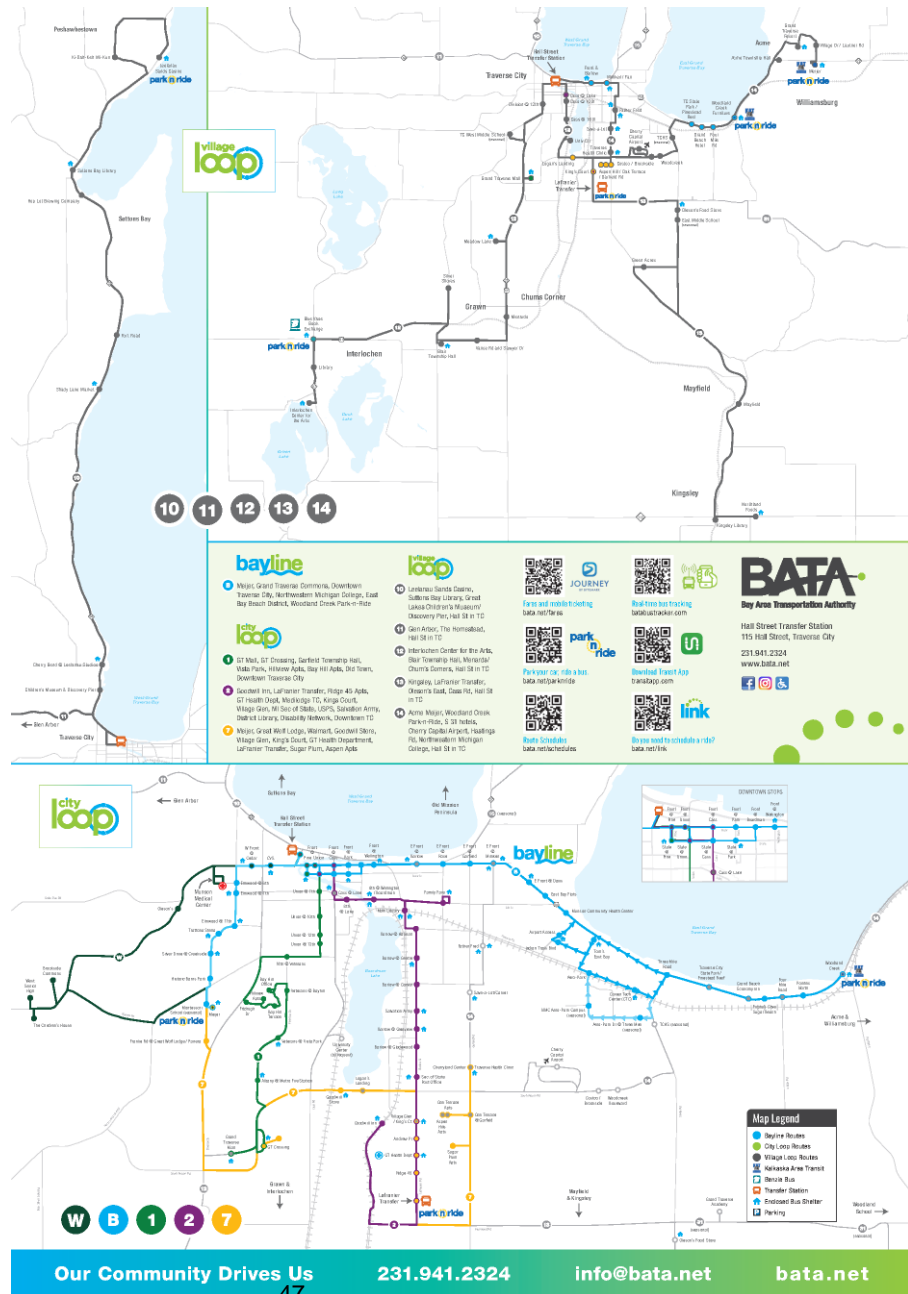
## 9. Fare Structure - Rule 201 (2) (d)

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

BATA's Local Advisory Council members made the following comments about this plan:

- Linda Jopich asked about the battery life of our BATA's EV vans in cold weather.
- Mitch Treadwell wondered how our vehicle types and service levels are related to ridership trends.

- The group discussed the fleet makeup overall and various powertrain fuel types throughout the vehicle mix.

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

BATA made the following response to its Local Advisory Council regarding the above comments:

- **EV Vans:** Bill Clark shared that during extreme cold weather that EV range dips from about 130 miles per charge to about 90 miles per charge.
- **Vehicle Types:** Eric Lingaur shared that we try to right-size the type of vehicle to the correct route to meet ridership averages and usage needs.
- **Fleet Makeup:** Eric Lingaur and Bill Clark shared that BATA is still focused on an environmentally friendly fleet, but the goal of being 80% green (propane and EV) by 2026 will not be possible now due to vehicle production issues. Propane vehicles aren't readily available as they were before, so BATA will have to rely on gas and diesel vehicles to help fill in fleet gaps until more propane buses are produced.