



## Government-to-Government Consultations

### Executive Summary

This Government-to-Government Consultation with Native American Tribes is a report of Michigan Department of Transportation's (MDOT) formal consultation activities with the federally recognized sovereign Tribal governments located in Michigan, related to the *2035 MI Transportation Plan*. This plan revises the *2030 MI Transportation Plan*. Tribal consultations on the *2035 MI Transportation Plan* were conducted during the period of April through August, 2012.

The *2035 MI Transportation Plan* consultations represent the most recent of MDOT's activities following the formal consultations on the *2030 MI Transportation Plan*, which were conducted with the Tribes in 2007. MDOT work during the intervening five-year period has included establishment of a State Transportation Commission (STC) policy on Tribal relations; designation of a Tribal Affairs Coordinator who prepares annual reports to the STC; establishment of biennial intergovernmental transportation meetings; drafting of an Intergovernmental Accord on Transportation for consideration by Tribal governments, and regular project planning consultation with Tribes by MDOT region offices and Transportation Service Centers. All of these initiatives were undertaken to facilitate government-to-government planning and collaboration.

The *2035 MI Transportation Plan* government-to-government consultations reaffirm MDOT's continuing legal responsibility and commitment to include Tribal government perspectives and priorities in the statewide transportation planning process. Formal written requests for consultation were mailed to the leadership of all 12 Tribal governments, supplemented by follow-up telephone and e-mail contacts to seek out each Tribe's preferences for conducting a direct consultation meeting on the *2035 MI Transportation Plan* revision. Four of the 12 Tribal governments elected to conduct a direct consultation meeting during the 2012 April to August time frame.

The consultation process resulted in a reaffirmation by those Tribes who elected to conduct a direct consultation meeting, of the common issues and expectations that emerged from the 2007 consultations. These include:

- Developing funding and partnering arrangements;
- Economic development;
- Safe and quality transportation systems;
- Pedestrian safety;
- Access to rural transit; and
- Land use and cultural preservation.

In addition to the above priorities, Tribal governments expressed increased interest in the availability of passenger air service, intercity bus service, intercity rail service and non-



motorized trails and bicycle facilities to support the economic objectives and social needs of the Tribes and Tribal members.

### **Introduction and Overview of MI Transportation 2035 Planning Process**

This report documents government-to-government consultation MDOT conducted with federally recognized Tribal governments during preparation of the *2035 MI Transportation Plan*. The planning effort occurred between March 2012 and September 2012. The overall objective of this effort was to revise the existing *2030 MI Transportation Plan* to the year 2035, in accordance with federal planning requirements. Activities during this period included completion of series of 18 technical report white papers; conducting interactive Webinars aimed at Tribal governments and resource agencies, stakeholder groups, and the general public; conducting 15 public hearings at locations statewide; and preparation of a *2035 MI Transportation Plan* draft for public review.

The *2035 MI Transportation Plan* process included an invitation to each of the 12 Federally recognized Tribal governments to conduct individual, formal government-to-government consultations to obtain each Tribe's priorities, issues and expectations regarding Michigan's multi-modal transportation system, so that those priorities, issues and expectations can be adequately reflected in the *2035 MI Transportation Plan*.

These consultations represent the most recent of MDOT's activities following the 2006-07 formal Tribal consultations on the *2030 MI Transportation Plan*. MDOT work during the intervening five-year period has included a 2007 STC policy establishing a Tribal Affairs Program within the department; designation of a Tribal Affairs Coordinator to act as a single point of contact with Tribal governments; preparation of annual reports on MDOT's Tribal Affairs Program to the STC; establishment of biennial Intergovernmental Transportation Meetings; completion of a draft Intergovernmental Accord on Transportation for consideration by Tribal governments, ongoing project-specific consultation with Tribal governments to determine the potential impact transportation projects may have on historic and cultural resources; and regular project planning consultation with Tribes by MDOT region offices and Transportation Service Centers. All of these initiatives were undertaken to facilitate government-to-government planning and collaboration.

### **Government-to-Government Consultation with Tribal Governments for 2035 MI Transportation Plan**

State and federal regulations require MDOT to conduct government-to-government consultation with Tribal governments of federally recognized Tribes in MDOT's planning and programming activities. In April 2012, the department embarked on outreach efforts to each of Michigan's 12 federally recognized tribes to initiate government-to-government consultation. The purpose of the government-to-government



consultation was to seek each Tribe's input into the revision of the *2035 MI Transportation Plan*.

This 2012 consultation process began with formal letters from MDOT Director Kirk Steudle to each Tribal elected executive official, inviting a formal government-to-government consultation. This letter respectfully requested the following:

- Identify the tribal governmental people (and their positions) you wish to participate on behalf of your government, as well as a governmental contact person with whom we can make the consultation meeting arrangements.
- Provide such tribal cultural protocols that you wish to be included in the structure of our consultations.
- Provide an estimate of the total number of people you expect to attend *MI Transportation Plan* consultation meetings (including non-governmental tribal members, if any).
- List any concerns and/or issues we can address that may impede your tribe's participation.
- Provide any questions your government may have regarding the process and intended outcome of these consultations.
- Provide any preferences for our government-to-government consultation meeting place and times.
- Provide a copy of your Tribal Roads Long-Range Plan, if available.

Each tribe was provided a follow-up contact by phone call and e-mail, from MDOT's Tribal Affairs Coordinator, to the Tribe's planning officer, public works officer or other identified contact for transportation issues. Each follow-up contact explained that the purpose of the consultation was to revise the existing *MI transportation Plan's* planning horizon by five years out to 2035. In these follow-up contacts each Tribal representative was offered the option of a consultation arrangement that best meets the Tribe's preferences, including an in-person visit by MDOT planners to Tribal government officials identified by the Tribe, a formal consultation via teleconference attended by Tribal representatives of the Tribe's choosing.

As an important adjunct to this formal proposal for government-to-government consultation, MDOT announced to each Tribal representative the opportunity to participate in an interactive Webinar for Tribal governments and resources agencies, conducted by the MDOT Tribal Affairs Coordinator and staff of the Bureau of the Transportation Planning and Bureau of Highway Development. The purpose of the Webinar was to review the *2035 MI Transportation Plan* process, and to provide an opportunity for Tribal officials to identify trends and expectations that may have emerged over the past five years regarding Michigan's transportation system, so that those trends and expectations can be adequately reflected in the *2035 MI Transportation Plan* revision. This Webinar was conducted on June 21, 2012. A complete written transcript of this webinar was prepared as part of the record of the planning process.



Preceding the Webinar, and as also reported during the Webinar, Tribal governments were invited to complete a written survey specifically designed for Tribal governments that was made available on the Internet (See Appendix A). No Tribal government representative completed the survey online. The survey questions were identical to the primary set of interview questions posed by MDOT's Tribal Affairs Coordinator and MDOT region planners in the government-to-government consultations that were conducted in June and July of 2012.

A total of five Tribal governments chose to participate in one form or another of direct government-to-government consultation. In all instances, the MDOT Tribal Affairs Coordinator provided copies of the *2030 MI Transportation Plan*, a reference to the page the MDOT Web site that includes links to all *2030 MI Transportation Plan* documents, and an advance copy of the above-referenced written consultation interview questions.

Two Tribal governments invited MDOT staff to its Tribal government facilities for an in-person consultation interviews. Both of these meetings were attended by MDOT's Tribal Affairs Coordinator, region planner, and Transportation Service Center representatives. Both in-person consultation meetings were attended by the Tribe's planner. One consultation meeting was attended by the Tribal Manager and several members of its Tribal council.

Two other Tribal governments chose to conduct direct consultations via teleconference. Both teleconferences were attended by the Tribal public works manager, the MDOT region planner and the MDOT Tribal Affairs Coordinator.

A fifth Tribal government chose to communicate via a brief telephone conversation between the Tribal transportation planner and the MDOT Tribal Affairs Coordinator. In that meeting, the Tribal transportation planner indicated that he has reviewed the consultation questions and the referenced *2030 MI Transportation* online documents with other appropriate Tribal officials. Based on this review, the Tribal government has no additional new priorities or expectations that were not addressed in the *2030 MI Transportation Plan* Report on Consultations with Native American Tribes.

### **Profile of Tribal Governments in Michigan<sup>1</sup>**

The importance of transportation to Native Americans is illustrated by the prominence of trails and waterways. Michigan's first settlements were the Indian Villages of the Ojibwa, Ottawa and Potawatomi. Many roadways and river routes used today follow ancient trails first laid down by Native Americans even before the introduction of the horse, when people moved by foot over land and by canoe over water. Early trails, carved out

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<sup>1</sup> For purposes of this profile summary, Tribal population statistics have not been recalculated and are identical to the statistics relied upon in the *2030 MI Transportation Plan*.



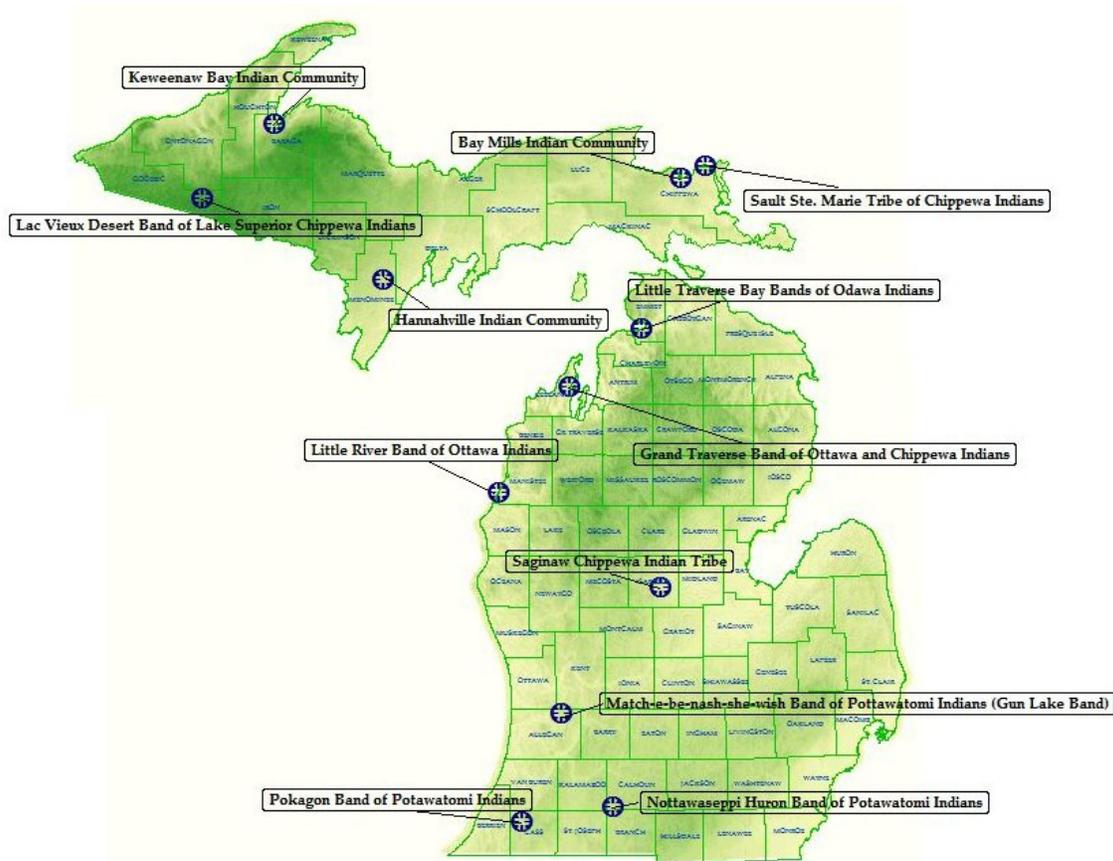
by Native Americans and traveled by them for generations, became the skeleton of both Michigan's early pioneer roadways and its current highway system. In northern Michigan for example, the forested roadsides between Cadillac and Traverse City are dotted with black and white concrete markers showing a route that led ancient "mound builder" Indians, and later the Ottawa, Chippewa, and Potawatomi, across rivers and between campsites. As early as 1822, public stagecoaches were documented as following these trails.

There are 12 federally recognized tribal governments in Michigan with a total population of 62,000.

1. Bay Mills Indian Community
2. Grand Traverse Band of Ottawa and Chippewa Indians
3. Hannahville Indian Community
4. Keweenaw Bay Indian Community
5. Lac Vieux Desert Band of Lake Superior Chippewa Indians
6. Little River Band of Ottawa Indians
7. Little Traverse Bay Bands of Odawa Indians
8. Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians of Michigan
9. Nottawaseppi Huron Band of Potawatomi Indians
10. Pokagon Band of Potawatomi Indians
11. Saginaw Chippewa Indian Tribe of Michigan
12. Sault Ste. Marie Tribe of Chippewa Indians of Michigan

Tribal Contacts may be found in appendix B of this report.

**Figure 1: Map of 12 Federally Recognized Tribal Governments in Michigan**



Source: Michigan Department of Transportation

Profile information is taken from various sources, including available tribal long-range transportation plans, Web sites, Bureau of Indian Affairs, and the United States Census Bureau.

*1. Bay Mills Indian Community*

The Bay Mills Indian Community was one of the four original reservations established in Michigan. The Bay Mills Indian Community includes descendants of the Anishinabek Ojibwa, who lived for hundreds of years on the shores of Lake Superior. They are members of the historical band of Chippewa Indians referred to as the Sault Ste. Marie Band. The Bay Mills Indian Community is located in Brimley, Michigan approximately 25 miles west of Sault Ste. Marie. The Tribe’s service area consists of Chippewa County. The Tribe’s reservation was officially established by an Act of Congress on June 19, 1860. The current tribal enrollment is approximately 1,500.



2. *Grand Traverse Band of Ottawa and Chippewa*

The Grand Traverse Band of Ottawa and Chippewa Indians was officially recognized as an Indian Tribe on May 27, 1980, under the provisions of the 1934 Indian Reorganization Act. The members are descendants of the various Ottawa and Chippewa villages who have inhabited northern Michigan for centuries. The Tribe has a six-county service area consisting of Antrim, Benzie, Charlevoix, Grand Traverse, Leelanau and Manistee counties. The Tribe has approximately 3,985 enrolled members.

The organization structure of the Tribe's governmental services includes a governing body consisting of a Tribal chair and six other Tribal Council members, all of which are elected by the Grand Traverse Band membership.

3. *Hannahville Indian Community*

The Hannahville Indian Community is a federally recognized Indian Tribe residing in Michigan's Upper Peninsula, approximately 15 miles west of Escanaba. The Tribe has an approximate enrolled membership of 755 people. Approximately 100 additional members live nearby and access services on the Reservation. The 12-member Tribal Council is an elected body, which has been empowered by the community, through the election process, to act on behalf of the tribal members.

4. *Keweenaw Bay Indian Community*

The Keweenaw Bay Indian Community is located on the L'Anse Reservation, which is along the shores of Lake Superior. The towns of Baraga and L'Anse are located on the reservation. Keweenaw Bay Indian Community has a service area consisting of Baraga, Houghton and Ontonagon counties and an enrolled membership of approximately 3,500.

5. *Lac Vieux Desert Band of Chippewa*

The Lac Vieux Desert Band of Lake Superior Chippewa Indians takes its name from the area where the Tribe has always lived. Initially, the Lac Vieux Desert Band was recognized by the federal government as a part of the Keweenaw Bay Indian Community, despite the fact that the Lac Vieux Desert Band has always maintained its presence in the Watersmeet area. In 1988, the Lac Vieux Desert Band received independent recognition.

The Tribe has a tri-county service area consisting of Gogebic, Iron and Ontonagon counties. Current tribal enrollment is approximately 366, according to the latest Bureau of Indian Affairs Labor Force Report.



6. *Little River Band of Ottawa Indians*

The Little River Band of Ottawa Indians (LRBOI ) is a sovereign and federally recognized Tribal government. The Little River Band members are descendent' s of and political successors of nine of the 19 Grand River Bands of Ottawa Indians in Michigan that were signatories to the 1836 and 1855 Treaties. Their governmental offices are based in Manistee, Michigan, within the boundaries of a 70,000-acre reservation along the Manistee River, established under the 1836 Treaty of Washington. The Tribe also has a Reservation encompassing two townships in Mason County reserved by the 1855 Treaty of Detroit. The LRBOI and the United States reaffirmed their government-to-government relationship under P.L. 103-324, enacted in 1994. The Tribe's service area includes Lake, Manistee, Mason, Wexford, Ottawa, Newaygo, Oceana, Kent, and Muskegon counties. There are approximately 3,300 enrolled members.

7. *Little Traverse Bay Band of Odawa Indians*

On Sept. 21, 1994, the Little Traverse Bay Bands of Odawa Indians was federally reaffirmed with the signing of Public Law 103-324. The Tribe is governed by a seven-member Tribal Council who serves staggered terms. The Tribe has a defined reservation and a service area that includes Emmet, Charlevoix, and Cheboygan counties. The Tribe has approximately 3,783 enrolled members.

8. *Match-E-Be-Nash-She-Wish Band of Pottawatomi*

The Match-E-Be-Nash-She-Wish Band of Pottawatomi Indians, commonly referred to as the Gun Lake Tribe, received their federal recognition of tribal status in August 1999. The Tribe has a designated five-county service area consisting of Allegan, Barry, Kalamazoo, Kent, and Ottawa counties. The Tribe's current enrollment is approximately 296 members.

9. *Nottawaseppi Huron Pottawatomi*

Nottawaseppi Huron Band of Potawatomi is a Native American Tribe that was federally recognized by the Bureau of Indian Affairs in 1995 and presently consists of approximately 663 enrolled members. They also maintain satellite offices in Grand Rapids, 110 miles north of Fulton/Athens, which is approximately 55 miles from the Indiana border. The Tribe has a designated seven-county service area consisting of Branch, Calhoun, Kalamazoo, Barry, Allegan, Kent, and Ottawa Counties.

10. *Pokagon Band of Potawatomi Indians*

The Pokagon Band of Potawatomi Indians has a 10-county service area, four being in Southwestern Michigan, which include Allegan, Berrien, Cass, and Van Buren Counties. There are approximately 2,778 enrolled members.



*11. Saginaw Chippewa Indian Tribe of Michigan*

The Saginaw Chippewa Tribe traces its roots to three bands of Ojibwa Anishnabek know as the Saginaw, Swan Creek and Black River Bands of Chippewa Indians. The Saginaw Chippewa Tribe is headquartered on the Isabella Reservation, adjacent to the city of Mt. Pleasant. The Tribal Council consists of 12 elected members. The current tribal membership is approximately 3,296.

*12. Sault Ste. Marie Tribe of Chippewa Indians of Michigan*

The Sault Ste. Marie Tribe of Chippewa Indians is a modern expression of the Anishinabeg who lived in this region of the Great Lakes for more than 500 years. The Tribe has a seven-county service area consisting of Alger, Chippewa, Delta, Luce, Mackinac, Marquette and Schoolcraft counties. The current tribal enrollment is approximately 31,224 members.

**Findings**

All five consulted governments have re-affirmed their emphasis on the six common transportation issues and expectations that were identified by all Tribal governments in the 2006 round of long-range plan consultations, as listed in the [Government-to-Government Consultation with Native American Tribes](#), February 2007, report.

- Developing funding and partnering arrangements
- Economic development
- Safe and quality transportation system
- Pedestrian safety
- Access to rural transit
- Land use and cultural preservation

All five consulted governments put a special emphasis on the expanded availability of rural transit options. Four of the five governments have taken affirmative steps in the past five years to develop cooperative arrangements with local/county public transit systems and/or have initiated an independent planning process to provide tribal government transit services.

All five consulted governments put a special emphasis on pedestrian safety. All five governments have taken affirmative steps in the past five years to enhance pedestrian safety in conjunction with local and state authorities. Three of the five governments are actively developing plans to conduct pedestrian safety audits.

To augment the emphasis on transportation as a support to economic development, four of the five governments emphasized their interest in developing business opportunities beyond casino gaming, to include other recreational/tourist opportunities as well as other services.



All five consulted governments expressed a special interest in the need to provide non-motorized mobility options, including pedestrian facilities and non-motorized walking and cycling facilities that connect Tribal lands with surrounding areas.

One of the five governments placed an emphasis on the need to expand availability of commercial passenger airline service, to facilitate tourist access to their region.

Three of the five governments expressed interest in expanded availability of commercial passenger rail service, to facilitate tourist access to their region.



**Appendix A: Tribal Governments Web Survey and Consultation Questions**

This survey is designed for the government-to-government consultations between the Michigan Department of Transportation (MDOT) and sovereign Tribal governments located in Michigan, for the MI Transportation Plan revision. If you are not a member of one of one of the federally recognized Native American Tribes in Michigan, please exit and select the survey that is appropriate: Resource Agency, Stakeholder, or Public. Links to surveys are available at: [www.michigan.gov/slrp](http://www.michigan.gov/slrp).

**1. The 2005 Tribal consultation process on the state long- range transportation plan resulted in six common issues and expectations expressed by sovereign Tribes located in Michigan. Which of these six issues and expectations are still primary concerns for your Tribal government in 2012? (Check all that apply):**

- |   |   |
|---|---|
| <input type="checkbox"/> Developing funding and partnering arrangements | <input type="checkbox"/> Pedestrian safety                  |
| <input type="checkbox"/> Economic development                           | <input type="checkbox"/> Access to rural transit            |
| <input type="checkbox"/> Safe and quality transportation systems        | <input type="checkbox"/> Land use and cultural preservation |
| <input type="checkbox"/> Other issues (please specify)                  |   |

**2. Please add any additional comments on issues and expectations that are primary transportation concerns for your Tribal government, or other comments on the issues/concerns listed above**

**3. On a scale of 1 to 5 (1= very important; 5= not at all unimportant), please rate separately the following transportation related service, based on the service's degree of importance to the economic development objectives of your Tribal government and the needs of Tribal members:**

1 - Very Important      2 - Quite important      3 - Fairly important      4 - Slightly important      5 - Not at all important

Availability and capacity of airports	<input type="radio"/>				
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Additional comments on airports

**4. On a scale of 1 to 5 (1= very important; 5= not at all unimportant), please rate separately the following transportation related service, based on the service's degree of importance to the economic development objectives of your Tribal government and the needs of Tribal members:**

1 - Very Important      2 - Quite important      3 - Fairly important      4 - Slightly important      5 - Not at all important

Availability of rural public transit service in areas where Tribal members reside	<input type="radio"/>				
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Additional comments on rural public transit

**5. On a scale of 1 to 5 (1= very important; 5= not at all unimportant), please rate separately the following transportation related service, based on the service's degree of importance to the economic development objectives of your Tribal government and the needs of Tribal members:**

1 - Very Important      2 - Quite important      3 - Fairly important      4 - Slightly important      5 - Not at all important

Availability of bicycle and pedestrian facilities	<input type="radio"/>				
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Additional comments on bicycle/pedestrian facilities

**6. On a scale of 1 to 5 (1= very important; 5= not at all unimportant), please rate separately the following transportation related service, based on the service's degree of importance to the economic development objectives of your Tribal government and the needs of Tribal members:**

1 - Very Important      2 - Quite important      3 - Fairly important      4 - Slightly important      5 - Not at all important

Preservation and maintenance of existing state roadways and bridges	<input type="radio"/>				
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Preservation and maintenance of existing county roadways and bridges	<input type="radio"/>				
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Additional comments on road/bridge maintenance

**7. On a scale of 1 to 5 (1= very important; 5= not at all unimportant), please rate separately the following transportation related service, based on the service's degree of importance to the economic development objectives of your Tribal government and the needs of Tribal members:**

	1 - Very Important	2 - Quite important	3 - Fairly important	4 - Slightly important	5 - Not at all important
Availability of passenger rail	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of Intercity Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Additional comments on rail/bus

**8. Please comment on the ability of the current transportation system to meet your Tribal government's economic development opportunities (example: barriers and gaps in service).**

**9. Please comment on the extent that any funding and partnering arrangements between your government and state, regional, and/or local governments in the past five years have assisted the transportation goals and objectives of your Tribal government.**

**10. In 2005, the following bicycle and pedestrian facility improvement priorities were identified in Michigan's 2005-2030 long range transportation plan. Which of the following apply in 2012, in assisting the transportation needs of your Tribal government? (Check all that apply):**

- |   |  |
|---|--|
| <input type="checkbox"/> Need for coordination with local and regional agencies to establish a regional or state trail network. | <input type="checkbox"/> Facilities need to be cleaned and maintained.   |
| <input type="checkbox"/> Improve safety for pedestrian and bicycle users  | <input type="checkbox"/> Continue to look for ways to integrate trails and sidewalk/bicycle facilities into the planning of roads and streets. |
| <input type="checkbox"/> Increase facilities and public access for pedestrian and bicycle users                                 |  |

Please add additional comments on bicycle and pedestrian facility improvement priorities.

**11. On a scale of 1-5 (1= Much Higher Quality; 5 = Much Lower Quality) please rate the following**

1 - Much Higher Quality      2 - Higher Quality      3 - About the Same Quality      4 - Slightly Lower Quality      5 - Much Lower Quality

The overall safety during the past 5 years of state transportation systems that serve your Tribal government and members	<input type="radio"/>				
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Please identify specific concerns or positive aspects of state transportation system safety, or other comments on this question

**12. On a scale of 1-5 (1= Much Higher Quality; 5 = Much Lower Quality) please rate the following**

1 - Much Higher Quality      2 - Higher Quality      3 - About the Same Quality      4 - Slightly Lower Quality      5 - Much Lower Quality

The overall condition during the past five years of state transportation systems that serve your Tribal government and members

Please identify specific concerns or positive aspects of state transportation system safety, or other comments on this question

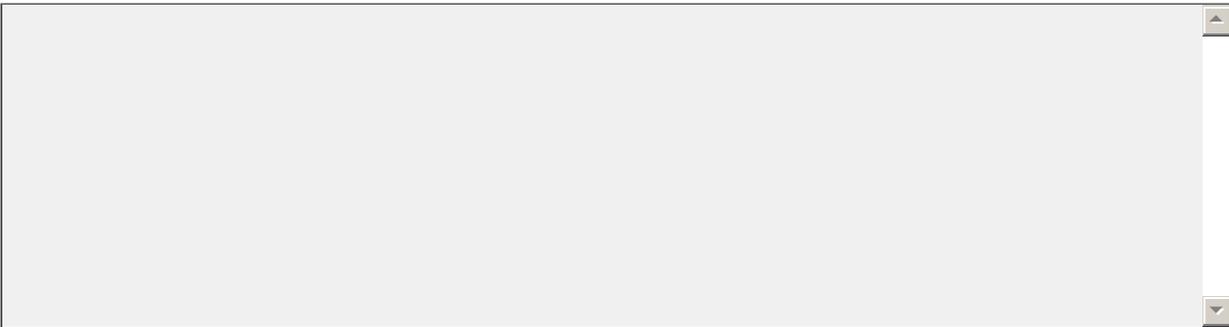
**13. The 2005 Tribal consultation process on the state long-range transportation plan reported that access to rural transit service is a common issue of concern to Tribal Governments. Please list the types of collaborative intergovernmental arrangements over the past five years, that could assist the availability and effectiveness of rural public transit in areas where Tribal members reside (Please check all that apply):**

- Federal/state funding grants to develop and maintain a Tribal rural transit service program
- Grants from Tribal government to assist local transit operations
- Partnership arrangements with Tribal government and existing local/regional public transit providers to expand the availability and range of rural public transit services
- Collaborative planning activities with local and regional governments to expand the availability and range of rural public transit services
- Other arrangements for planning, developing and financing rural transit services: (please describe):

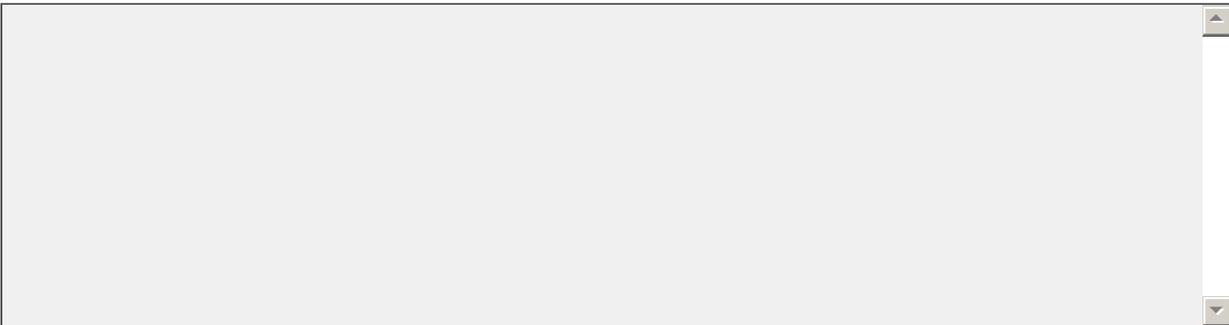
**14. The 2005 Tribal consultation process on the state long-range transportation plan reported that land use is a common issue of concern to Tribal Governments. Please identify and comment on any new land use planning issues that have emerged (in your government's region or statewide) and especially those land use issues that involve transportation related activity.**

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**15. The 2005 Tribal consultation process on the state long-range transportation plan also reported that cultural preservation is a common issue of concern to Tribal Governments. Please identify and comment on any cultural resource issues that have emerged (in your government's region or statewide), and especially those cultural issues that involve transportation related activity.**

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**16. Are there other issues, problem areas and concerns that your Tribal government would like to bring to the attention of MDOT staff who are preparing a revision to the state long range-transportation plan? Please comment**

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**\*17. Tribal Government Name:**

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**Appendix B: Tribal Governments in Michigan – Contacts as of September 2012**



## Tribal Governments in Michigan

(All addresses same as tribal chairperson unless otherwise noted)

<p>Kurt Perron President Bay Mills Indian Community 12140 W. Lakeshore Drive Brimley, MI 49715 Tel: 906-248-3241 Fax: 906-248-3283 <a href="mailto:kperron@bmic.net">kperron@bmic.net</a></p> <p><b>Transportation Programs Contacts:</b> Sharon Teeple, Tribal Administrator 906-248-8113 <a href="mailto:slteeple@baymills.org">slteeple@baymills.org</a></p> <p>Kathy Adair Director of Development 12214 W. Lakeshore Dr. Ph. 906-248-8404 <a href="mailto:kadair@bmcc.edu">kadair@bmcc.edu</a></p>	<p>Derek J. Bailey Tribal Chairman Grand Traverse Band of Ottawa &amp; Chippewa Indians 2605 N. W. Bayshore Drive Suttons Bay, MI 49682 Tel: 231-534-7750 Fax: 231-534-7568 Toll Free (1-866-534-7750) <a href="mailto:Derek.Bailey@gtbindians.com">Derek.Bailey@gtbindians.com</a></p> <p><b>Transportation Programs Contact:</b> Robert Kalbfleisch, Tribal Planner (231) 534-7716 <a href="mailto:Rob.kalbfleisch@gtbindians.com">Rob.kalbfleisch@gtbindians.com</a></p>
<p>Kenneth Meshigaud Tribal Chairman Hannahville Indian Community N-14911 Hannahville, B1 Road Wilson, MI 49896-9717 Tel: 906-466-2932 Fax: 906-466-2933 <a href="mailto:tyderyien@hannahville.org">tyderyien@hannahville.org</a></p> <p><b>Transportation Programs Contact:</b> Betty Draze, Manager, Hannahville Construction Dept. (906) 466-2705 <a href="mailto:bette_01@yahoo.com">bette_01@yahoo.com</a></p>	<p>Warren C. (“Chris”) Swartz, Jr. President Keweenaw Bay Indian Community 16429 Bear Town Road Baraga, MI 49908 Tel: 906-353-6623 x4103 Fax: 906-353-7540 <a href="mailto:tcchris@kbic-nsn.gov">tcchris@kbic-nsn.gov</a></p> <p><b>Transportation Programs Contact:</b> Bruce LaPointe, Manager Public Works Department 906-353-6623 x 4777 <a href="mailto:blapointe@kbic-nsn.gov">blapointe@kbic-nsn.gov</a></p>



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