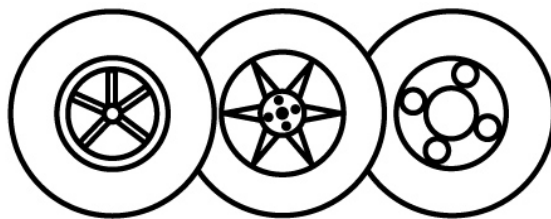


FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

Battle Creek Area Transportation Study

601 Avenue A
Springfield, MI 49037

Phone: 269-963-1158 Fax: 269-963-4951
e-mail: bcats@bcatsmpo.org
web: www.bcatsmpo.org



BCATS

June 2013

ACKNOWLEDGMENTS

This document partially fulfills work item 2.0501 of BCATS' annual Unified Work Program (UWP) for FY 2013.

The preparation of this report has been financed, in part, through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Additional financing was provided by the Cities of Battle Creek and Springfield, and Calhoun County/Calhoun County Road Department . This document was prepared by Andrew Tilma, BCATS' Principal Planner, under the supervision and with the assistance of Patricia Karr, BCATS' Executive Director.

BCATS' "FY 2014-2017 Transportation Improvement Program" was approved by the Battle Creek Area Transportation Study Policy Committee on June 26, 2013 (Resolution #13-31). The draft minutes of the June 26th Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix.

BATTLE CREEK AREA TRANSPORTATION STUDY

601 Avenue A - Springfield, MI 49037

(269) 963-1158 - fax (269) 963-4951

e-mail: bcats@bcatsmpo.org

website: www.bcatsmpo.org

BATTLE CREEK AREA TRANSPORTATION STUDY
FY 2014-2017
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SECTION 1 - INTRODUCTION

This document represents the Transportation Improvement Program for the Battle Creek Area Transportation Study (BCATS) for Fiscal Years (FYs) 2014-2017 (October 1, 2013 through September 30, 2017) and has been prepared in accordance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations.¹ These joint regulations establish the Transportation Improvement Program (TIP) as an integral component of the overall transportation planning process.

Recognizing that many transportation actions and their impacts are by nature regional in scope, the transportation planning process is aimed at creating a forum in which local, State, and Federal agencies responsible for developing transportation improvements can act in a coordinated manner. This regional, comprehensive, and intermodal approach facilitates the orderly development of transportation facilities and services in urban areas.

According to joint FHWA and FTA regulations, the TIP is "a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a metropolitan planning organization (MPO) as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53" (from Code of Federal Regulations 23 Highways, revised April 1, 2009, page 94). The major purpose of the TIP is to identify and prioritize Federal-Aid projects and programs in local urbanized areas. An equally important objective of the TIP is to ensure that scheduled transportation improvements are consistent with current and projected financial resources.

A Transportation Improvement Program developed in consideration of these purposes provides for the efficient use of available financial resources in addressing the area's transportation needs. This orderly and efficient programming of prioritized transportation improvements is the primary reason for TIP development.

PROGRAM DEVELOPMENT PROCESS

According to the Federal regulations, Federal-aid projects identified in the TIP must be consistent with the long-range transportation planning process (including any management systems in place to support the process - for pavement, bridges, safety, congestion, public transportation, and intermodal transportation) and must be developed by the local MPO (in this case BCATS), the State, and any affected public transit operator(s). The MAP-21 legislation requires that projects also address meeting performance targets, especially for National Highway System (NHS) facilities. However, at present, national and state performance measures and targets are yet to be developed.

The development of a new Transportation Improvement Program (TIP) begins with the Michigan Department of Transportation (MDOT) and local road & transit agencies recommending to BCATS the projects and programs which they identify as best meeting the transportation needs of their respective systems. Those recommendations evolve in consideration of BCATS' *2035 Metropolitan Transportation*

¹ U.S. Code of Federal Regulations (23 CFR 450)

Plan (June 2011); the 4-R (reconstruction, rehabilitation, restoration, and resurfacing) needs of the State and local agencies; and BCATS' *FY 2011-2014 Transportation Improvement Program*².

Status of Previous TIP Projects - It is particularly important to review projects prioritized to be implemented in the first two years of the previous TIP. The objectives underlying such a review are 1) to determine the impacts of completed projects; and 2) to reevaluate the priority of incomplete projects. This analysis provides a rationale upon which future projects are recommended. Projects from BCATS' *FY11-14 TIP* that were obligated in FY11 or FY12 are listed in BCATS' annual "Obligated Projects Report" for each of those years, presented at the end of this section.

Most projects programmed for 2011-12 have proceeded thru implementation. One 2012 project, the City of Springfield's proposed reconfiguration of the 20th St @ I-94BL (Dickman Rd) intersection, was dropped from the TIP as the City shifted its economic development focus to another area. Several programmed vehicle replacement projects for Battle Creek Transit have also been dropped or modified in order to comply with changing eligibility for replacement under service life schedules and/or revised spare-ratio requirements.

At present it appears that all 2013 projects in the *FY11-14 TIP* are progressing towards implementation this summer/fall, or spring 2014 for those projects yet to be obligated within FY13 (before October 1, 2013). The planned replacement of the rest area building along eastbound I-94 between Helmer Rd & Capital Ave was shifted at MDOT's request from 2013 to 2018, but is listed as an "illustrative project" in this TIP (*See Section 8 for explanation of the "illustrative" list*). The 2014 program of projects in the previous TIP transferred relatively intact to 2014 in the new TIP, with the exception of the Calhoun County Road Department's resurfacing of 6½ Mile Rd, which was shifted to 2015 to accommodate changing funding availability & schedules of other projects.

BCATS' staff reviews the initial recommendations for projects and programs from MDOT and the local road & transit agencies, and drafts a proposed package of projects that is referred to the TIP Sub-Committee of the BCATS Technical Committee. The TIP Sub-Committee evaluates the collection of proposed projects, selects & schedules projects to recommend proceed, and sets overall program strategies for the four year program. The TIP Sub-Committee includes representatives from the local road agencies, Battle Creek Transit, and MDOT, along with BCATS staff.

Prioritization of Federal-Aid Projects - A multi-jurisdictional effort which best illustrates the cooperative nature of the transportation planning process is the selection and prioritization of Federal-aid projects

² FY 2011-2014 Transportation Improvement Program, Battle Creek Area Transportation Study, June 2010, as amended.

proposed to utilize Federal Surface Transportation - Urban Local funds (STUL), to be included in the TIP. Review of projects using other Federal-aid for transportation is also conducted within this process, although final authority for selection of projects using other Federal-aid (such as local safety or transportation alternative program projects) generally rests with MDOT.

The initial selection of projects to include in the TIP is primarily the responsibility of the TIP Sub-Committee in consultation with BCATS staff. The merits of each project are examined, based on local needs, priorities, and importance within the areawide transportation system, and also on factors delineated in current federal transportation legislation. Due to the small amount of funding available for local discretion, BCATS does not have an extensive or involved project prioritization procedure. As the parameters of the federal performance-based program are further delineated, the selection process utilized by BCATS will be reviewed to include consideration of performance measures and the meeting of performance targets for certain sectors of the transportation system.

The entire TIP project list (including the selected Federal-aid projects and recommendations established by the TIP Sub-Committee and staff) is forwarded to the Technical and Policy Committees for review before release of the preliminary list for public comment. Following an appropriate comment period, it is then the responsibility of the Policy Committee to grant final approval to the project list, which is included in the TIP document. Amendments or changes in the TIP may occur at any time during this review process. The process for amending the TIP after final approval is discussed later in this document.

SPECIAL TRANSPORTATION ISSUES

The identification of special transportation issues is an important phase of the project programming process. The issues and needs identified in this section, and others identified in BCATS' annual Unified Work Program are of critical importance in addressing transportation issues in the area.

Transportation for the Elderly and Persons with Disabilities - Battle Creek Transit (BCT) and BCATS are aware of the need for specialized transportation facilities and services for the elderly and persons with disabilities, and welcome opportunities to work with organizations and non-profits in meeting that need. BCATS staff participates on BCT's "Local Coordinating Committee" along with other representatives/agencies, to periodically discuss public transit operations in the metropolitan area.

In addition to accessible line-haul service into areas with high populations of elderly citizens and persons with disabilities, BCT operates a lift-equipped, demand-response door-to-door service, available to the general able-bodied public but targeted for the elderly and the disabled, particularly those confined to wheelchairs, who are unable to utilize conventional public transportation or other transportation services.

BCT's commitment to providing essential transportation for the elderly and persons with disabilities will continue, with changes in operational procedures and policies as necessary to ensure continued compliance with the Americans with Disabilities Act of 1990 (ADA, PL 101-336). BCT is currently in full compliance with FTA "Special Efforts" and ADA requirements in regard to its level of door-to-door service accessible to persons with disabilities. Moreover, any buses and vans purchased by BCT are wheelchair accessible in accordance with Michigan Public Act 140.

BCT, BCATS, and other area agencies involved in transportation planning or service have examined ways of improving transportation through more effective coordination. BCT originally completed the required *Coordination Public Transit Human Service Agency Plan* in 2007. The Plan was updated in February, 2009 and reaffirmed in September, 2011. BCT currently has agreements with the Battle Creek Public Schools and the Calhoun County Mental Health Department for BCT to provide transportation services to area students and mental health clients, through both the "Tele-Transit" and fixed-route services. In addition, BCT serves as a pass-through agency for state funds for several local non-profit transit providers.



Battle Creek Area Transportation Study

601 Avenue A, Springfield, MI 49037 — (269) 963-1158 fax (269) 963-4951 — e-mail - bcats@bcatsmpo.org

Did you know . . .

- A total of about \$5.9 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2011 - about half of last year's total, since the federal ARRA (aka stimulus) program ended in 2010.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, enhancement, safety, congestion mitigation air quality improvement (CMAQ), rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. All categories represent federal gas tax revenues coming back to the local community.
- A total of about \$498,300 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.5 million in federal funds in 2011.

See the listing on the reverse side for project details.

BCATS Reports Obligated Federal Transportation Projects From FY 2011

A major responsibility of federally designated metropolitan planning organizations (MPOs) is the development and management of a document and process termed the Transportation Improvement Program or TIP. The TIP is the short-term implementation component of the 20-year long range Transportation Plan that each MPO develops and maintains to plan future improvements to the transportation system.

Under the federal SAFETEA-LU transportation legislation (passed in 2005), the TIP changed from a three-year to a four-year programming document and the MPOs are to report to local officials and the public an "annual listing of obligated projects" after the end of each programming year. In Michigan, the programming year is a fiscal year that runs from October 1st through September 30th of the following year.

Therefore, the Battle Creek Area Transportation Study (BCATS), the metropolitan planning organization for the greater Battle Creek area, is pleased to provide a listing of the federally funded projects which were obligated during fiscal year 2011 (which ended September 30, 2011). Important to note is that the projects were "obligated" (ie: funding was appropriated) - but not necessarily completed. Some projects actually constructed during 2011 may have been "obligated" in earlier fiscal years and will not appear on this listing. Conversely, some projects "obligated" in 2011 may not be constructed until 2012. The listing of 2011 obligated projects for the BCATS area appears on the reverse of this sheet. Any questions may be addressed to the BCATS staff office via any of the contact options at the top of this page.

Special funding conditions ended for this year's obligated project listing . . .

Due to the passage of the federal American Recovery and Reinvestment Act (ARRA) in 2009, commonly known as the "stimulus" package, there were more local projects (for roadways and transit) using federal funds reported both in 2009 and 2010. However, the ARRA program ended with 2010 and there were no special funding programs for transportation in FY 2011. Therefore, the 2011 project listing (shown on the reverse side of this sheet) is noticeably shorter than those of the last two years.

Obligated FY 2011 Federally Funded Transportation Projects

Implementing Agency	Phase of Project	Project Name	Improvement(s)	Total Phase Cost	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Federal Funds Remaining (3)	Total Project Cost (4)
CBC	CON	Helmer Road	Resurfacing from Beckley Road north to Gethings Road (1.5 miles)	\$ 261,000	STUL	\$ 209,000	\$ 192,032	\$ 16,968	\$ 261,000
BCATS	EPE	Metropolitan Area-wide Transportation Planning	Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of BC & Springfield; Townships of Bedford, Pennfield, Emmett, Newton, & Leroy	\$ 188,582	PL	\$ 154,354	\$ 154,354	\$ -	\$ 188,582
BCATS	EPE	Metropolitan Area-wide Transportation Planning	Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of BC & Springfield; Townships of Bedford, Pennfield, Emmett, Newton, & Leroy	\$ 50,312	5303	\$ 40,250	\$ 40,250	\$ -	\$ 50,312
CBC	CON	North Avenue	Resurfacing from Capital Avenue to Roosevelt Avenue (1.3 miles)	\$ 337,000	STUL	\$ 269,000	\$ 207,950	\$ 61,050	\$ 337,000
CBC	CON	Capital Avenue	Resurfacing from Cascade Drive to Rebecca Street (1.7 miles)	\$ 375,000	STUL	\$ 300,000	\$ 241,631	\$ 58,369	\$ 375,000
CCRC	CON	Beckley Road/B Drive North	Resurfacing from M-66 to 6 1/2 Mile Road (0.6 miles)	\$ 296,000	STUL	\$ 237,000	\$ 237,000	\$ -	\$ 296,000
CBC	CON	20th Street	Resurface from south Springfield City Limits (Goguac St.) to Columbia Avenue (1.0 mile)	\$ 249,000	STUL	\$ 199,000	\$ 174,615	\$ 24,385	\$ 249,000
CBC	CON	Clean Diesel Utility Truck with Lift	Replacement of older utility vehicle with clean diesel version	\$ 120,000	CM	\$ 96,000	\$ 96,000	\$ -	\$ 120,000
CRCC	CON	Clean Diesel Dump Truck	Replacement of older dump truck with clean diesel version	\$ 185,000	CM	\$ 148,000	\$ 148,000	\$ -	\$ 185,000
CBC	CON	Capital/Hamblin Signal Upgrade	Upgrade signals, mast arms, pedestrian signals, detector cameras, and ADA ramps	\$ 254,000	CM	\$ 254,000	\$ 254,300	\$ (300)	\$ 254,000
CBC/BCT	T-Cap	Two (2) ten passenger lift-equipped vans	Replace 2 transit demand response vehicles	\$ 160,000	STUL	\$ 128,000	\$ 128,000	\$ -	\$ 320,000
CBC/BCT	T-Cap	Community Action (formerly Community Action Agency) Capital Assistance	Replace 3 existing vehicles with two (2) new 15-passenger vans and one (1) 8-passenger van	\$ 74,301	5310	\$ 59,441	\$ 59,441	\$ -	\$ 74,301
CBC/BCT	T-Cap	Community Inclusive Recreation Capital Assistance	Replace 1 existing vehicle with one (1) 20-passenger bus	\$ 64,000	5310	\$ 51,000	\$ 51,200	\$ (200)	\$ 64,000
CBC/BCT	T-Cap	Marion Burch Adult Day Care Center Capital Assistance	Replace 2 existing vehicles with two (2) 12-passenger vans	\$ 42,000	5310	\$ 34,000	\$ 33,600	\$ 400	\$ 42,000
CBC/BCT	T-Cap	Region 3B Area Agency on Aging Capital Assistance	Replace 1 existing vehicle with one (1) 7-passenger van	\$ 31,000	5310	\$ 25,000	\$ 24,800	\$ 200	\$ 31,000
CBC/BCT	T-Ops	Transit Operating Assistance	Federal operating assistance to BCT, within BCT service area	\$ 3,471,286	5307	\$ 954,000	\$ 951,620	\$ 2,380	\$ 3,471,286
CBC/BCT	T-Cap	Beckley Road Corridor Circulator and I-194 Express Service Operating Assistance	Continuation of Job Access Reverse Commute (JARC) service	\$ 427,000	5316	\$ 213,500	\$ 213,500	\$ -	\$ 427,000
MDOT	CON	M-66 over Wanondaga Creek	Bridge replacement (obligated in September, 2011, construction in spring 2012)	\$ 1,573,000	STT	\$ 1,288,000	\$ 1,236,070	\$ 51,930	\$ 1,680,000
MDOT	PE	I-94BL at I-94 W. Columbia Avenue Carpool Lot	Preliminary engineering to resurface existing carpool lot	\$ 4,000	ST	\$ 3,000	\$ 3,492	\$ (492)	\$ 49,000
MDOT	PE	I-94 eastbound Rest Area #703 (west of Capital Ave.)	Preliminary engineering for replacement of existing rest area facility	\$ 648,000	IM	\$ 584,000	\$ 583,623	\$ 377	\$ 5,117,000
MDOT	PE	I-94 EB and WB bridges over Riverside Drive	Preliminary engineering for bridge work to deal with soil instability issues	\$ 95,000	BHI	\$ 85,000	\$ 85,140	\$ (140)	\$ 2,095,000
MDOT	CON	M-96 (W. Dickman Road)	Resurfacing from Armstrong Road to M-37 (Helmer Road) (3.485 miles)	\$ 1,054,000	ST	\$ 863,000	\$ 710,713	\$ 152,287	\$ 1,085,000
MDOT	PE	I-194	Preliminary engineering for Freeway Signing Upgrade from I-94 north to end at Hamblin Avenue (3.396 miles)	\$ 70,000	IMG	\$ 70,000	\$ 70,000	\$ -	\$ 650,000

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRC=Calhoun County Road Commission; CCSR=City of Springfield; MDOT=Michigan Department of Transportation. **Phase of Project Codes:** PE=preliminary engineering; EPE=early PE or Planning funds; CON=construction or purchase; ROW=right-of-way acquisition; T-Ops=Transit Operations; T-Cap=Transit Capital. **Federal Fund Source Codes:** ST=Surface Transportation Program (STP); STT=Surface Transportation Program Trunkline; STUL=STP urban local (<200,000 population); STH=STP Safety-Hazard Elimination; STS=STP MDOT Safety Program; STG=STP Safety 100% Federal; PL=STP Planning; CM=Congestion Mitigation & Air Quality; BHI=Bridge Rehabilitation - Prior 1991 - Interstate; HSIP=Highway Safety Improvement Program - SAFETEA-LU; IM=Interstate Maintenance - No Added Lanes; IMG=Interstate Maintenance Safety; 5303=Federal Transit planning funds; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula; 5310=FTA Section 5310 - Elderly & Disabled; 5316=FTA Section 5316 - Federal Transit Job Access/Reverse Commute (JARC).

(1) "Federal Funds Programmed" is the amount of Federal \$ initially programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project. (3) "Federal Funds Remaining" is the programmed \$ amount less the obligated \$ amount; dollar figures in () indicate a negative value of the obligated \$ in excess of the programmed \$. (4) "Total Project Cost" is all Federal, State, & Local \$ allocated to all project phases, and possibly work outside the BC metro area, over the life of the project. All figures are to the best of BCATS' knowledge at the time of publication.



Battle Creek Area Transportation Study

601 Avenue A, Springfield, MI 49037 — (269) 963-1158 fax (269) 963-4951 — e-mail - bcats@bcatsmpo.org

Did you know . . .

- A total of approximately \$5.0 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2012 - this is similar to the amount programmed in 2011.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, enhancement, safety, congestion mitigation air quality improvement (CMAQ), rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. All categories represent federal gas tax revenues coming back to the local community.
- A total of about \$340,500 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.315 million in federal funds in 2012.

See the listing on the reverse side for project details.

BCATS Reports Obligated Federal Transportation Projects From FY 2012

A major responsibility of federally designated metropolitan planning organizations (MPOs) is the development and management of a document and process termed the Transportation Improvement Program or TIP. The TIP is the short-term implementation component of the 20-year long range Transportation Plan that each MPO develops and maintains to plan future improvements to the transportation system.

Under the federal SAFETEA-LU transportation legislation (passed in 2005), the TIP changed from a three-year to a four-year programming document and the MPOs were to report to local officials and the public an “annual listing of obligated projects” after the end of each programming year. The programming year is a fiscal year that runs from October 1st through September 30th of the following year. This requirement continues under a new federal MAP-21 bill (see box below).

Therefore, the Battle Creek Area Transportation Study (BCATS), the metropolitan planning organization for the greater Battle Creek area, is pleased to provide a listing of the federally funded projects which were obligated during fiscal year 2012 (which ended September 30, 2012). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but not necessarily completed. Some projects actually constructed during 2012 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2012 may not be constructed until 2013. The listing of 2012 obligated projects for the BCATS area appears on the reverse of this sheet. Any questions may be addressed to the BCATS staff office via any of the contact options at the top of this page.

New Federal Legislation to affect future year funding . . .

Due to the passage this last summer of a new two-year federal transportation bill, “Moving Ahead for Progress in the 21st Century”, known as MAP-21, there are major changes coming to the federal transportation funding categories for fiscal years 2013 and 2014. The new bill combines many previous funding categories and changes eligibility for some funding. BCATS is expected to continue to receive federal funding for use on major roadways, (although less than in prior years) as well as a dedicated amount of funding for air quality improving projects. There will also continue to be a state application process for projects involving non-motorized transportation, aesthetics, trails, and other ancillary projects. There is also increased national funding for safety projects.

Obligated FY 2012 Federally Funded Transportation Projects

Implementing Agency	Phase of Project	Project Name	Improvement(s)	Total Phase Cost	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Federal Funds Remaining (3)	Total Project Cost (4)
CBC	CON	Jackson Street/Stringham Road	Resurfacing from M-37 (Bedford Road) west and north to M-89 (w. Michigan Avenue) (0.9 miles)	\$ 218,000	STUL	\$ 174,000	\$ 200,000	\$ (26,000)	\$ 218,000
BCATS	EPE	Metropolitan Area-wide Transportation Planning	Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of BC & Springfield; Townships of Bedford, Pennfield, Emmett, Leroy, & Newton	\$ 166,000	PL	\$ 166,000	\$ 165,226	\$ 774	\$ 263,645
BCATS	EPE	Metropolitan Area-wide Transportation Planning	Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of BC & Springfield; Townships of Bedford, Pennfield, Emmett, Leroy, & Newton	\$ 43,247	5303	\$ 43,247	\$ 43,247	\$ -	\$ 263,645
CBC	CON	East Avenue	Resurfacing from Emmett Street north to Roosevelt Avenue (0.6 miles)	\$ 160,000	STUL	\$ 128,000	\$ 128,000	\$ -	\$ 160,000
CBC	CON	Capital Avenue SW	Resurfacing from Weeks Avenue to Cascade Drive (0.9 miles)	\$ 249,000	STUL	\$ 199,000	\$ 165,226	\$ 33,774	\$ 249,000
CCRC	CON	B Drive North and Harper Village Drive	Resurfacing from 8 1/2 Mile Rd. to 11 Mile Rd. and from B Drive N to 6 1/2 Mile Rd., respectively (3.2 miles total)	\$ 800,000	STUL	\$ 640,000	\$ 547,084	\$ 92,916	\$ 800,000
CBC	CON	Territorial Road and Capital Avenue SW	Resurfacing from Helmer Road to east of 20th St. and from Rebecca Rd. to Beckley Rd., respectively (1.5 miles total)	\$ 400,000	STUL	\$ 320,000	\$ 320,000	\$ -	\$ 400,000
CBC/BCT	T-Cap	Community Inclusive Recreation Capital Assistance	Replace 1 existing small bus	\$ 71,000	5310	\$ 57,000	\$ 57,000	\$ -	\$ 71,000
CRCC	CON	B Drive N Intersections - Geometrics Upgrades	Upgrades at intersections with Harper Village Drive, Beadle Lake Road, and 9 Mile Road	\$ 305,000	CM	\$ 244,000	\$ 125,358	\$ 118,642	\$ 305,000
CCRC	CON	One clean diesel dump truck	Replace existing dump truck with clean-diesel fuel dump truck	\$ 189,000	CM	\$ 151,000	\$ 151,200	\$ (200)	\$ 189,000
CBC/BCT	T-Cap	One (1) ten passenger lift-equipped van	Replace 1 transit demand response vehicle	\$ 80,000	CM	\$ 64,000	\$ 64,000	\$ -	\$ 80,000
CBC/BCT	T-Ops	BCT Transit Operating Assistance	Federal operating assistance to Battle Creek Transit (BCT)	\$ 3,170,000	5307	\$ 970,000	\$ 970,000	\$ -	\$ 3,170,000
CBC/BCT	T-Cap	Beckley Road Corridor Circulator and I-194 Express Service Operating Assistance	Continuation of Job Access Reverse Commute (JARC) service	\$ 427,000	5316	\$ 214,000	\$ 214,000	\$ -	\$ 427,000
CBC/BCT	T-Ops	BCT Security Upgrades	Security related improvements as a percent of federal operating assistance (federal requirement)	\$ 12,000	5307	\$ 10,000	\$ 10,000	\$ -	\$ 12,000
MDOT	CON	I-94 at M-311 (11 Mile Road) Interchange	Ramp extension at interchange	\$ 800,000	IM	\$ 720,000	\$ 741,106	\$ (21,106)	\$ 18,265,000
MDOT	PE	I-94 BL (Columbia Avenue/Skyline Drive)	Resurface from Columbia Avenue turn-off to M-96 (Dickman Rd.), including divided sections at M-96 junction	\$ 638,000	NH	\$ 522,000	\$ 522,399	\$ (399)	\$ 5,000,000
MDOT	PE	M-294 (Beadle Lake Road)	Resurface from I-94 to Golden Avenue	\$ 10,000	ST	\$ 8,000	\$ 8,249	\$ (249)	\$ 356,000
MDOT	PE	I-69 BL and M-96 (East Columbia Avenue)	Resurface sections of I-69 BL and M-96 (E. Columbia Avenue from Riverside Drive to I-194) (only the M-96 work is in the BCATS area)	\$ 100,000	ST	\$ 82,000	\$ 81,850	\$ 150	\$ 1,577,000
MDOT	PE	M-66 South	Resurface from Glen Cross Road to I-94	\$ 366,000	ST	\$ 300,000	\$ 299,702	\$ 298	\$ 2,884,000
MDOT	SUB	I-194	Joint Replacement on I-194 Bridge over the Kalamazoo River	\$ 9,000	BHI	\$ 9,000	\$ 8,546	\$ 454	\$ 119,000
MDOT	CON	M-311 at I-94BL/M-96 (Michigan Avenue)	Replace and re-guy wood pole at intersection	\$ 2,000	STG	\$ 2,000	\$ 2,066	\$ (66)	\$ 2,000
MDOT	CON	I-69 BL and M-96 (East Columbia Avenue)	Resurface sections of I-69 BL and M-96 (E. Columbia Avenue from Riverside Drive to I-194) (only the M-96 work is in the BCATS area)	\$ 1,477,000	STUT	\$ 1,209,000	\$ 1,538,038	\$ (329,038)	\$ 1,577,000

Implementing Agency Codes: CBC=City of Battle Creek, CBC/BCT=Battle Creek Transit, CCRC=Calhoun County Road Commission, CSPR=City of Springfield, BCATS=Battle Creek Area Transportation Study, MDOT=Michigan Department of Transportation. **Phase of Project Codes:** PE=preliminary engineering, EPE=early PE or Planning funds, CON=construction or purchase, ROW=right-of-way acquisition, T-Ops=Transit Operations, T-Cap=Transit Capital, SUB= preliminary engineering for bridges. **Federal Fund Source Codes:** ST=Surface Transportation Program (STP), SIT=Surface Transportation Program Trunkline, STUT=Surface Transportation Trunkline in areas under 200,000 population, STUL=STP urban local (<200,000 population), STG=STP Safety 100% Federal, PL=STP Planning, CM=Congestion Mitigation & Air Quality, BHI=Bridge Rehabilitation - Prior 1991 - Interstate, HSIP=Highway Safety Improvement Program - SAFETEA-LU, IM=Interstate Maintenance - No Added Lanes, IMG=Interstate Maintenance Safety, 5303=Federal Transit planning funds, 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula, 5310=FTA Section 5310 - Elderly & Disabled, 5316=FTA Section 5316 - Federal Transit Job Access/Reverse Commute (JARC).

(1) "Federal Funds Programmed" is the amount of Federal \$ initially programmed for the project in BCATS Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project. (3) "Federal Funds Remaining" is the programmed \$ amount less the obligated \$ amount; dollar figures in () indicate a negative value of the obligated \$ in excess of the programmed \$, slight differences over or under may be due to rounding of the programmed funds in the TIP document. (4) "Total Project Cost" is all Federal, State, & Local \$ allocated to all project phases, and possibly work outside the BC metro area, over the life of the project. All figures are to the best of BCATS' knowledge at the time of publication.

SECTION 2 - FINANCIAL CONSIDERATIONS/FINANCIAL CONSTRAINT

The Transportation Improvement Program (TIP) is the list of road and transit projects that communities and agencies plan to implement over a four-year period. That list is required to be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed the amount of funding “reasonably expected to be available” during that time. The financial plan is the section of the TIP that documents the method used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also identifies the costs of operating and maintaining the transportation system in the greater Battle Creek area.

SOURCES OF TRANSPORTATION FUNDING

The basic sources of transportation funding are motor fuel taxes and vehicle registration fees. Both the federal government and the State of Michigan tax motor fuel, the federal government at \$0.184 per gallon on gasoline and \$0.244 per gallon on diesel and Michigan at \$0.19 per gallon on gasoline and \$0.15 per gallon on diesel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. The motor fuel taxes are excise taxes, which means they are a fixed amount per gallon. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of the motor fuel tax.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a very important source of transportation funding for the state. Currently, roughly half of the transportation funding collected by the state is in the form of vehicle registration fees.

COOPERATIVE REVENUE ESTIMATION PROCESS

Estimating the amount of funding available for the four-year TIP period is a complex process. It relies on a number of factors, including economic conditions, miles traveled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of public organizations and agencies responsible for the administration of transportation planning activities throughout the state, formed the Financial Working Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), the Michigan Department of Transportation (MDOT), transit agencies, and metropolitan planning organizations, including BCATS. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and adopted by the MTPA. They are being used for all TIP financial plans in the state.

PART I. HIGHWAY FUNDING FORECAST - FEDERAL

Sources of Federal Highway Funding

Federal transportation funding comes from motor fuel taxes (mostly gasoline and diesel). Receipts from these taxes are deposited in the Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is “Moving Ahead for Progress in the 21st Century” (MAP-21). Under this law, Michigan receives approximately \$1 billion in federal transportation funding annually. This funding is apportioned through a number of programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows:

National Highway Performance Program (NHP): This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation’s most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (ie., “I-,” “US-,” and “M-“ roads). It is not clear at this point whether any NHP funding will be suballocated to the BCATS area since a very small amount of NHS mileage is present in the BCATS area. Approximately \$586.6 million in NHP funding is estimated to be available statewide in the first year of the TIP.

Surface Transportation Program (STP): Funds for construction, reconstruction, rehabilitation, resurfacing, preservation, and other improvements to bridges on public roads. Michigan’s STP apportionment from the federal government is evenly split, half to areas of the state based on population and half that can be used in any area of the state. In FY 2014, Michigan’s STP apportionment is estimated to be \$269.8 million. The BCATS area will receive approximately \$1,102,000 which will be used by the cities and the county road department. STP can also be flexed, or transferred, to transit projects.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or disabled persons, highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process. Michigan’s statewide FY 2014 estimated Safety apportionment is \$64.5 million. For the past several years, local agencies in the BCATS area have not received safety funds under the current MDOT priority system for selection of safety projects. Therefore, unless MDOT changes its award policies, no “local” safety funds are anticipated over the four years of this TIP.

Congestion Mitigation and Air Quality Improvement (CMAQ): Intended to reduce emissions from transportation related sources, MAP-21 has placed an emphasis on diesel retrofits, but funds can also be used for traffic signal re-timing, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (such as a ride share program or vanpools); transit; and nonmotorized projects that divert non-recreational travel from single-occupant vehicles. The State of

Michigan has allocated funding to the Calhoun County air quality area on the basis of population. Half of the allocated funding is used by MDOT for CMAQ-eligible projects on the state trunk line system; the other half is programmed through BCATS for eligible projects. Michigan’s apportionment of CMAQ funding for FY 2014 is estimated to be \$71.5 million. Calhoun County’s share of this Federal funding for local projects is estimated to be approximately \$502,000 each year of the 2014-2017 TIP.

Transportation Alternatives Program: Funds can be used for a number of activities to improve the transportation system environment, including (but not limited to) nonmotorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. The statewide apportionment for Transportation Alternatives is estimated to be \$26.4 million in FY 2014. Transportation agencies in the BCATS area are eligible to apply for grants under this program through MDOT’s statewide competitive on-line application process. There is no historical average of funding awarded to the BCATS area under this program, therefore no funds in this area are included.

Base & Assumptions Used in Forecast Calculations of Federal Highway Funds

Each year, the targets (amounts that the BCATS area is expected to receive) are calculated for each of these programs, based on federal apportionment documentation and state law. Targets can vary from year to year due to factors such as: how much funding was actually received by the Highway Trust Fund; the authorization (the annual transportation funding spending ceiling); and the appropriation (how much money is actually approved to be spent). The targets for fiscal year 2013, as provided by MDOT, were used as a baseline. The Financial Work Group of the MTPA developed a two percent per year federal revenue growth rate for the FY 2014 through FY 2017 TIP period. While this is less than the five percent growth over the past 20 years, the decrease in motor fuel consumption (due to less driving and higher-MPG vehicles) and the economic downturn and restructuring experienced by the nation in general, and Michigan in particular, made assumptions based on long-term historical trends unusable. Table 2-1 contains the federal transportation revenue projections for BCATS’ 2014-2017 TIP.

**Table 2-1
Federal Highway Transportation Revenue Projections for the 2014-2017 TIP
(thousands of dollars) for the BCATS Area**

FY	STP Urban	STP Rural	CMAQ	TOTAL
2014	\$1,102	\$160	\$502	\$1,764
2015	\$1,124	\$405	\$502	\$2,031
2016	\$1,147	\$0	\$502	\$1,649
2017	\$1,170	\$0	\$502	\$1,672
TOTAL	\$4,543	\$565	\$2,008	\$7,116

PART II. HIGHWAY FUNDING FORECAST - STATE

Sources of State Highway Funding

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees. The motor fuel tax, currently set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel, raised approximately \$937.5 million in fiscal year 2011 (source: MDOT Report 139 - Schedule A). Like the federal motor fuel tax, this is also an excise tax that doesn't increase as the price of fuel increases, so over time, inflation erodes the purchasing power of these funds. Approximately \$855.9 million in additional revenue is raised through vehicle registration fees when motorists purchase their license plates or tabs each year. The state sales tax on motor fuel, which taxes both the fuel itself and the federal tax, is not deposited in the Michigan Transportation Fund. Altogether, approximately \$1.9 billion was raised through motor fuel taxes, vehicle registrations, heavy truck fees, interest income, and miscellaneous revenue in FY 2011 (source: Michigan Department of Transportation, *Annual Report, Michigan Transportation Fund, Fiscal Year Ending September 30, 2011* - MDOT Report 139 - Schedule A).

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known as "Act 51." All revenue from these sources is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, 10 percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the State Trunkline Fund, administered by MDOT, county road commissions, and municipalities in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively (Source: Act 51 of 1951, Section 10[1][j]).

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or conduct routine maintenance of the road system (including items such as: snow removal; mowing grass in the right-of-way; paying the electric bill for streetlights and traffic signals; etc.), MTF funds are local communities' and road commissions' main source for funding these items. Most federal transportation funding must be matched with 20 percent non-federal revenue. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as "Act 51 agencies." The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

Base & Assumptions Used in Forecast Calculations of State Highway Funds

The base for the financial forecast of state funding is the FY 2011 distribution of MTF funding as found in Act 51 Reports of the three BCATS' area local road agencies. Adding the distributions to the cities and the county road commission (now a county road department) in the BCATS area provides an overall distribution total for the area. That amount was \$12.2 million in FY 2011. This total is broken down into

\$9.0 million allocated for major/primary roads (federal-aid eligible) and \$3.2 million allocated for local/secondary roads (not federal-aid eligible).

The Financial Work Group predicted an increase of 0.4 percent in state revenues for fiscal years 2014 through 2017. Table 2-2 shows the amount of MTF funding that the cities and the county road department in the BCATS area are projected to receive for their federal-aid eligible roadways during the four-year TIP period, based on the agreed-upon rates of increase applied to the base 2011 figures.

**Table 2-2
Projected MTF Distribution to Act-51 Agencies for Highway Use -
Federal-Aid Eligible Roads, FY 2014 through FY 2017 (thousands of dollars)**

2014	2015	2016	2017	TOTAL
\$9,006	\$9,043	\$9,079	\$9,115	\$36,243

State funding is projected to grow much more slowly than federal funding during the four-year TIP period. This will have two effects on the region’s highway funding: first, available funding for operations and maintenance of the highway system will most likely not keep pace with the rate of inflation, leaving less money for a growing list of maintenance work. Secondly, the federal highway funding will grow at a greater rate than non-federal money to match it. For those federal transportation sources requiring match, this means that some funding may well go unused, despite the demand.

Part III. Highway Funding Forecast - Hybrid State/Federal Funding

Sources of Hybrid State/Federal Funding

Michigan has a number of programs that use both state funding and federal funding. These programs are collectively known as the Transportation Economic Development Fund (TEDF). The TEDF is split into several categories, depending on what that particular category is designed to accomplish. These are:

- TEDF Category A: Highway projects to benefit targeted industries;
- TEDF Category C: Congestion mitigation in designated urban counties (only in Southeast Michigan counties - Macomb, Oakland, and Wayne)
- TEDF Category D: All-season road network in rural counties (all counties except Category C counties) (Calhoun County in the BCATS area)
- TEDF Category E: Forest roads; and
- TEDF Category F: Roads in cities that are located in rural counties

TEDF Category B no longer exists. Categories A and F are awarded on a competitive basis, and Categories C and E are not awarded in the BCATS area. Therefore, this discussion will be limited to Category D funding only.

These programs are blends of state and federal funding. Act 51 specifies that \$36.8 million of each year’s MTF receipts be directed to the Transportation Economic Development Fund. Additionally, 16.5

percent of the state’s Equity Bonus funding had been directed to Category D up until the new MAP-21 federal legislation in 2012. Since the Equity Bonus category was eliminated under MAP-21, there is currently no designated federal share for Category D (or Category C) funding. Therefore, MDOT management made a policy decision to allocate additional Surface Transportation Program (STP) funding from the overall STP allocation to Michigan in order to continue federal participation in these categories in 2013 and 2014. Since the funding is now combined as one STP category for Calhoun County, the federal funding associated with this category is represented in the “Rural STP” column of Table 2-1 above, and is not included in Table 2-3 below.

Base & Assumptions Used in Forecast Calculations of Hybrid State/Federal Highway Funds

Since the Rural Task Forces have been provided with allocation targets for the 2014-2017 time period, Table 2-3 provides a summary of that expected TEDF funding over the TIP period to Calhoun County. Only a portion of this funding is anticipated to be used for projects in the rural portion of the BCATS area.

**Table 2-3
Projected Transportation Economic Development Fund (Category D) FY 2014 - FY 2017,
to Calhoun County/BCATS area (thousands of dollars)**

FY	State Target for Calhoun County	State Category D to be spent in the BCATS area	TOTAL
2014	\$727	\$60	\$787
2015	\$742	\$105	\$847
2016	\$756	\$0	\$756
2017	\$772	\$0	\$772
TOTAL	\$2,997	\$165	\$3,162

Part IV. Highway Funding Forecast - Local

Sources of Local Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally-funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the greater Battle Creek area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of any such funding mechanisms in place each year of the TIP period.

Base & Assumptions Used in Forecast Calculations of Local Highway Funds

The existing (current) TIP covers fiscal years 2011 through 2014. The originally adopted TIP was queried for all projects with funding codes indicating that local funding was to be used. Local funds programmed by transit agencies were not included. The four-year annual average of local funding totaled about \$347,000. However, no CMAQ projects were included in the total. When the local share associated with CMAQ is added, the average increases to about \$473,000 annually. It is highly unlikely that there will be increases in local funding over the four-year TIP period, so the current FY 2014 local total of \$467,000 is being used for the first year of the new TIP (which is very close to the prior TIP 4-year average of \$473,000). The 4-year average local total figure (\$473,000) is being used for each of the remaining years of the TIP. This represents a total of \$1,886,000 available in local funding over the life of the FY 2014-2017 TIP.

Part V. Discussion of Innovative Financing Strategies - Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for federal transportation projects. States have to demonstrate “maintenance of effort” when using toll credits - in other words, they must show that the toll money is being used for transportation purposes and that they’re not reducing their efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the three major bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate the funding crisis in Michigan, since insufficient non-federal funding is available to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan. Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at 3 percent interest and a 25-year loan period to public entities such as political subdivisions, regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply. In Michigan, the maximum per-project loan amount is \$2 million. The Michigan SIB had a balance of approximately \$12 million in FY 2011.

Transportation Infrastructure Finance and Innovation Act (TIFIA): This nationwide program, significantly expanded under MAP-21, provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and creditworthiness of the United States to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding to the federal government can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low. The amount authorized for the TIFIA program in FY 2014 nationwide is \$1.0 billion.

Bonding: Bonding is borrowing, where the borrower agrees to repay lenders the principal and interest. Interest may be fixed over the term of the bond or variable. The amount of interest a borrower will have to pay depends in large part upon its perceived credit risk; the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue system for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding is diverted from projects to pay for the bonds' principal and interest. Michigan transportation law requires money for the payment of bond and other debts be taken off the top before the distribution of funds for other purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construct/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal funds in a future year (advance construct conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project with its own resources and then be able to wait for federal reimbursement in a later year.

Public-Private Partnerships (P3): Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility and operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility (source: http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm). Sometimes, as in the case of the Chicago Skyway and the Indiana Toll Road, governments grant exclusive concessions to private firms to operate and maintain already-existing facilities in exchange for an up-front payment from the firm to the government. The firm then operates, maintains, and collects tolls on the facility during the period of the concession, betting that it will collect more money in tolls than it pays out in operations costs, maintenance costs, and the initial payment to the government.

Part VI. Highway Operations & Maintenance

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* (as a term) is defined as those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Operations and maintenance includes items such as: snow and ice removal; pothole patching, rubbish removal, maintaining the right-of-way, maintaining traffic signals, and other similar activities, and the personnel

and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal transportation funds cannot be used for operations and maintenance of the highway system. Since the TIP only includes federally-funded transportation projects (and non-federally funded projects of regional significance), it does not include operations and maintenance projects. While in aggregate, operations and maintenance activities *are* regionally significant, the individual projects do not rise to that level. However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2014 through FY 2017 TIP period. This section of the Financial Chapter provides an estimate for the BCATS area of these types of expenditures, and details the method used to estimate these costs.

According to Michigan's FY 2011-2014 State Transportation Improvement Program, approximately \$599.3 million will be available statewide for operations and maintenance costs in FY 2014 for the state trunkline highway system (roads with "I", "US", and "M-" designations)(source: Michigan Department of Transportation. FY 2011-2014 State Transportation Improvement Program (January 2012), p.9). The MDOT Southwest Region office estimates that it will cost \$6,500 per lane mile in 2014 to maintain state facilities. The Region also estimates that about 239.5 lane miles of state facilities are located within the BCATS area. Therefore, it can be calculated that MDOT will expend just under \$1.6 million of its total \$599.3 million in the BCATS area on these activities in FY 2014. Since MDOT's operations and maintenance funding comes from state motor fuel taxes (the Michigan Transportation Fund, known as the MTF), the agreed-upon rate of increase for state funds of 0.4% annually was applied to derive the operations and maintenance costs for fiscal years 2015, 2016, and 2017.

Local agency costs to operate and maintain their portions of the federal-aid highway system were estimated through review of annual Act 51 reports filed by the three road agencies in the BCATS area for fiscal years 2009 - 2011. An average for the agencies was derived for the three year period. The assumption is that local communities and agencies are spending every available operations and maintenance dollar, so funds expended equal funds available. Since the operations and maintenance funding utilized by the local agencies comes primarily from the MTF, the agreed-upon rate of increase for state funds of 0.4% was applied to the maintenance dollars for the FY 2014-2017 TIP, the same as for state operations and maintenance estimates.

Table 2-4
Projected Available Highway Operations and Maintenance Funding,
State and Local, FY 2014-2017 (thousands of dollars)

FY	ESTIMATE - MDOT	ESTIMATE - LOCAL	TOTAL
2014	\$1,557	\$2,810	\$4,367
2015	\$1,563	\$2,822	\$4,385
2016	\$1,569	\$2,833	\$4,402
2017	\$1,576	\$2,844	\$4,420
TOTAL	\$6,265	\$11,309	\$17,574

Part VII. Highway Commitments and Projected Available Revenue

The TIP must be financially constrained; this is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the four-year TIP period. Funding for core programs, such as NHP, STP, HSIP, and CMAQ, are expected to be available based on historical trends of funding from earlier, similar programs in past federal surface transportation laws. Likewise, state funding from the Michigan Transportation Fund (MTF) and the hybrid state/federal programs (such as the Transportation Economic Development Fund Category D) are also expected to be available during the FY 2014-2017 TIP period. Funds from other programs, are generally awarded on a competitive basis and are therefore impossible to predict. In these cases, projects are not amended into the TIP until proof of funding availability is provided. Funds from federal competitive programs are not included in the revenue forecast either.

All federally-funded projects must be in the TIP. Additionally, any non-federally-funded but regionally significant project must also be included. In these cases, those submitting the project demonstrate that funding is available and indicate what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as commitments. As mentioned previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The MTPA Financial Work Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 0.86 percent in FY 2014 and then 2 percent per year thereafter, and state funds by only 0.4 percent per year over the four-year TIP period, this means that progressively less work can be done each year with anticipated available funding.

Table 2-5 is known as a fiscal constraint demonstration. The demonstration is provided to the Michigan Department of Transportation, Federal Highway Administration, and the Federal Transit Administration

in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 through FY 2017 TIP period.

Table 2-5
Summary Fiscal Constraint Demonstration (Highway)
for the FY 2014 – FY 2017 TIP (thousands of dollars)

Funding	2014		2015		2016		2017	
	Available	Programmed	Available	Programmed	Available	Programmed	Available	Programmed
STPU	\$1,102	\$1,102	\$1,124	\$1,124	\$1,147	\$1,147	\$1,170	1,170
STPR	\$160	\$160	\$405	\$405	\$0	\$0	\$0	\$0
CMAQ	\$502	\$502	\$502	\$272	\$606	\$606	\$502	\$408
TOTAL	\$1,764	\$1,764	\$2,031	\$1,801	\$1,753	\$1,753	\$1,672	\$1,578
Net Balance		\$0		(\$230)		\$0		(\$94)

Part VIII. Transit Financial Forecast - Federal

Sources of Federal Transit Funding

Federal revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the motor fuel tax collected from around the country is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). As of the start of fiscal year 2012 (October 1, 2011), the balance of the federal Mass Transit Account was \$7.32 billion³. Federal transit funding is similar to federal highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal transit programs.

Section 5307: This is the largest single source of transit funding that is apportioned to Michigan. Section 5307 funds can be used for capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor’s apportionment. In the Battle Creek area, Battle Creek Transit is the designated 5307 recipient for transit operating and capital funding.

Section 5310, Elderly and Persons with Disabilities: Funding for projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled

³ source: <http://www.fhwa.dot.gov/highwaytrustfund/index.htm>

persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program. The State of Michigan allocates its funding on a per-project basis.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a competitive basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding will be distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) in downtown Detroit is currently the only recipient of Section 5337 funding in Michigan.

Section 5339, Bus and Bus Facilities: Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus related facilities. Each state will receive \$1.25 million, with the remaining funds apportioned to transit agencies based on various population and service factors.

In addition to these funding sources, transit agencies can also apply for Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. In the BCATS area, transit projects are considered for both the STP and CMAQ funding programs.

Base & Assumptions Used in Forecast Calculations of Federal Transit Funds

The base for the federal portion of the transit financial forecast was to be the amount of federal funding each transit agency received in FY 2011. It was assumed that this amount would remain flat through FY 2013, the first year of MAP-21. Funding was expected to increase by 3.75 percent per year in fiscal years 2014 through 2017. However, MAP-21 held transit funding at FY 2012 levels for FY 2013 with only a 1.38 percent increase for FY 2014. Therefore, in determining a FY 2014 level, transit funding is increased at 1.38 percent over the base amount, which is now the FY 2013 funding level. It is then increased by 3.75 percent in each fiscal year for the remaining three years of the TIP period. JARC funding is included under Section 5307 and Section 5311, and New Freedom is included under Section 5310 to reflect the consolidation of transit programs under MAP-21. No change in 5310 funding is expected over the four-years of the TIP. Table 2-6 shows the federal transit forecast for the FY 2014 through FY 2017 period for funding categories expected to be available to transit in the BCATS area.

Table 2-6
Federal Transit Revenue Projections for the 2014-2017 TIP
(thousands of dollars)

FY	Sec 5307 (Operating)	Sec 5310 Capital (Senior/Disabled)	STP or CMAQ	Sec 5339 Capital	TOTAL
2014	\$971	\$99	\$0	\$96	\$1,166
2015	\$1,008	\$99	\$0	\$96	\$1,203
2016	\$1,045	\$99	\$398	\$96	\$1,638
2017	\$1,085	\$99	\$206	\$96	\$1,486
TOTAL	\$4,109	\$396	\$604	\$384	\$5,493

Part IX. Transit Financial Forecast - State

Sources of State Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, is to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF). This is analogous to the Mass Transit Account of the Highway Trust Fund at the federal level. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF (source: Hamilton, William E., *Act 51 Primer* (House Fiscal Agency, February 2007), p.4.) Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses. Approximately \$157 million was distributed to the CTF in FY 2011 (source: MDOT Report 139 for 2011, Schedule A).

Base & Assumptions Used in Forecast Calculations of State Transit Funds

The base for calculations of state transit funds is the amount the transit agency in Battle Creek received in FY 2011. The amount stayed constant in fiscal years 2012 and 2013. However, funding is adjusted upward by 3.75 percent for state match and 0.37% for state operating in FY 2014, the first year of the TIP, and then by the same percentage in fiscal years 2015 through 2017, in accordance with factors determined by the Financial Workgroup of the MTPA and approved by the Michigan Transportation Planning Association (MTPA). The state-level CTF distributions to Battle Creek Transit are shown in Table 2-7, broken down by state match and state operating.

**Table 2-7
State Transit (CTF) Revenue Projections for the 2014-2017 TIP
(thousands of dollars)**

FY	Sec 5307 State	Sec 5310 (Sen./Dsbl'd Operating)	Sec 5339 Bus and Bus Facil. - State	Capital Match (STP, CMAQ, & Sec 5310)	TOTAL
2014	\$1,288	\$93	\$24	\$0	\$1,405
2015	\$1,336	\$93	\$24	\$0	\$1,453
2016	\$1,386	\$93	\$24	\$98	\$1,601
2017	\$1,438	\$93	\$24	\$50	\$1,605
TOTAL	\$5,448	\$372	\$96	\$148	\$6,064

Part X. Transit Financial Forecast - Local

Sources of Local Transit Funding

Major sources of local funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. Battle Creek Transit collects fares from its riders. This farebox funding totaled approximately \$359,400 in 2011. Battle Creek Transit receives the largest portion of its local funding from the City of Battle Creek's general fund, which provided \$938,230 in 2011 for BCT operations. However, the amount provided to BCT has been decreasing in recent years due to the City's own financial challenges.

Base & Assumptions Used in Forecast Calculations of Local Transit Funds

The base amounts for farebox and the general fund transfers are derived from Battle Creek Transit's data. It is presumed that all funds received are spent each year, therefore this data can be used for projecting future revenue. In addition, BCT has other minor funding categories, such as advertising and contracts.

**Table 2-8
Local Transit Revenue Projections
for the 2014-2017 TIP
(thousands of dollars)**

FY	AMOUNT
2014	\$1,247
2015	\$1,247
2016	\$1,247
2017	\$1,247
TOTAL	\$4,988

Part XI. Discussion of Innovative Financing Strategies - Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously mentioned. As with highway funding, there are alternative sources of funding that can be utilized to operate transit service. Bonds can be issued (see discussion of bonds in the “Innovative Financing Strategies - Highway” section). The federal government also allows the use of toll credits to match federal tolls. Toll credits are earned on tolled facilities, such as the Mackinac Bridge in upper Michigan and the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided - the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system (source: FHWA Office of Innovative Program Delivery).

Part XII. Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. Most expenses of transit agencies are operations expenses.

Data on capital and operating costs are derived from BCT’s records. The five-year average (FY 2007 through FY 2011) split is 6.7 percent capital and 93.3 percent operations for Battle Creek Transit. It is assumed that this basic split will continue for the FY 2014-2017 TIP period. It is also assumed that the transit agency is spending all available capital and operations funding, so that the amount expended on these items is roughly equal to the amount available. Table 2-9 shows the amounts estimated to be available for transit capital and operations during the FY 2014-2017 TIP period.

**Table 2-9
Anticipated Amounts to be Expended on Transit Capital and Transit Operations
for the 2014-2017 TIP (thousands of dollars)**

FY	Capital	Operating	Total
2014	\$0	\$3,599	\$3,599
2015	\$0	\$3,684	\$3,684
2016	\$496	\$3,772	\$4,268
2017	\$256	\$3,863	\$4,119
TOTAL	\$752	\$14,918	\$15,670

Part XIII. Transit Commitments and Projected Available Revenue

The TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the four-year TIP period. Funding for core programs such as Section 5307, Section 5310, Section 5311, and Section 5339 are expected to be available to the area based on historical trends of funding from earlier, similar programs in current and past federal surface transportation laws. Likewise, state funding from the state’s Comprehensive Transportation Fund (CTF), and local sources of revenue, such as farebox and general fund transfers, are also expected to be available during the FY 2014 through FY 2017 TIP period, although at static levels. Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. In these cases, projects are not amended into the TIP until proof of funding availability (such as an award letter) are provided. Funds from federal competitive programs are not included in the revenue forecast.

All federally-funded projects must be in the TIP. Additionally, any non-federally-funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as commitments. As discussed previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the expected purchasing power of a dollar in the year the project is expected to be built. The MTPA Financial Work Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 3.75 percent per year, state match funds by only 3.75 percent per year, and state operating funds by 0.37 percent per year over the four-year TIP period, this means that funding will barely keep pace with inflation.

Table 2-10 shows the summary financial constraint demonstration for transit. The demonstration is provided to the Michigan Department of Transportation, Federal Highway Administration, and Federal Transit Administration in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 through FY 2017 TIP period.

Table 2-10
Summary Fiscal Constraint Demonstration (Transit) for the FY 2014 – FY 2017 TIP
(thousands of dollars)

FY	Available Federal	Programmed Federal	Available State	Programmed State	Available Local	Programmed Local
2014	\$1,166	\$971	\$1,405	\$1,381	\$1,247	\$1,247
2015	\$1,203	\$1,008	\$1,453	\$1,429	\$1,247	\$1,247
2016	\$1,638	\$1,443	\$1,601	\$1,577	\$1,247	\$1,247
2017	\$1,486	\$1,291	\$1,605	\$1,581	\$1,247	\$1,247
TOTAL	\$5,493	\$4,713	\$6,064	\$5,968	\$4,988	\$4,988

Part XIV. Analysis of Funding and Needs

While the previous tables have shown fiscal constraint, in that the programmed funds do not exceed available revenues, the fact remains that the needs of the transportation system substantially outweigh the funding available to address them.

The following brief discussion of highway funding illustrates the problem. On a statewide basis, a study headed by Michigan Representative Rick Olson found that approximately \$1.4 billion was needed annually through 2015 just to maintain the existing highway system. This could be expected to increase in future years to approximately \$2.6 billion annually by 2023 (source: Rick Olson, State Representative, 55th District, *Road and Bridge Funding Recommendations*, link in story in the *Ann Arbor News*, entitled “Rick Olson hopeful Michigan Legislature will address \$1.4B road funding gap in 2012, December 29, 2011). Michigan currently receives about \$1 billion from the federal government for transportation and raises an additional \$2 billion through the Michigan Transportation Fund (MTF). After MTF deductions for administrative services and the Comprehensive Transportation Fund (for transit), the state has approximately \$1.8 billion in state fund. Added to the federal funding, the total available for highways and bridges is approximately \$2.8 billion. If, as Rep. Olson’s study indicates, an additional \$1.4 billion is required to keep the system at a minimal level of service, then the state only has about two-thirds of the funding necessary just to maintain the existing infrastructure. Any new facilities add to the overall cost of the system, both at the time of construction and as part of the on-going maintenance expense.

The BCATS area has needs similar to the state as a whole. The biggest issue is in the area of maintenance of “fair” and “good” roadways so that they do not drop to the “poor” category, with the corresponding higher costs to rehabilitate those deteriorated facilities. Lack of state generated funding for “local” roads that are not eligible for federal-aid is a significant issue. However, with local revenues severely impacted not just due to lack of transportation funding, but also due to lower collections from property and income taxes (as a result of the recent economic recession), the local agencies are challenged to be able to provide the local match for the federal funding sources represented in the TIP.

TIP FINANCIAL PLAN TABLES

BCATS' *FY 2014-2017 Transportation Improvement Program* project listing in Section 8 provides a summary of how transportation revenues in the program will be invested over a four year period by the state and local agencies which have legal responsibility to build, operate, and maintain the public highway, road, street, and transit systems. Federally-funded expenditures are required by Federal law to be consistent with BCATS' *2035 Metropolitan Transportation Plan*, adopted in June, 2011, and to be constrained to address only projects for which it is anticipated that there will be enough revenue to complete.

The total investment of State, local, and Federal funds in the Battle Creek metropolitan area's transportation system for the four-year period as outlined in this TIP is just over \$47.1 million, for roadway capital improvement projects and for transit, both capital projects and operating programs.

Table 2-11 on the following pages depicts all of the necessary information in the prescribed standardized table format to determine that BCATS' *FY 2014-2017 TIP* is financially constrained.

TABLE 2-11 (page 1 of 2)

06/26/13	2014				2015			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program								
MDOT AC & M Program			\$0	\$0			\$0	\$0
MDOT FA Program	\$17,639,837	\$3,091,087	\$20,730,924	\$20,730,924			\$0	\$0
Sub-Total MDOT	\$17,639,837	\$3,091,087	\$20,730,924	\$20,730,924	\$0	\$0	\$0	\$0
Local STP	\$1,262,046	\$335,512	\$1,597,558	\$1,597,558	\$1,529,087	\$386,022	\$1,915,109	\$1,915,109
Local Bridge			\$0	\$0	\$2,409,280	\$602,320	\$3,011,600	\$3,011,600
Local CMAQ	\$502,006	\$125,502	\$627,508	\$600,000	\$502,006	\$125,502	\$627,508	\$300,000
Local Safety			\$0	\$0			\$0	\$0
Local Equity Bonus (TEDF)			\$0	\$0			\$0	\$0
Local Other FHWA			\$0	\$0			\$0	\$0
Local AC Starts			\$0	\$0			\$0	\$0
Local Non-Federal (includes transit farebox revenue)		\$359,000	\$359,000	\$359,000		\$359,000	\$359,000	\$359,000
Sub-Total Local	\$1,764,052	\$820,013	\$2,584,065	\$2,556,558	\$4,440,373	\$1,472,843	\$5,913,216	\$5,585,709
Total Highway	\$19,403,889	\$3,911,100	\$23,314,989	\$23,287,482	\$4,440,373	\$1,472,843	\$5,913,216	\$5,585,709
Transit Fund Source	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund		\$92,624	\$92,624	\$92,624		\$92,624	\$92,624	\$92,624
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Tech Dev Program			\$0	\$0			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$971,200	\$2,175,837	\$3,147,037	\$3,147,037	\$1,007,620	\$2,224,122	\$3,231,742	\$3,231,742
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0			\$0	\$0
Section 5310 - Elderly & Disabled	\$99,000	\$24,750	\$123,750	\$0	\$99,000	\$24,750	\$123,750	\$0
Section 5311 - Non-UZA			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transp in Parks & Public Lands			\$0	\$0			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$96,000	\$24,000	\$120,000	\$0	\$96,000	\$24,000	\$120,000	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0
Total Transit	\$1,166,200	\$2,317,211	\$3,483,411	\$3,239,661	\$1,202,620	\$2,365,496	\$3,568,116	\$3,324,366
Grand Total	\$20,570,089	\$6,228,311	\$26,798,400	\$26,527,143	\$5,642,993	\$3,838,340	\$9,481,333	\$8,910,075

TABLE 2-11 (page 2 of 2)

06/26/13	2016				2017			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program								
MDOT AC & M Program			\$0	\$0			\$0	\$0
MDOT FA Program	\$106,621	\$26,291	\$132,912	\$132,912	\$28,832	\$3,204	\$32,036	\$32,036
Sub-Total MDOT	\$106,621	\$26,291	\$132,912	\$132,912	\$28,832	\$3,204	\$32,036	\$32,036
Local STP	\$1,146,568	\$286,642	\$1,433,210	\$1,433,210	\$1,169,500	\$292,375	\$1,461,875	\$1,461,875
Local Bridge			\$0	\$0			\$0	\$0
Local CMAQ	\$502,006	\$125,502	\$627,508	\$551,006	\$502,006	\$125,502	\$627,508	\$508,465
Local Safety			\$0	\$0			\$0	\$0
Local Equity Bonus (TEDF)			\$0	\$0			\$0	\$0
Local Other FHWA			\$0	\$0			\$0	\$0
Local AC Starts			\$0	\$0			\$0	\$0
Local Non-Federal (includes transit farebox revenue)		\$359,000	\$359,000	\$359,000		\$359,000	\$359,000	\$359,000
Sub-Total Local	\$1,648,574	\$771,144	\$2,419,718	\$2,343,216	\$1,671,506	\$776,877	\$2,448,383	\$2,329,340
Total Highway	\$1,755,195	\$797,435	\$2,552,630	\$2,476,128	\$1,700,338	\$780,081	\$2,480,419	\$2,361,376
Transit Fund Source	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
CTF - Comprehensive Transit Fund		\$92,624	\$92,624	\$92,624		\$92,624	\$92,624	\$92,624
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Tech Dev Program			\$0	\$0			\$0	\$0
Section 5303 - Metropolitan Transportation Planning			\$0	\$0			\$0	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$1,045,406	\$2,274,218	\$3,319,624	\$3,319,624	\$1,084,608	\$2,326,193	\$3,410,801	\$3,410,801
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0			\$0	\$0
Section 5310 - Elderly & Disabled	\$99,000	\$24,750	\$123,750	\$0	\$99,000	\$24,750	\$123,750	\$0
Section 5311 - Non-UZA			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transp in Parks & Public Lands			\$0	\$0			\$0	\$0
Section 5339 - Bus and Bus Facilities	\$96,000	\$24,000	\$120,000	\$0	\$96,000	\$24,000	\$120,000	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0
Total Transit	\$1,240,406	\$2,415,592	\$3,655,998	\$3,412,248	\$1,279,608	\$2,467,567	\$3,747,175	\$3,503,425
Grand Total	\$2,995,601	\$3,213,027	\$6,208,627	\$5,888,376	\$2,979,946	\$3,247,647	\$6,227,594	\$5,864,801

SECTION 3 - PERFORMANCE-BASED PLANNING

A key feature of the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation is the establishment of a “performance-and-outcome-based” program. The objective of this “performance-and-outcome-based” program is for the investment of resources in projects that collectively will make progress toward the achievement of nationally set goals. National performance goals for the federal-aid highway program are required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delays.

PERFORMANCE MEASURES

The U.S. Department of Transportation (DOT) Secretary, in consultation with the states, MPOs, and other stakeholders, will establish performance measures for:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of states, or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant

state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

**PERFORMANCE-BASED PLANNING
IN THE BATTLE CREEK, MICHIGAN URBANIZED AREA**

The Battle Creek Area Transportation Study (BCATS) has several systems in place to address the forthcoming MAP-21 mandated performance measures and targets. BCATS maintains a traffic count program which is being integrated into a traffic count database system. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides BCATS with data (both current and historic) to address the status of pavement conditions in the BCATS area. BCATS has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan.

Most of the performance targets will be directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the BCATS area. Therefore, BCATS will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the BCATS area subject to the performance targets. Any roadways designated as NHS which are under local jurisdiction will be assessed in conjunction with the responsible local road agency.

In the process of developing the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), BCATS will assess the impact of any proposed projects on the seven performance measure areas as federal guidelines become available for each area. This will be done using the best available data at the time of assessment. Projects providing the most benefit in meeting identified performance targets will be considered for priority in programming.

SECTION 4 - PUBLIC PARTICIPATION

Throughout the BCATS' TIP development process, consideration is given to public participation so that citizens, affected public agencies, transportation agency employees, private providers of transportation, and other interested parties have an opportunity to comment on the proposed TIP. In December, 2006, BCATS adopted a Transportation Participation Plan. The Participation Plan outlines who will be notified of BCATS activities. It also provides an outline for participation activity within the context of the development of the TIP, the Long Range Plan, and for planning and corridor studies.

The development of the 2014-2017 TIP was the subject of two special newsletter/flyer sheets which were distributed to an extensive listing of persons, agencies, and groups, as well as additional agencies identified with the "Consultation" process, see Section 5. These sheets were published in January, 2013 and April, 2013. A complete listing of persons, agencies, and groups contacted is included in Section 5. Copies of the information sheets follow in this section. BCATS also made copies available to the local units of government and the local libraries for distribution. The January publication included a time line for development and adoption of the TIP. The newsletters were also posted on BCATS' website.

On June 7, 2013, BCATS published a formal notice (reprinted below) of "request for comments" on the proposed new TIP in the general circulation daily newspaper, the *Battle Creek Enquirer*. The public notice listed the dates of the BCATS' Committee meetings in June, 2013 as opportunities to comment on the FY 2014-2017 TIP.

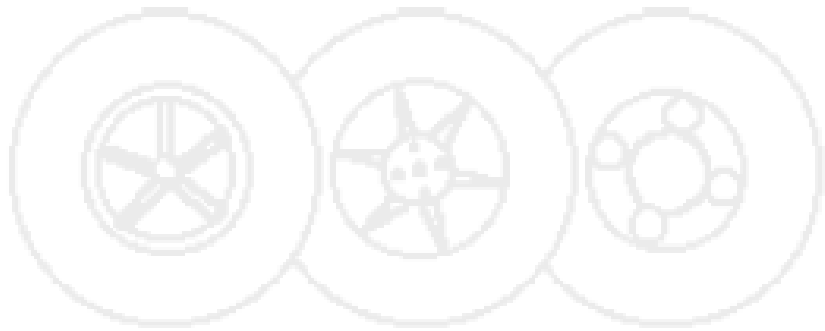
ences audited by the IRS inspector general in a report this week. income. IRS officials said some local employees ineligible for travel ex- than \$500,000 on conferences in more than seven years. site am day ing sar vet uni me dur al Bee ter mo

REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS
THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in the final development of its Transportation Improvement Program (TIP) for fiscal years (FYs) 2014-2017 (10/1/13-9/30/17). Projects to be implemented with Federal transportation funds in the BCATS metropolitan area (cities of Battle Creek & Springfield, and townships of Bedford, Pennfield, Emmett, Newton, & Leroy) must be identified in the TIP. The draft FY 2014-2017 TIP currently includes forty-nine projects representing over \$50 million total, including nearly \$32 million in Federal transportation funds to be expended in the BCATS area over the next four years. The draft FY 2014-2017 TIP document in electronic "pdf" format will be available for review online at www.bcatsmpo.org no later than noon on June 10, 2013; paper copies can be provided upon request after that time by contacting the BCATS office. Discussion and action regarding the TIP will be conducted at the regular meetings of BCATS' Technical Committee on Wednesday, June 12, 2013, and Policy Committee on Wednesday, June 26, 2013. Both meetings begin at 1:30 pm in the Council Chambers of Springfield City Hall, 601 Avenue A, Springfield. Public comment on the proposed TIP is encouraged before or at those meetings; BCATS' regular meetings are open to the public. Comments will be accepted up to noon on July 10, 2013; any Policy Committee action of June 26th will be effective after July 10th, pending satisfactory response to all comments received. Direct questions and/or comments to: BCATS, 601 Avenue A, Springfield, MI 49037; ph 269/963-1158, fax 269/963-4951, e-mail bcats@bcatsmpo.org.

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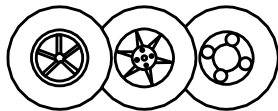
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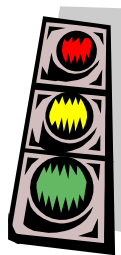
BCATS

The Newsletter of
the Battle Creek
Area Transportation
Study



BCATS

January, 2013



601 Avenue A, Springfield, MI 49037 (269) 963-1158
fax (269) 963-4951 e-mail: bcats@bcatsmpo.org

"The Signal" 2014-2017 TIP

Remember: All BCATS Committee meetings are open to the public. Contact the staff office for details.

BCATS Is Developing New FY 2014-2017 TIP

The Battle Creek Area Transportation Study (BCATS) has started the process of developing a new four-year document for the programming and implementation of transportation projects in the greater Battle Creek area. The document is called the **Transportation Improvement Program**, or **TIP** for short. In order for any of the state or local agencies, including transit, to receive Federal funding for a transportation project, it must be included in this TIP document.

The projects considered for the document are first drawn from existing transportation plans prepared by BCATS. These plans list proposed improvements to the major transportation infrastructure of the area for the next twenty to twenty-five years. In addition, general road, safety, maintenance, transit and non-motorized projects are all considered.

Representatives of all of the implementing agencies for potential projects meet to discuss possible projects and their relative priority to each other. Opportunities for collaborating, combining, or complementing each other's projects are explored as well. The funding for future improvements is very limited, so coordination is important. Some of the road projects currently being **proposed** in the BCATS area for the 2014-2017 TIP are listed below (note - transit operating and capital funds will also be included in each year's program, as well as these road-related projects). **Please provide comments to the staff office about this listing.**

This listing is subject to change as development of the TIP continues.

- 2014 - Raymond Road**, from Verona Rd./Emmett St. to Michigan Avenue (resurface)
- Golden Avenue**, from Raymond Rd. west to Battle Creek City Limits (resurface)
- Beckley Road**, from Minges Rd. east to M-66 (resurface)
- Bellevue Road**, from McAllister Rd. to Chippewa Trail (resurface)
- I-94BL**, from I-94 to Columbia Ave. (resurface)
- I-94**, bridge over I-94 at exit 92 (bridge replacement)
- 2015 - 6 1/2 Mile Road**, from Christian Dr. north to G Drive N (Golden Ave.) (resurface)
- Van Buren Street**, from Washington Ave. east to Elm St. (resurface)
- Evergreen Road**, from Harmonia Rd. south to Avenue A (resurface)
- K Drive S**, from M-66 east to 7 1/2 Mile Rd. (resurface)
- Bellevue Road**, from Chippewa Trail to 13 Mile Rd. (part in BCATS area) (resurface)
- 2016 - Territorial Road**, from 20th St. to Arbor St. (reconstruct) and from Arbor St. to Capital Ave. SW (resurface)
- Riverside Drive**, from Dickman Rd. (I-94BL) south to Burnham St. (resurface)
- BC Areawide Roadway Preventative Maintenance**, (crack-sealing) (local agencies)
- I-94BL**, from Columbia Ave. to M-96 (Dickman Rd.) (resurface)
- M-66**, from south of Glenn Cross Rd. to south of eastbound I-94 (restore and rehab.)
- 2017 - B Drive S**, from 3 1/2 Mile Rd. east to M-66 and **Capital Avenue SW**, approx. .25 mile north and south of B Drive S (resurface)
- Main Street**, from Mary St. to south City Limits, & from M-66 to Hamblin Ave. (resurface)
- Goguc Street**, from Capital Ave. SW to Carl Ave. (resurface)
- BC Areawide Roadway Preventative Maintenance**, (chip seal projects) (local agencies)



Public input is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details, or speak directly to the responsible road agency personnel in your area.

The purpose of this newsletter is to provide the public with information regarding the activities of the Battle Creek Area Transportation Study (BCATS). The public is encouraged to contact BCATS at the above address or telephone (269) 963-1158, fax (269) 963-4951 or e-mail: bcats@bcatsmpo.org concerning issues in *The Signal* or other transportation matters.

Schedule for the Development of the 2011-2014 TIP

Dec.
2012

The process for developing a new Transportation Improvement Program extends over many months. After preparing a preliminary project list for the four-year program, BCATS requests public comment on the proposed list. Look for this in the next couple of months.

For the first time in many years, the list of projects will not have to undergo an assessment related to air quality impacts for ozone. The Kalamazoo and Battle Creek areas are currently considered in attainment for air quality issues. However, this is expected to change once the Environmental Protection Agency (EPA) has, and uses, the results of air monitoring from last year's (2012) very hot, sticky summer.

BCATS also reviews the project listings to see if there will be any disproportionate impacts on areas of the community which are designated as "environmental justice" areas. These are areas where there are higher than average percentages of persons who are considered low income or traditionally underserved, such as: minority communities.

In June, 2013, it is expected that the BCATS Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new Transportation Improvement Program for 2014 to 2017. Comments are solicited throughout the process and there will be a final public hearing at the Policy Committee meeting for comments on the TIP before the final action of the Committee is taken.

Following action by the BCATS' Committees, the new TIP is submitted to the Michigan Department of Transportation (MDOT) and the federal funding agencies for their review and approval. The FY 2014-2017 TIP is scheduled to be effective as of October 1, 2013.

June
2013

Maintaining the 2014-2017 TIP After It is Adopted

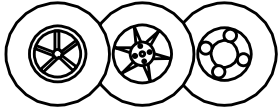
The process for maintaining the new Transportation Improvement Program is ongoing. The document is fully updated every two to three years, but changes occur between updates. Certain categories of federal funding are awarded on an annual basis. In order for the funds to be spent, the projects selected for those funds need to be added to the existing TIP. This is done through an "amendment" process. The amendment process requires a re-evaluation of financial soundness (called fiscal constraint), a double check of environmental justice issues, and a review of air quality impacts (depending upon the type of project), and if BCATS has to meet air quality standards at the time. The amendment process incorporates public involvement as well.

Follow the development of the TIP, as well as changes to the program over time, on the BCATS website at www.bcatsmpo.org

Reminder: Public input is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details.

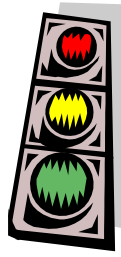


The Newsletter of
the Battle Creek
Area Transportation
Study



BCATS

April, 2013



601 Avenue A, Springfield, MI 49037 (269) 963-1158
fax (269) 963-4951 e-mail: bcats@bcatsmpo.org

"The Signal" 2014-2017 TIP

Remember: All BCATS Committee meetings are open to the public. Contact the staff office for details.

BCATS Finalizing New FY 2014-2017 TIP

The Battle Creek Area Transportation Study (BCATS) is completing the process of developing a new four-year document for the programming and implementation of transportation projects in the greater Battle Creek area. The document is called the **Transportation Improvement Program**, or **TIP** for short. In order for any of the state or local agencies, including transit, to receive Federal funding for a transportation project, it must be included in this TIP document.

The projects considered for the document are first drawn from existing transportation plans prepared by BCATS. These plans list proposed improvements to the major transportation infrastructure of the area for the next twenty to twenty-five years. In addition, general road, safety, maintenance, transit and non-motorized projects are all considered.

Representatives of all of the implementing agencies for potential projects meet to discuss possible projects and their relative priority to each other. Opportunities for collaborating, combining, or complementing each other's projects are explored as well. The funding for future improvements is very limited, so coordination is important. Projects making the final list for the 2014-2017 TIP are listed below, and continued on the reverse side of this sheet:

Year - Project Name, Limits (Work Description)

- 2014 - Raymond Road**, from Verona Rd./Emmett St. to Michigan Avenue (resurface)
- Golden Avenue**, from Raymond Rd. west to Battle Creek City Limits (resurface)
- Bellevue Road**, from McAllister Rd. to Chippewa Trail (resurface)
- Riverside Drive**, from Columbia Avenue to Minges Road (resurface)
- W. Columbia Avenue**, from Helmer to I-94BL (Skyline Drive) (resurface)
- B Drive N at Beadle Lake Road Intersection** (modernize and upgrade traffic signals with new actuated phasing, pedestrian signals, and ADA compliance)
- Avenue A at 20th Street Intersection** (modernize and upgrade traffic signal including addition of traffic monitoring features and interconnection with rail crossing)
- Capital Avenue NE at Van Buren Street Intersection** (modernize and upgrade traffic signal to tie-in with central monitoring system, pedestrian signals)
- I-94BL**, from I-94 (at Exit 92) to Dickman Road (rehabilitate and resurface)
- I-94**, bridge over I-94 (at Exit 92) (bridge replacement)
- M-66 South** from just south of Glen Cross Road to I-94 Interchange (resurface)
- M-89 (W. Michigan Avenue)**, from Limit Street to I-94BL (Dickman Road) (resurface)
- M-96 (E. Columbia Avenue)**, from I-194/M-66 to I-94BL (Michigan Avenue) (resurface)
- Transit Operating Assistance**, (including security upgrades) (annual allocations)



Public input is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details, or speak directly to the responsible road agency personnel in your area.

The purpose of this newsletter is to provide the public with information regarding the activities of the Battle Creek Area Transportation Study (BCATS). The public is encouraged to contact BCATS at the above address or telephone (269) 963-1158, fax (269) 963-4951 or e-mail: bcats@bcatsmpo.org concerning issues in *The Signal* or other transportation matters.

FY 2014-2017 TIP Project List (continued)

- 2015 - 6 1/2 Mile Road**, from Christian Drive north to G Drive N (Golden Avenue) (resurface)
Van Buren Street, from Washington Avenue east to Elm Street (resurface)
Emmett Street, from M-66 to East Avenue (resurface)
K Drive S, from M-66 east to 7 1/2 Mile Road (resurface)
Bellevue Road, from Chippewa Trail to 13 Mile Road (part in BCATS area) (resurface)
Capital Avenue at Michigan Avenue Intersection (modernize and upgrade traffic signal to tie-in with central monitoring system, pedestrian signals)
Raymond Road Bridge over the Kalamazoo River (bridge replacement)
Transit Operating Assistance, (including security upgrades) (annual allocations)
- 2016 - Territorial Road**, from 20th St. to Arbor St. (reconstruct) and from Arbor St. to Capital Ave. SW (resurface)
Riverside Drive, from Dickman Rd. (I-94BL) south to Burnham St. (resurface)
BC Areawide Roadway Preventative Maintenance, (crack fill, chip seal) (local agencies)
I-94BL from Columbia Avenue to Dickman Road (M-96) (rehabilitation and resurfacing)
MDOT “Wrong Way” Crash Reduction Project (especially at freeway ramp locations) (safety project)
Transit Operating Assistance, (including security upgrades) (annual allocations)
2 - Medium Duty Low Floor Buses, for fixed route service (replacement)
- 2017 - B Drive S**, from 3 1/2 Mile Rd. east to M-66 and **Capital Avenue SW**, approx. .25 mile north and south of B Drive S (resurface)
Main Street, from Mary St. to south City Limits, & from M-66 to Hamblin Ave. (resurface)
Goguc Street, from Capital Ave. SW to Carl Ave. (resurface)
BC Areawide Roadway Preventative Maintenance, (crack fill, chip seal) (local agencies)
Wattles Road at Verona Road Intersection (add dedicated left-turn lanes on westbound Verona Road and northbound Wattles Road)
MDOT “Wrong Way” Crash Reduction Project (especially at freeway ramp locations) (safety project)
Transit Operating Assistance, (including security upgrades) (annual allocations)
1 - Medium Duty Low Floor Bus, for fixed route service (replacement)

Making Comments on the 2014-2017 TIP Before Final Adoption

The TIP development schedule provides for BCATS to submit a locally adopted TIP document to the Michigan Department of Transportation (MDOT) by July 1, 2013. It is expected that the BCATS Policy Committee will act on the new TIP at its meeting on June 26, 2013. A draft of the final document is planned to be available on the BCATS website for review around the beginning of June. The June meetings of both the BCATS Technical Committee (6/12/13) and the BCATS Policy Committee (6/26/13) will provide public opportunity to comment on the FY 2014-2017 TIP. BCATS also welcomes comments on the TIP to be made to the staff office via any of the contact means shown at the top of the front page of this publication.

Follow the adoption of the TIP, as well as amendments to the program over time, at the BCATS website - www.bcatsmpo.org

Reminder: Public input is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details.



SECTION 5 - CONSULTATION

PROCESS

The Federal MAP-21 legislation continued the SAFETEA-LU requirements that BCATS consult with federal, state and local entities that are responsible for the following:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

The goal of this process is to eliminate or minimize conflicts with other agencies' plans and programs that impact transportation, or for which transportation decisions may impact them.

BCATS provided its newsletter publication specifically geared to the new TIP in January, 2013 and April, 2013 to the following consultation agencies:

- Fish and Wildlife Service
- US EPA Region 5
- Michigan DNRE - Kalamazoo District
- Michigan DNRE - Plainwell
- National Trust for Historic Preservation
- Office of State Archaeologist
- Calhoun Soil Conservation District
- USDA - Michigan State Office
- Michigan Department of Agriculture
- W.K. Kellogg Airport
- Michigan Department of Community Health
- Michigan Economic Development Corporation
- Disability Resource Center
- Calhoun County MSU Extension
- USGS - Lansing District
- SW Michigan Land Conservancy
- Calhoun County Farm Service Agency
- Natural Resources Conservation Service
- Consumers Energy
- Calhoun County Water Resource Commissioner
- BC/CAL/KAL Inland Port Development Corporation
- Nottawaseppi Huron Band of Potawatomi Indian Tribe
- Friends of the Kal-Haven Trail
- Region III Area Agency on Aging
- Jase Bolger, State Representative
- Kate Segal, State Representative
- Mike Nofs, State Senator
- City of Battle Creek Planning Department
- Charter Township of Bedford
- Charter Township of Pennfield
- Charter Township of Emmett
- Leroy Township
- Newton Township
- Battle Creek Unlimited
- Community Action Agency of Southcentral Michigan
- Burnham Brook Center
- Marian E. Burch Adult Day Care Center and Rehab. Center
- Behnke, Inc. (trucking)
- Kellogg Corporation
- Kraft Foods - Post Division
- Canadian National Railroad
- Battle Creek Area Chamber of Commerce
- State Historic Preservation Office

The newsletter provided a listing of proposed projects for the new FY 2014-2017 TIP and requested input on the preliminary list of projects. This piece was distributed to both the "Public Participation" and "Consultation" mailing lists for BCATS, avoiding duplication where the lists overlap. The information sheets (copy included at the end of Section 4 - Public Participation) highlighted most of the major projects planned over the four-year TIP time frame. The January, 2013 publication provided a time-line for the remainder of the TIP development process. Input to the process from the public was stressed throughout both of the information sheets.

RESPONSES/COMMENTS

BCATS received no input from the consultation agencies following distribution of the January, 2013 newsletter or the April, 2013 newsletter.

Treatment of Responses/Comments

There were no comments to respond to from the public or consultation agencies. Given the high percentage of 2014-2017 TIP projects that are minor reconstruction, resurfacing, or maintenance related, there are very few projects which would impact the environmental issues previously noted by any of the consultation agencies.

SECTION 6 - ENVIRONMENTAL JUSTICE

In accordance with Federal guidelines on Environmental Justice (EJ) that amplify Title VI of the Civil Rights Act, attention has been placed on the need to incorporate environmental justice principles into the processes and projects of transportation planning. While procedural and analytical processes for meeting these requirements are largely unspecified, the potential for disproportionate impacts of transportation improvement projects on racial minorities and impoverished neighborhoods is to be considered. BCATS has conducted an analytical process within the MPO area to identify the size and location of racial minority populations, and populations below poverty level in the 2010 Census. The distribution of Hispanic residents has also been assessed. Transportation improvements with specific geographic locations that are proposed for FY 2014-2017 implementation and listed in this TIP were placed on thematic maps of percent African-American; American Indian & Alaska Native; Asian, Native Hawaiian, & Other Pacific Islander; Hispanic; and below poverty level populations (by Census block) to visually assess whether or not imminent transportation system investments may disproportionately burden or fail to meet the needs of any segment of the population. Summary statistics of the racial minorities, Hispanic, and below poverty level populations within .10, .25, and .50 mile of the mapped TIP projects were also calculated. Maps, tables, and additional discussion are presented in this section.

The following tables display percentages quantifying the varying racial composition of the overall metropolitan planning area (MPA)⁴ population compared to the populations within .10, .25, and .50 mile of the located projects in this FY 2014-2017 TIP, either as funded or as "illustrative" projects. (See Section 8 for explanation of the "illustrative" list)

TABLE 6-1	BCATS MPA		EJ Zones - Distance from FY 2014-2017 TIP Road Project					
			within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	----	43.70	20.1%	21.11	9.7%	7.92	3.6%
<i>Total Population</i>	93,998	----	42,550	45.3%	23,754	25.3%	8,074	8.6%
<i>White</i>	74,322	79.1%	31,458	73.9%	17,561	73.9%	5,962	73.8%
<i>African-American</i>	11,945	12.7%	6,717	15.8%	3,640	15.3%	1,223	15.1%
<i>American Indian & Alaska Native</i>	605	0.6%	337	0.8%	204	0.9%	73	0.9%
<i>Asian, Native Hawaiian, & Other Pacific Islander</i>	1,982	2.1%	888	2.1%	405	1.7%	135	1.7%
<i>Other Race or 2+ Races</i>	5,144	5.5%	3,151	7.4%	1,943	8.2%	681	8.4%
<i>Individuals of Hispanic Origin</i>	4,848	5.2%	3,090	7.3%	2,165	9.1%	708	8.8%
<i>Individuals Below Poverty Level</i>	16,388	17.4%	9,131	21.5%	5,681	23.9%	1,870	23.2%

The above table displays the composition of the 2010 Census population within the three EJ Zones, or "bands" within .50, .25, and .10 mile of FY 2014-2017 TIP road projects. The bands, or "buffer" zones, surrounding the planned TIP road projects are shown shaded in light green, yellow, and red in Figure 6:1 following in this section. The percentages can be compared across columns to the percentage under "BCATS MPA", to determine how the makeup of the EJ Zones' population matches that of the overall area. For instance, just over 5% of the metropolitan planning area total population are individuals of

⁴ The BCATS metropolitan planning area (MPA) is comprised of the Cities of Battle Creek & Springfield, and the Townships of Bedford, Pennfield, Emmett, Newton, & Leroy.

Hispanic origin, while just over 9% of the population within .25 mile of a located FY 2014-2017 TIP project is of Hispanic origin.

The next table calculates a different statistic, that is how the percentage of each subject population group in each sub-area EJ Zone compares to each EJ Zone’s percentage of the total metropolitan planning area population. In this case, the percentages for each EJ Zone should be compared up & down rows to the Total Population % to see if the given zone’s proportion of the subject variable population is more concentrated than it is for the whole metropolitan planning area. For instance here, while just over 8% of the total metropolitan planning area population resides within .10 mile of a located FY 2014-2017 TIP project, just over 12% of the area's American Indian & Alaskan Native population does so.

TABLE 6-2	BCATS MPA	EJ Zones - Distance from FY 2014-2017 TIP Road Project					
		within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	43.70	20.1%	21.11	9.7%	7.92	3.6%
Total Population	93,998	42,550	49.7%	23,754	23.4%	8,074	8.1%
<i>White</i>	74,322	31,458	42.3%	17,561	23.6%	5,962	8.0%
<i>African-American</i>	11,945	6,717	56.2%	3,640	30.5%	1,223	10.2%
<i>American Indian & Alaska Native</i>	605	337	55.7%	204	33.8%	73	12.1%
<i>Asian, Native Hawaiian, & Other Pacific Islander</i>	1,982	888	44.8%	405	20.4%	135	6.8%
<i>Other Race or 2+ Races</i>	5,144	3,151	61.3%	1,943	37.8%	681	13.2%
<i>Individuals of Hispanic Origin</i>	4,848	3,090	63.7%	2,165	44.7%	708	14.6%
<i>Individuals Below Poverty Level</i>	16,388	9,131	55.7%	5,681	34.7%	1,870	11.4%

Figure 6:1 on the next page highlights the .10, .25, and .50 mile zones around each located project. Maps on the following pages (Figures 6:2-6) depict concentrations of racial minorities, Hispanic, and below poverty level populations with the located projects planned in this TIP for FY 2014-2017. The bold, black lines on the maps are roads that comprise the network for BCATS’ “Travel Demand Forecast Model”, or TDFM, generally the Federal-aid eligible roadways.

Review of the preceding tables and the maps indicates that BCATS' imminent TIP road projects will impact non-minority as well as minority and low-income populations. The figures in the tables suggest that a slightly larger percentage of the non-white populations and those of Hispanic origin may be impacted during the construction phase of the projects. However, the completion of these short-term TIP projects will, in turn, provide a higher benefit to those project areas than the overall population. None of the planned projects involve residential displacements. Other construction related project impacts, such as noise, dust, and access inconvenience will be short-lived and confined to the traditional construction season.

When looking at the most directly impacted residents (those within .10 mile of the planned improvements), there is no glaring disproportional impact to any of the identified groups as compared to the area as a whole (see highlighted columns of Tables 6-1 & 6-2).

FIGURE 6:1

Battle Creek Area Transportation Study
FY 2014-2017 Transportation Improvement Program

Funded + Illustrative Projects

Environmental Justice (EJ) Zones

- EJ Zone within 0.10 mile of project
- EJ Zone within 0.25 mile of project
- EJ Zone within 0.50 mile of project

0 1.5 3 4.5
Miles

bcats/ajt 20130619

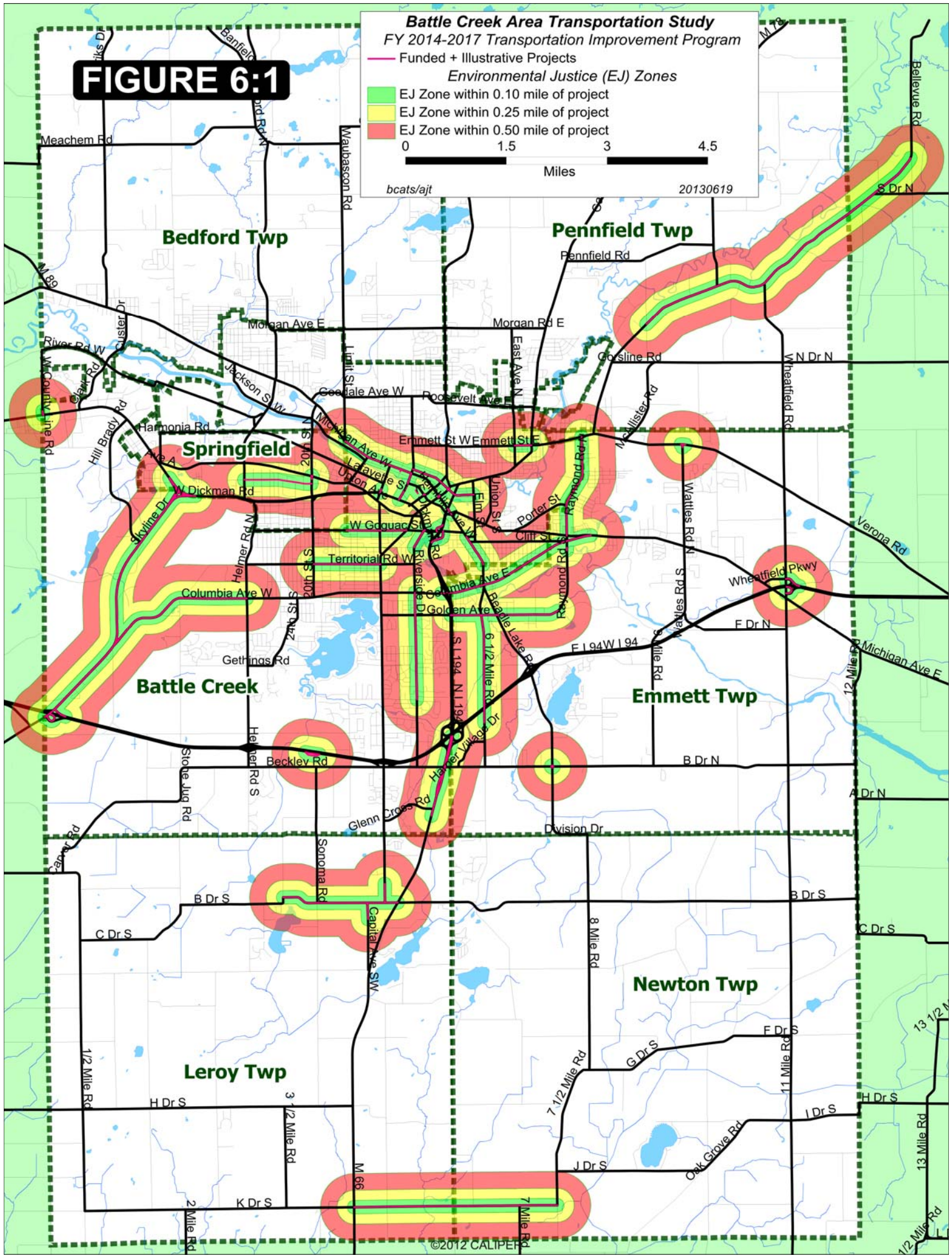


FIGURE 6:3

Battle Creek Area Transportation Study
FY 2014-2017 Transportation Improvement Program

Funded TIP Projects	Illustrative TIP Projects
American Indian or Alaskan % of Block Pop	
0.001 to 2.0 %	2.0 to 4.0 %
4.0 to 100.0 %	No Am. Indian/Alaskan Residents
Uninhabited 2010 Census Blocks	County Boundary

0 2 4 6
Miles

bcats/ajt 20130619

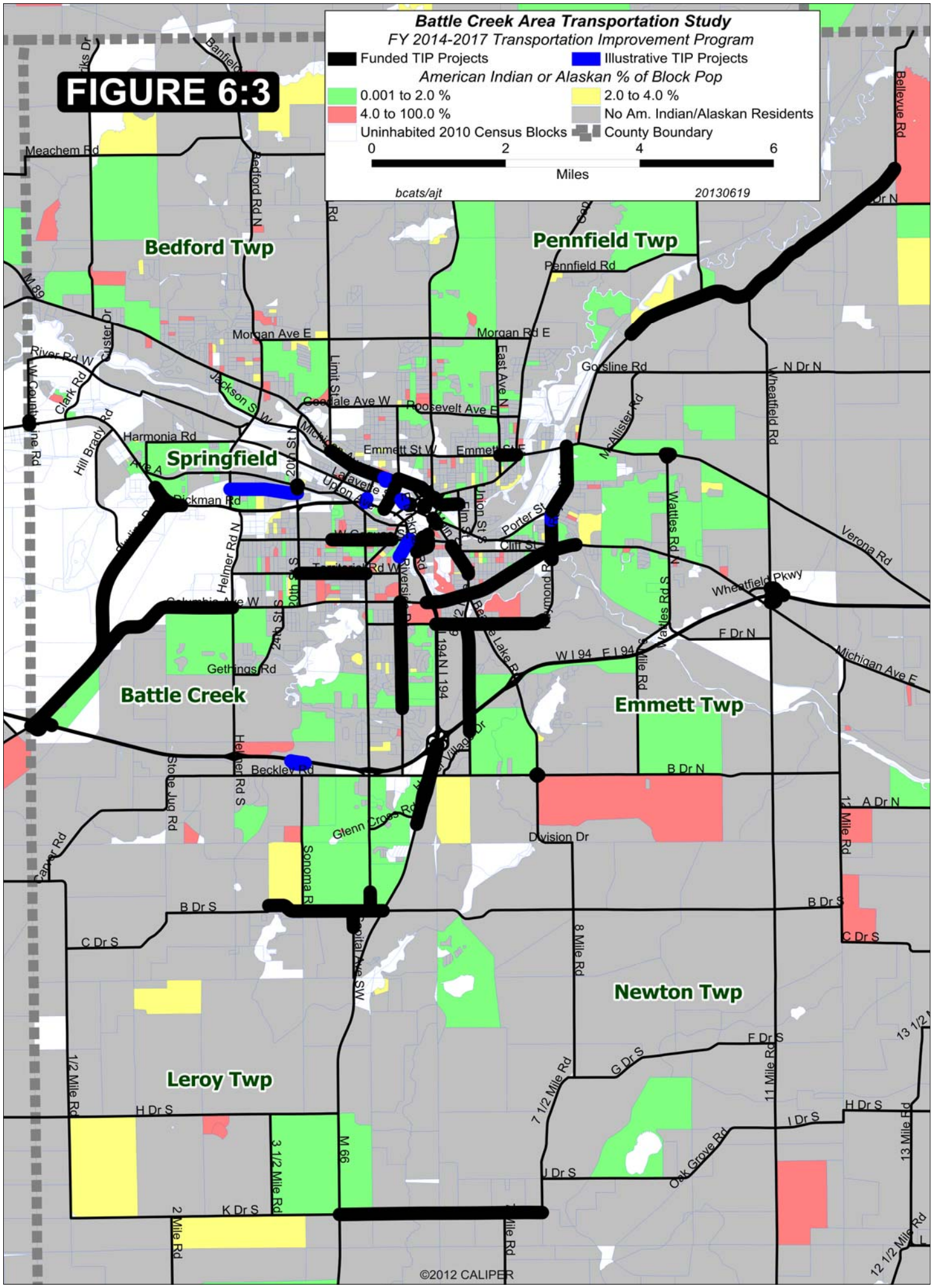










FIGURE 6:4

Battle Creek Area Transportation Study
FY 2014-2017 Transportation Improvement Program

 2014-17 TIP Projects	 FY14-17 Illustrative Projects
 0.001 to 2.5 %	 2.5 to 5.0 %
 5.0 to 100.0 %	 No Asian or Hawaiian Residents
 Uninhabited 2010 Census Block	 County

0 2 4 6
Miles

bcats/ajt 20130619

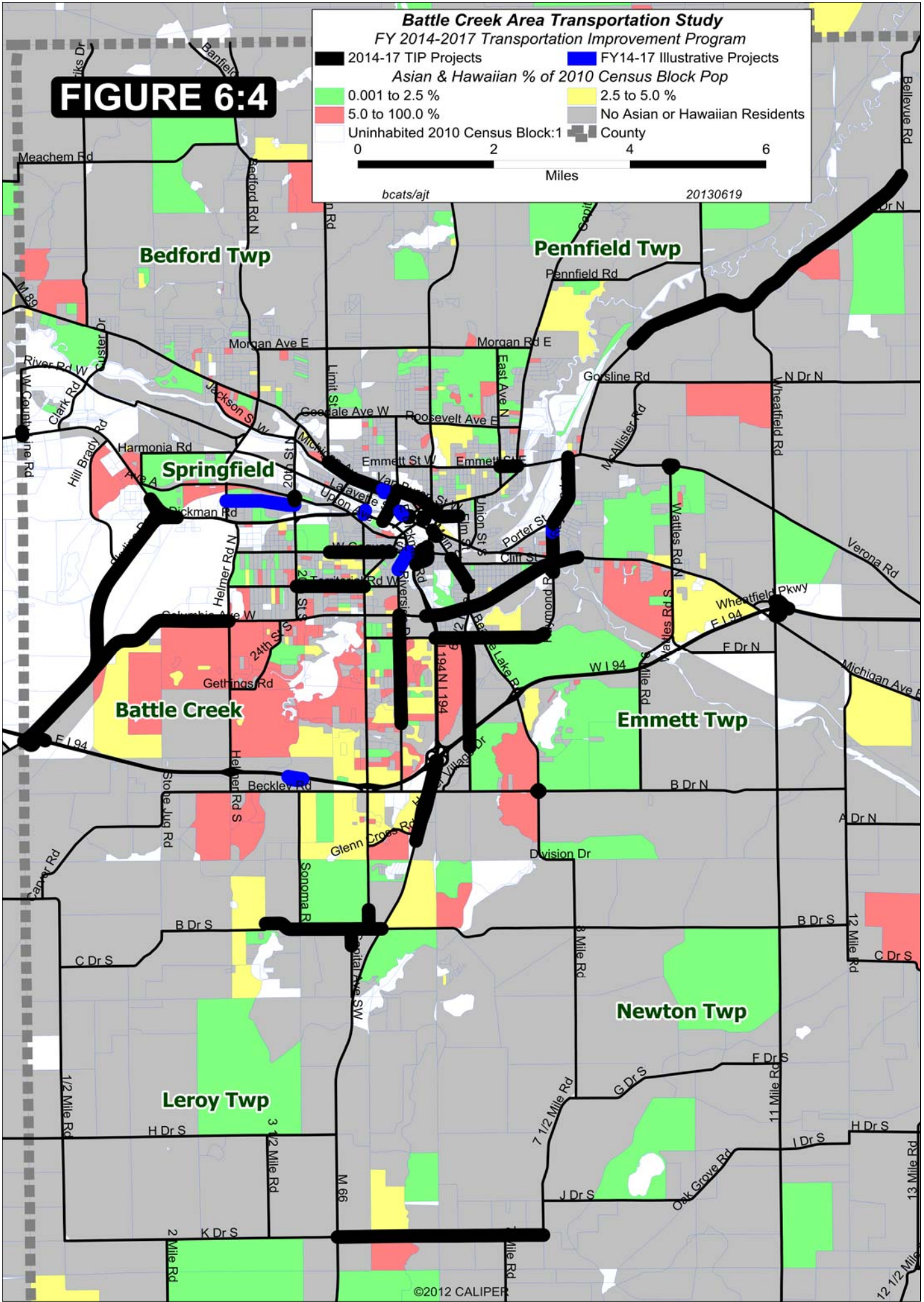


FIGURE 6:5

Battle Creek Area Transportation Study
FY 2014-2017 Transportation Improvement Program

- 2014-17 TIP Projects
- FY14-17 Illustrative Projects

Hispanic % of Block Pop

- 0.001 to 3.0 %
- 3.0 to 7.5 %
- 7.5 to 100.0 %
- No Hispanic Residents

Uninhabited 2010 Census Block

County

0 1.5 3 4.5 Miles

bcats/ajt 20130619

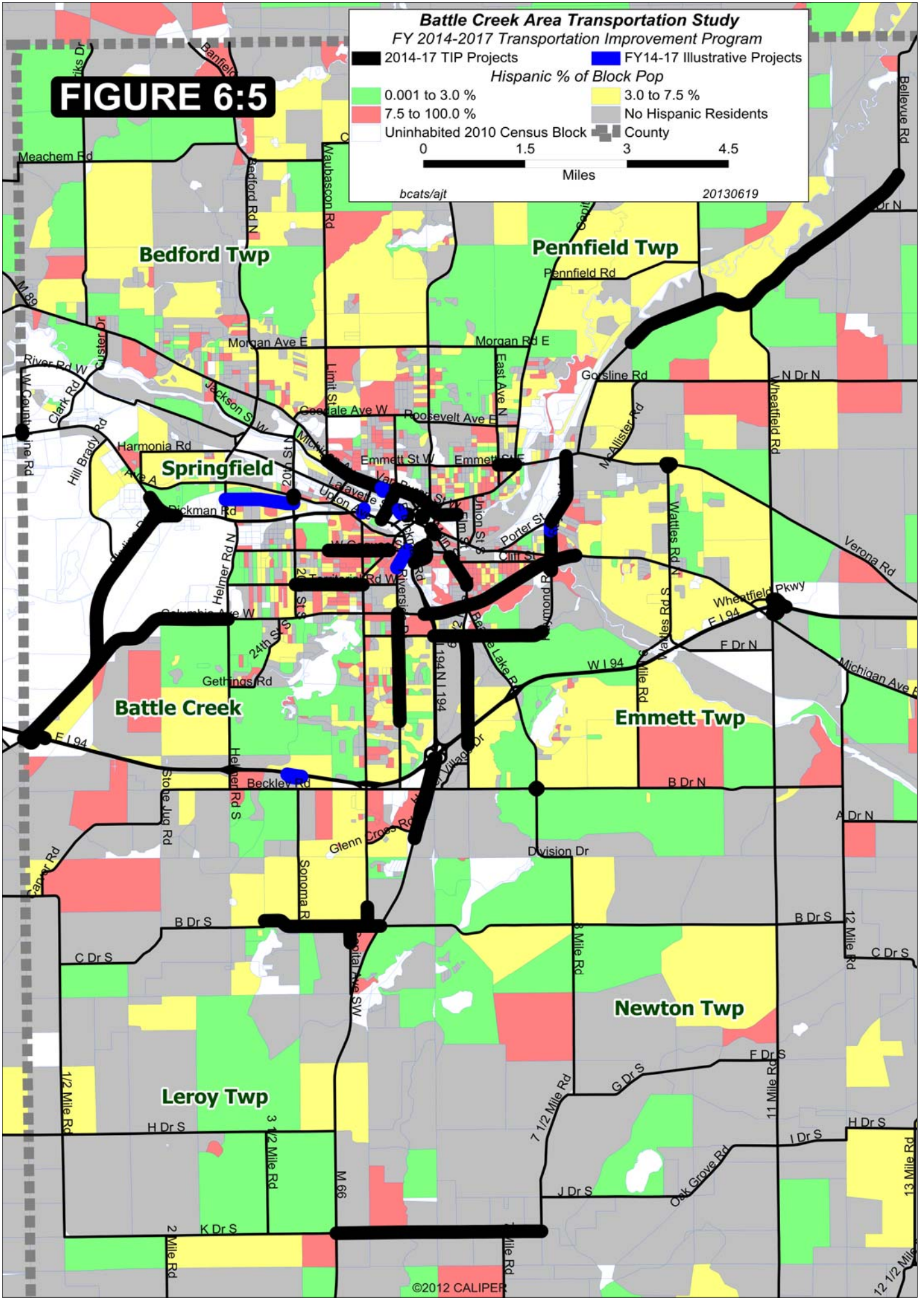


FIGURE 6:6

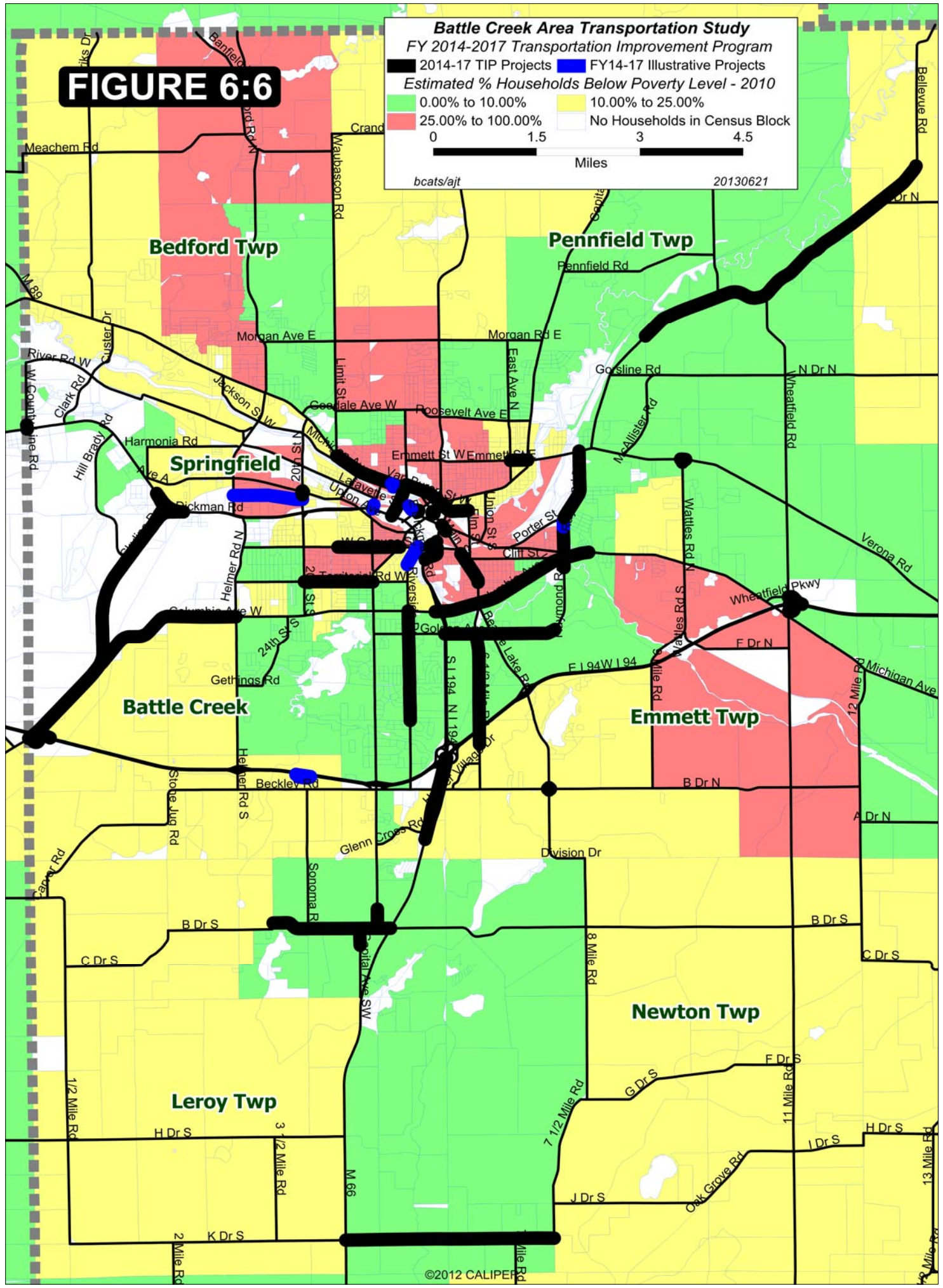
Battle Creek Area Transportation Study
 FY 2014-2017 Transportation Improvement Program

2014-17 TIP Projects
 FY14-17 Illustrative Projects

Estimated % Households Below Poverty Level - 2010
 0.00% to 10.00%
 10.00% to 25.00%
 25.00% to 100.00%
 No Households in Census Block

0 1.5 3 4.5
 Miles

bcats/ajt 20130621



SECTION 7 - AIR QUALITY

KALAMAZOO – BATTLE CREEK MI NON-ATTAINMENT/MAINTENANCE AREA

The Clean Air Act Amendments of 1990 (CAAA) established the mandate for better coordination between air quality and transportation planning. The CAAA requires that all transportation plans and transportation investments in non-attainment and maintenance areas be subject to an air quality conformity determination. The purpose of such a determination is to demonstrate that the Transportation Plan and Transportation Improvement Program (TIP) conform to the intent and purpose of the State Implementation Plan (SIP). The intent of the SIP is to achieve and maintain clean air and meet National Ambient Air Quality Standards (NAAQS). Therefore, for non-attainment and maintenance areas, the Transportation Plan and the TIP must demonstrate that the implementation of these projects do not result in greater mobile source emissions than the emissions budget.

However, on May 12, 2012 the United States Environmental Protection Agency (USEPA) revoked the 1997 8-hour 0.080 ppm ozone standard for the purposes of regional transportation conformity. On May 21, 2012, the USEPA issued designations for the new 2008 8-hour 0.075 ppm ozone standard. This resulted in the Kalamazoo-Battle Creek, MI area being designated attainment under the 2008 standard. This Attainment/Maintenance area includes the counties of Kalamazoo, Calhoun, and Van Buren.

Effective July 21, 2013 (as a result of both the partial revocation of the 0.080 ozone standard, and the designation of Kalamazoo-Battle Creek, MI as attainment for the 0.075 standard), the Kalamazoo-Battle Creek, MI attainment/maintenance area is no longer required to demonstrate regional transportation conformity of Long Range Plans or Transportation Improvement Plans (TIPs) until EPA publishes a notice designating the area in non-attainment.

Unless a designation to non-attainment for the 2008 ozone standard occurs on or before July 20, 2013, the requirement to demonstrate regional transportation conformity will end until a designation of non-attainment under a National Ambient Air Quality Standard (NAAQS) is published for the area.



BCATS

SECTION 8 - PROJECT LIST

This section presents specific transportation improvements which the participating units of government intend to undertake during fiscal years (FYs) 2014-2017 (October 1, 2013–September 30, 2017). The list of planned FY 2014-2017 road and transit projects consists of forty-eight projects, totaling \$47.2 million in local, State, and Federal funds, and is presented at the end of this section. Preceding the project list is a table of the “Fund Source” abbreviations and the acceptable “Primary Work Types” used in the project list’s “uniform format” followed statewide since 2007.

A new data item from the previous TIP’s project list continues with this TIP. It is the "Total Project Cost", shown in the right-most column. That cost includes the "Total Phase Cost" of the project plus expenses for engineering/design, right-of-way acquisition, utility work, and any other "non-participating" costs not eligible for Federal-aid. For local construction projects, the additional expenses have been assumed to approximate 10% of the "Total Phase Cost", generally for engineering/design. None of the local projects in this original FY14-17 TIP have extra right-of-way, utility, or "non-participating" costs. MDOT provides the "Total Project Cost" estimate for its State trunkline projects. For transit projects, there typically are no costs beyond the "Total Phase Cost". The cost figures used for the "Demonstration of Financial Constraint", and for any other summary cost totals in this document, are all based on the "Total Phase Cost".

The following narrative summarizes funding and expenditures for the four-year road and transit programs.

The **FY 2014-2017 road program** includes thirty-three projects, all together proposed to utilize **\$32.3 million** in local, State, and Federal funds. Of the listed road projects, all except the 2016 & 2017 "BC Areawide Roadway Preventive Maintenance" projects have specific road or road-related construction locations, and those sites are highlighted in Figure 8:1 on a following page in this section and also included in Section 6's environmental justice analysis. The non-trunkline road segments for the local preventive maintenance activity in 2016 & 2017 are to be determined in advance of scheduling that work after reviewing the most current pavement conditions. There are no “Advance Construct” or “Advance Construct Conversion” projects in the initial FY14-17 TIP.

Several years ago MDOT developed General Program Account (GPA) "lump sum" programs for listing in MPO TIPs "to address the need for small improvements as they arise". There were established four "local" GPAs in the categories of Bridges, Highway Railroad Crossings, Highway Safety, and Transportation Alternatives; and seven State Trunkline GPAs in the categories of Bridge Capital Preventative Maintenance & Capital Scheduled Maintenance (CPM & CSM), Highway CPM & CSM, Highway Railroad Crossings, Highway Safety, Pre-Construction Engineering (includes early preliminary engineering, preliminary engineering, right-of-way acquisition, and "SUB" phase preliminary engineering for bridge projects), Program Development Scoping, and Transportation Alternatives. These GPA "projects" would be listed with an estimated total cost to represent what level of funds may possibly be utilized within each program in the given year within the BCATS' area, without listing any details of the actual improvement(s) made with those funds, if any.

In recent years it has become and will continue to be BCATS' practice to list individual major GPA projects, typically any single activity greater than \$50,000, separate from the GPA "project", with its own cost & funding estimates. Each such project will be amended to the TIP as necessary & appropriate. It is anticipated that if numerous projects under \$50,000 "arise" in a single GPA category, that the corresponding GPA "project" may be amended at a funding level adequate to cover the sum total of all the current & expected small projects, but not to include any funding already listed separately for a GPA-category project or for a future major GPA-category project to be listed separately.

Almost 65% of the \$32.3 million road program in this TIP is for MDOT programs & projects. Specified MDOT construction projects include:

- < In **FY 2014**: Improvement of the western I-94BL, including replacement of the bridge over I-94 at exit 92, and resurfacing I-94BL (Climax Rd/Columbia Ave/MLK Hwy/Skyline Dr) from I-94 northward thru the junction at M-96 (Dickman Rd); restoration & rehabilitation of M-66 from south of Glen Cross Rd northward to south of I-94 eastbound; resurfacing of M-89 (Michigan Ave - Washington Ave) from Limit St southeastward to Washington Ave then southward to I-94BL (Dickman Rd); and resurfacing M-96 (Columbia Ave E) from I-194/M-66 eastward to I-94BL (Michigan Ave E).
- < In **FY 2015**: No MDOT projects specified.
- < In **FY 2016**: Intersection geometrics improvement - construct dedicated right turn lane for northbound Riverside Dr to eastbound I-94BL (Dickman Rd).
- < In **FY 2017**: Improvements to reduce potential for wrong-way entry to freeway ramps at interchanges of I-94 exits 92 & 104, and I-194 exit 3.

BCATS' Federal Surface Transportation Program-Urban Local (STUL) funds will be applied to:

- < In **FY 2014**: Resurfacing portions of Raymond Rd, Golden Ave (G Dr N), Columbia Ave W, and Riverside Dr.
- < In **FY 2015**: Resurfacing portions of 6½ Mile Rd, K Dr S, Emmett St E, and VanBuren St W.
- < In **FY 2016**: Reconstructing part and resurfacing part of Territorial Rd; purchasing one replacement bus for BCT's fixed-route service; and capital preventive maintenance with crack filling and/or chip sealing as appropriate on selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area.
- < In **FY 2017**: Resurfacing portions of B Dr S, Capital Ave SW, Goguc St, and Main St; and capital preventive maintenance with crack filling and/or chip sealing as appropriate on selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area.

BCATS' "local" (for Calhoun County) Congestion Mitigation Air Quality (CMAQ) funds at present are designated for:

- < In **FY 2014**: Intersection signal modernization at 1) B Dr N @ Beadle Lake Rd; 2) Avenue A @ 20th St; and 3) McCamly St @ Hamblin Ave.
- < In **FY 2015**: Intersection signal modernization at Capital Ave NE @ Michigan Ave W.
- < In **FY 2016**: Intersection signal modernization at Capital Ave NE @ VanBuren St; and purchasing one replacement bus for BCT's fixed-route service.
- < In **FY 2017**: Intersection geometrics improvements at 1) Armstrong Rd @ M-96 (Dickman Rd W), and 2) Wattles Rd @ Verona Rd; and purchasing one replacement bus for BCT's fixed-route service.

The **FY 2014-2017⁵ transit program** developed by Battle Creek Transit (BCT) requests a total of \$4.1 million in Section 5307 operating funds from the Federal Transit Administration (FTA). The operating funds requested from FTA will be matched by \$5.4 million from the State, and \$3.6 million from the City of Battle Creek. Almost \$1.5 million in farebox and other miscellaneous revenue is also expected over the next four years to offset operating expenses. State specialized services operating assistance, that BCT “passes through” to several local human service agencies, in an amount of approximately \$93,000 annually, is listed in each year of this TIP. As noted previously, STUL & CMAQ funding will facilitate replacement of several BCT vehicles in FY16 & FY17. No other transit capital expenditures are indicated in the initial FY14-17 TIP.

Illustrative Projects

Given State funding issues earlier in this decade, many MDOT projects had to be rescheduled, delayed beyond the TIP’s four-year time-frame, or otherwise could not be officially programmed in TIPs due to uncertainty over the availability of adequate State funds to match Federal-aid. At MDOT’s suggestion, those projects were still identified in the MPO TIPs as "illustrative projects", for informational purposes only, optionally in the TIP document but in a list separate from the adopted TIP Project List.

While the funding crisis has lessened somewhat, the concept of tracking "illustrative projects", both State & local, has proven useful to BCATS in developing new projects as additional funding materializes, advancing projects if others are dropped, and in general having a ready reminder of project ideas considered at some point in the past that may warrant re-consideration now or in the near future. Perhaps most important, the project information readily available in one place can facilitate its expeditious amendment to the TIP for implementation as its funding is confirmed.

Accordingly, an "Illustrative Project List" follows the official "TIP Project List" at the end of this section. Note that some "illustrative" projects have funding or eligibility applications pending, and some have yet to be submitted to the funding agency. The listed project for the City of Marshall will have to be added to the Statewide TIP (STIP) once determined CMAQ-eligible, since it is outside the BCATS’ area; it is included as an "illustrative" project in BCATS’ TIP to show the intent to designate CMAQ funding from Calhoun County’s "local" allocation to that project.

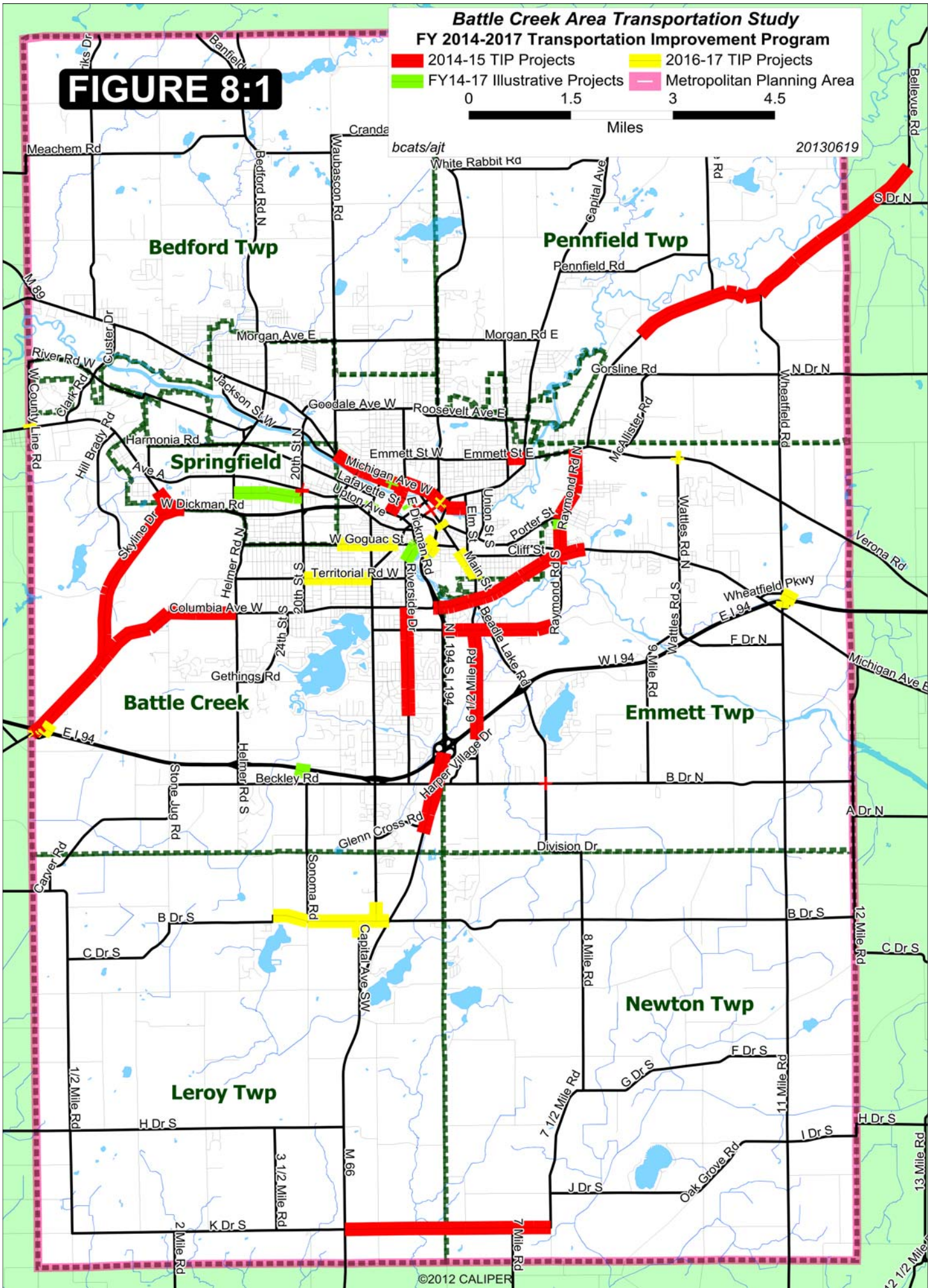
⁵ The BCT fiscal year runs from July 1 through June 30.

FIGURE 8:1

Battle Creek Area Transportation Study

FY 2014-2017 Transportation Improvement Program

- 2014-15 TIP Projects (Red)
- 2016-17 TIP Projects (Yellow)
- FY14-17 Illustrative Projects (Green)
- Metropolitan Planning Area (Pink dashed line)



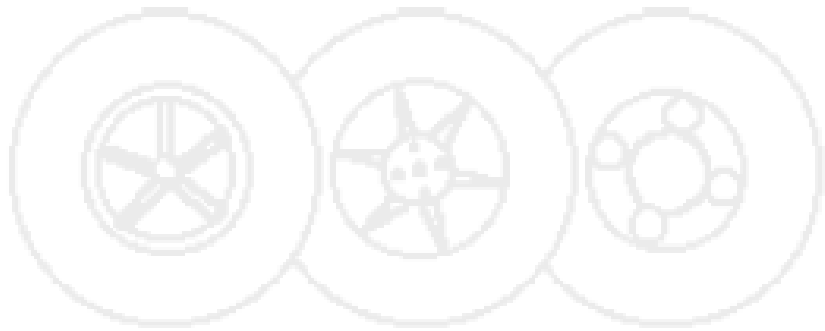
Fund Sources		
Code	Fund Description	Source
BHI	Bridge Rehabilitation - Prior 1991 - Interstate	Federal
BHN	Bridge Rehabilitation - National Highway System (NHS)	Federal
BHO	Bridge Rehabilitation - Not Classified, Off System	Federal
BHT	Bridge Rehabilitation - Surface Transportation Program (STP)	Federal
BI08	Build Michigan FY08	Federal
BO	Bridge Not Classified Off System	Federal
BOWD	Business Opportunity & Workforce Development Center	Federal
BRI	Bridge Replacement - Pre 1991 Interstate	Federal
BRN	Bridge Replacement - National Highway System (NHS)	Federal
BRO	Bridge Replacement - Not Classified, Off System	Federal
BRT	Bridge Replacement - Surface Transportation Program (STP)	Federal
CBCD	Corridor & Border Crossing Discretionary	Federal
CBIP	Coordinated Border Infrastructure Program - SAFETEA-LU	Federal
CM	Congestion Mitigation & Air Quality	Federal
CMG	Congestion Mitigation & Air Quality - 100% Federal	Federal
DIG	ISTEA Demonstration 100% Federal on Interstate	Federal
DOG	ISTEA Demonstration 100% Federal Not Classified	Federal
DPN	ISTEA Demonstration 80% Federal on NHS	Federal
DPO	ISTEA Demonstration 80% Federal Not Classified	Federal
DPS	ISTEA Demonstration 80% Federal on STP	Federal
DPSA	Demonstration Project Section 112 Division A	Federal
DST	Donor Bonus Surface Transportation	Federal
DSTU	Donor Bonus Surface Transportation - (Urban > 200,000)	Federal
DSTT	Donor Bonus Surface Transportation - Rural - Trunkline	Federal
EBSL	Equity Bonus - SAFETEA-LU	Federal
EDAF	Economic Development - Category A with Federal Aid	Federal
EDCF	Economic Development - Category C with Federal Aid	Federal
EDDF	Economic Development - Category D with Federal Aid	Federal
EDFF	Economic Development - Category F with Federal Aid	Federal
ER	Emergency Relief	Federal
FBD	Ferry Boat & Terminal Discretionary	Federal
FFH	Federal Forest Highway	Federal
FLH	Federal Land Highways - Public Lands	Federal
HBOA	Highway Bridge Obligation Authority	Federal
HPP	High Priority Projects (Demo)	Federal
HPSL	High Priority Projects - SAFETEA-LU	Federal
HRRR	High Risk Rural Roads - SAFETEA-LU	Federal
HSG	High Speed Raix Crossings - 100% Federal	Federal
HSIP	Highway Safety Improvement Program - SAFETEA-LU	Federal
IM	Interstate Maintenance - No Added Lanes	Federal
IMD	Interstate Maintenance Discretionary	Federal
IMG	Interstate Maintenance - Safety - 100% Federal	Federal
ITS	Intelligent Transportation Systems	Federal
JST	85% Minimum Floor Surface Transportation	Federal
JSTU	85% Minimum Floor Surface Transportation (Urban Area > 200,000)	Federal
LTA	Local Technical Assistance Program	Federal
MG	Minimum Guarantee	Federal
NCII	National Corridor Infrastructure Improvement - SAFETEA-LU	Federal
NH	National Highway System	Federal
NHG	National Highway System - Safety - 100% Federal	Federal
NHI	National Highway Funds on I (Does not Qualify for I)	Federal
NHIM	National Highway Funds on I (Qualifies for IM)	Federal
NHS	National Highway System - MDOT Safety Program	Federal

NRT	National Recreational Trails	Federal
OFHWA	Other FHWA Funds (Specify source in <i>Comments</i>)	Federal
PNRS	Projects of National and Regional Significance	Federal
RP	Research Project	Federal
RPH	American Recovery and Reinvestment Act	Federal
SBD	Scenic Byways - Discretionary	Federal
SIB	State Infrastructure Bank	Federal
SLG	Surface Transportation Safety	Federal
SRHG	Surface Transportation Safety Highway Crossing Hazard Elimination 100%	Federal
SRPG	Surface Transportation Safety Highway Crossing Protection Devices 100%	Federal
SRSE	Safe Routes to School - Either - SAFETEA-LU	Federal
SRSI	Safe Routes to School - Infrastructure - SAFETEA-LU	Federal
SRSN	Safe Routes to School - Non-infrastructure - SAFETEA-LU	Federal
SST	Supportive Services Training	Federal
ST	Surface Transportation Program (STP) - Any Area	Federal
STE	STP - Enhancement	Federal
STG	STP - Safety - 100% Federal for ST	Federal
STH	STP - Safety - Hazard Elimination	Federal
STI	STP - Interstate (90%)	Federal
STL	STP - Local	Federal
STLG	Surface Transportation Safety 100% Fed for STL-Items	Federal
STR	STP - Safety - Rail-Highway Crossing Protection	Federal
STRG	STP - Safety Rail-Highway & Incentive Payment - 100% Federal	Federal
STRH	Surface Transportation Safety Highway Crossing Hazard Elimination	Federal
STRP	Surface Transportation Safety Highway Crossing Protection Devices	Federal
STS	STP - Any Area- MDOT Safety Program	Federal
STT	STP - Trunkline	Federal
STU	STP - Urban Areas > 200,000 Population	Federal
STUG	STP - Urban Areas < 200,000 Population 100%	Federal
STUL	STP - Urban Areas < 200,000 Population	Federal
STUT	STP - Urban Areas < 200,000 Population - Trunkline	Federal
SUG	STP - Safety - 100% Federal for STU	Federal
SUL	Surface Transportation Urban Areas < 200k Population	Federal
SULG	Surface Transportation Urban Areas < 200k Population 100%	Federal
TA	Transportation Alternatives Program Flex	Federal
TAL	Transportation Alternatives Rural	Federal
TAU	Transportation Alternatives Urban Areas > 200K Population	Federal
TAUL	Transportation Alternatives Urban Areas < 200K Population	Federal
TBR	Timber Bridge Fund	Federal
TCP	Tax Compliance Program	Federal
TCSP	Transportation, Community and System Preservation	Federal
TG	Transportation Grant (100% Fed)	Federal
TGR2	TIGER II Discretionary Grant	Federal
TGR3	TIGER III Discretionary Grant	Federal
TIP	Transportation Improvements Projects SAFETEA-LU	Federal
TPFD	Truck Parking Facilities Discretionary	Federal
3038	Section 3038 - Over the Road Bus Program	Transit
3045	Section 3045 - National Fuel Cell Technology Development Program	Transit
5303	Section 5303 - Metropolitan Transportation Planning	Transit
5304	Section 5304 - Statewide Transportation Planning	Transit
5305	Section 5305 - Metropolitan and Statewide Planning	Transit
5307	Section 5307 - UZA Formula	Transit
5308	Section 5308 - Clean Fuels Program	Transit

5309	Section 5309 - Fixed Guideway Capital Investment Grant	Transit
5310	Section 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	Transit
5311	Section 5311 - Non-UZA	Transit
5312	Section 5312 - Research, Development, Demonstration, and Deployment	Transit
5313	Section 5313 - Transit Cooperative Research Program	Transit
5314	Section 5314 - Technical Assistance and Standards	Transit
5316	Section 5316 - Transit - Section 5316 - Job Access/Reverse Commute	Transit
5317	Section 5317 - Transit - Section 5317 - New Freedom Initiative	Transit
5320	Section 5320 - Alternative Transportation in Parks and Public Lands	Transit
5322	Section 5322 - Human Resources and Training	Transit
5324	Section 5324 - Emergency Relief	Transit
5326	Section 5326 - Asset Management Provisions	Transit
5329	Section 5329 - Safety	Transit
5337	Section 5337 - State of Good Repair Grants	Transit
5339	Section 5339 - Bus and Bus Facilities	Transit
5505	Section 5505 - University Transportation Centers Program	Transit
BI04	Build Michigan Bond Issue 2004	State
BI06	Build Michigan Bond Issue 2006	State
BI08	Build Michigan Bond Issue 2008	State
BT01	Bond Trunkline Roads for First Issue	State
CTF	Comprehensive Transportation Fund	State
EDA	Economic Development - Category A	State
EDC	Economic Development - Category C	State
EDD	Economic Development - Category D	State
EDF	Economic Development - Category F	State
JT07	Jobs Today Bond Issue 2007 GARVEE (State AC for Federal GARVEE Bonds)	State
LFMP	Local Fund Match Program - 100% Local	State
M	State Funds - Michigan Betterment	State
MBS	Michigan Budget Stabilization	State
MBWB	Michigan Blue Water Bridge	State
MCS	State Funds - Critical Structures	State
MDA	Drainage Assessment	State
MER	Emergency Program	State
MIR	State Funds - Institutional Roads	State
MRR	Michigan Railroad	State
MRRF	Michigan Revolving Real Estate Fund	State
MS	Safety Program	State
MTB	Turnback Program	State
SIBG	100% State Infrastructure Bank	State
CITY	Local - City (Specify city in <i>Comments</i>)	Local
CNTY	Local - County (Specify county in <i>Comments</i>)	Local
OLF	Other Local Funds (Specify local fund source in <i>Comments</i>)	Local
PRVT	Private (Non-governmental)	Local
TRAL	Local - Transit Authority Funds (Specify transit authority in <i>Comments</i>)	Local
TWP	Local - Township (Specify township in <i>Comments</i>)	Local
VLG	Local - Village (Specify village in <i>Comments</i>)	Local

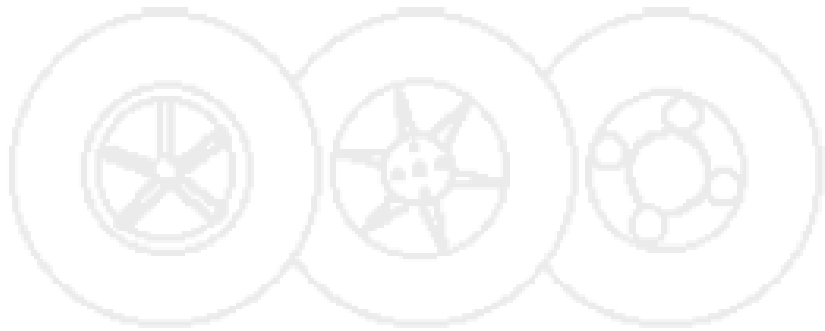
Primary Work Types	
Bridge - other	Surface Transportation
Bridge replacement	Surface Transportation
Bridge restore & rehabilitate	Surface Transportation
New route/structure (capacity increase)	Surface Transportation
Reconstruct	Surface Transportation
Restore & rehabilitate	Surface Transportation
Resurface	Surface Transportation
Roadside facility	Surface Transportation
Traffic ops/safety	Surface Transportation
Widen - major (capacity increase)	Surface Transportation
Widen - minor	Surface Transportation
Transit	Transit
Transit capital	Transit
Transit communication equipment	Transit
Transit facility	Transit
Transit maintenance equipment and parts	Transit
Transit operations	Transit
Transit operations equipment	Transit
Transit vehicle additions/replacements	Transit
Transit vehicle rehabilitation	Transit
Aviation	Miscellaneous
GPA	Miscellaneous
Heritage routes	Miscellaneous
Intermodal/multimodal	Miscellaneous
Marine/port	Miscellaneous
Miscellaneous	Miscellaneous
Planning and research	Miscellaneous
Rail	Miscellaneous
Studies	Miscellaneous
Wetland mitigation	Miscellaneous

Fiscal Year	Responsible Agency	Project Name	Limits	Length (miles)	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Matching Funds (\$1000s)	State Fund Source	Local Matching Funds (\$1000s)	Local Fund Source	Total Phase Cost (Fed-Aid + Match) (\$1000s)	MDOT Job No.	Comments	Total Project Cost (\$1000s)
2014	Calhoun County Road Dept	B Dr N @ Beadle Lake Rd Signal Modernization	B Dr N @ Beadle Lake Rd intersection in Emmett Twp		Traffic ops/safety	Modernization & upgrade of traffic signal(s) at intersection, consisting of update of existing box span wire support system; installation of new actuated signal(s) with left-turn phasing; and pedestrian signals & ADA compliance.	CON	84	CM			16	CNTY	100		Federal affirmation of CMAQ funding eligibility 3/25/13. Local funds from Calhoun County Act 51 revenue.	110
2014	Calhoun County Road Dept	Bellevue Rd	from McAllister Rd to Chippewa Trail	1.4	Resurface	Resurfacing	CON	160	ST	60	EDD			220		Funded thru Rural Task Force #3.	242
2014	Calhoun County Road Dept	Raymond Rd and Golden Ave (G Dr N)	Raymond from Verona/Emmett to I-94BL (Michigan) ~1.5 mi, and Golden from Raymond to I-194/M-66 ~1.6 mi	3.2	Resurface	Resurfacing	CON	703	STUL			176	CNTY	879	110887	Local funds from Calhoun County Act 51 revenue.	967
2014	City of Battle Creek	Columbia Ave W	from M-96 (Helmer Rd) westward to I-94BL/M-37 (Skyline Dr/MLK Hwy)	2.3	Resurface	Resurfacing	CON	271	STUL			68	CNTY	339		Local funds from City of BC Act 51 revenue.	373
2014	City of Battle Creek	McCamy St @ Hamblin Ave Signal Modernization	McCamy St @ Hamblin Ave intersection in downtown Battle Creek		Traffic ops/safety	Modernization & upgrade of traffic signal(s) at intersection, consisting of removal of existing span wire signal(s); installation of new signal(s) with mast arm supports, to facilitate video-camera vehicle detection & traffic monitoring hardware, and added signal faces for left-turn phasing; and pedestrian signals.	CON	251	CM			49	CITY	300		Federal affirmation of CMAQ funding eligibility 3/25/13. Local funds from City of BC Act 51 revenue.	330
2014	City of Battle Creek	Riverside Dr	from M-96 (Columbia Ave) southward to Minges Rd E	1.6	Resurface	Resurfacing	CON	128	STUL			32	CITY	160		Local funds from City of BC Act 51 revenue.	176
2014	City of Battle Creek - Transit	Expected Transit Farebox Revenue	BCT service area		Transit operations		T-Ops					359	CITY	359		City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, & advertising. Held constant thru this TIP.	359
2014	City of Battle Creek - Transit	Specialized Services Operating Assistance	within Calhoun County		Transit operations	Operating assistance to local human services agencies	T-Ops			93	CTF			93		State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP.	93
2014	City of Battle Creek - Transit	Transit Operating Assistance	BCT service area		Transit operations		T-Ops	971	5307	1,288	CTF	888	CITY	3,147		Local funds from City of Battle Creek general fund, held constant thru this TIP.	3,147
2014	City of Springfield	Avenue A @ 20th St Signal Modernization	Avenue A @ 20th St intersection in City of Springfield		Traffic ops/safety	Modernization & upgrade of traffic signal(s) at intersection, consisting of removal of existing span wire signal(s); installation of new signal(s) with mast arm supports; left-turn phasing; and interconnection to railroad crossing of 20th St south of Avenue A.	CON	167	CM			33	CITY	200		Federal affirmation of CMAQ funding eligibility 3/25/13. Local funds from City of Springfield Act 51 revenue.	220
2014	MDOT	I-94BL (MLK Hwy/Columbia Ave W) Bridge over I-94 - 2/CON	I-94BL over I-94 at exit 92	0.1	Bridge replacement	Bridge replacement	CON	7,416	IM	721	EDA	103	CITY	8,240	118258	Local funds from City of BC Act 51 revenue.	8,957
2014	MDOT	I-94BL (W Columbia/Climax Rd) - CON	from I-94 northeastward to Columbia Ave turnoff	1.6	Resurface	HMA overlay & minor widening (for turn lanes and/or bypass lanes as appropriate & necessary)	CON	3,237	NH	628	EDA	90	CITY	3,955	102976	Local funds from City of BC Act 51 revenue.	4,406
2014	MDOT	I-94BL/M-37 (Skyline Dr/MLK Hwy) & junction at M-96 (Dickman Rd) - CON	I-94BL from Columbia Ave turnoff northward to M-96 (Dickman Rd), & divided sections of junction at M-96.	3.1	Resurface	Two-course HMA overlay, shoulder gravel, and ditch clearout	CON	3,570	NH	693	EDA	99	CITY	4,362	113343	Local funds from City of BC Act 51 revenue.	5,000
2014	MDOT	M-66 - CON	from south of Glen Cross Rd northward to south of I-94 eb	1.2	Restore & rehabilitate	Cold milling and 3.5" HMA overlay	CON	2,061	ST	457	M			2,518	113344		2,884
2014	MDOT	M-89 (Michigan Ave-Washington Ave) - 2/CON	from Limit St southeastward to Washington Ave then southward to I-94BL (Dickman Rd)	1.5	Resurface	Cold mill & hot mix asphalt overlay	CON	502	ST	111	M			613	120179	Listed separate from Trunkline Highway CPM/CSM GPA.	685
2014	MDOT	M-96 (Columbia Ave E) - 1/PE	from I-194/M-66 eastward to I-94BL (Michigan Ave)	2.3	Resurface	Cold mill & hot mix asphalt overlay	PE	24	ST	5	M			30	120185	Listed separate from Trunkline Preconstruction GPA.	1,043
2014	MDOT	M-96 (Columbia Ave E) - 2/CON	from I-194/M-66 eastward to I-94BL (Michigan Ave)	2.3	Resurface	Cold mill & hot mix asphalt overlay	CON	830	ST	184	M			1,013	120185	Listed separate from Trunkline Highway CPM/CSM GPA.	1,043



BCATS

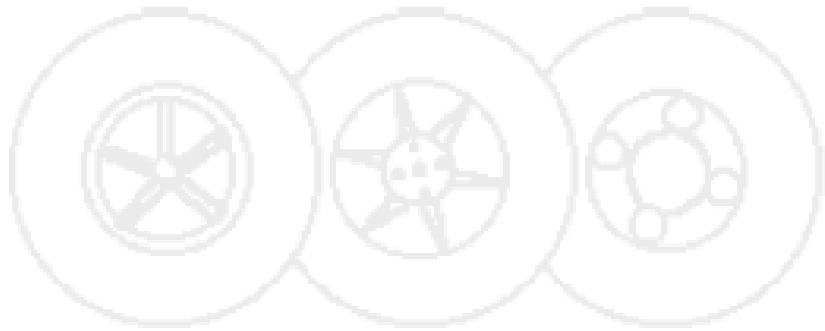
Fiscal Year	Responsible Agency	Project Name	Limits	Length (miles)	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Matching Funds (\$1000s)	State Fund Source	Local Matching Funds (\$1000s)	Local Fund Source	Total Phase Cost (Fed-Aid + Match) (\$1000s)	MDOT Job No.	Comments	Total Project Cost (\$1000s)
2015	Calhoun County Road Dept	6 1/2 Mile Rd	from Christian Dr northward to G Dr N (Golden Ave)	1.6	Resurface	Resurfacing	CON	352	STUL			88	CNTY	440	110856	Local funds from Calhoun County Act 51 revenue.	484
2015	Calhoun County Road Dept	Bellevue Rd	from Chippewa Trail eastward & northeastward to 13 Mile Rd	3.4	Resurface	Resurfacing	CON	405	ST	105	EDD			510		Funded thru Rural Task Force #3. Segment from 12 Mile Rd northeastward to 13 Mile Rd is outside BCATS metropolitan planning area.	561
2015	Calhoun County Road Dept	K Dr S	from M-66 eastward to 7.5 Mile Rd	3.0	Resurface	Resurfacing	CON	420	STUL			105	CNTY	525		Local funds from Calhoun County Act 51 revenue.	578
2015	Calhoun County Road Dept	Raymond Rd bridge over Kalamazoo River	Raymond Rd approaches & bridge over Kalamazoo River, ~600' south of M-96 (Columbia Ave E)		Bridge replacement	Full replacement of bridge, rehabilitation of approaches	CON	2,409	BRT	452	M	151	CNTY	3,012		Selected as a "large" bridge by the LBAB. Listed in MDOT Southwest Region 3-Year Plan (as of November 2012). Structure number 1307. Assumed 80% Federal share, local funds (set at 5%) from Calhoun County Act 51 revenue.	3,313
2015	City of Battle Creek	Capital Ave NE @ Michigan Ave W Signal Modernization	Capital Ave NE @ Michigan Ave W intersection in downtown Battle Creek		Traffic ops/safety	Modernization & upgrade of traffic signal(s) at intersection, consisting of removal of existing span wire signal(s); installation of new signal(s) with mast arm supports, to facilitate video-camera vehicle detection & traffic monitoring hardware, and added signal faces for left-turn phasing; and pedestrian signals.	CON	272	CM			28	CITY	300		Federal affirmation of CMAQ funding eligibility 3/25/13. Local funds from City of BC Act 51 revenue.	330
2015	City of Battle Creek	Emmett St E	from M-66 (Capital Ave NE) westward to East Ave N	0.3	Resurface	Resurfacing	CON	76	STUL			19	CITY	95		Local funds from City of BC Act 51 revenue.	104
2015	City of Battle Creek	VanBuren St W	from Washington Ave eastward to Elm St	1.0	Resurface	Resurfacing	CON	276	STUL			69	CITY	346		Local funds from City of BC Act 51 revenue.	380
2015	City of Battle Creek - Transit	Expected Transit Farebox Revenue	BCT service area		Transit operations							359	CITY	359		City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, & advertising. Held constant thru this TIP.	359
2015	City of Battle Creek - Transit	Specialized Services Operating Assistance	within Calhoun County		Transit operations	Operating assistance to local human services agencies	T-Ops			93	CTF			93		State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP.	93
2015	City of Battle Creek - Transit	Transit Operating Assistance	BCT service area		Transit operations		T-Ops	1,008	5307	1,336	CTF	888	CITY	3,232		Local funds from City of Battle Creek general fund, held constant thru this TIP. Fed & State amounts increased by 3.75% from previous year estimate.	3,232
2016	City of Battle Creek	Capital Ave NE @ VanBuren St Signal Modernization	Capital Ave NE @ VanBuren St intersection in downtown Battle Creek		Traffic ops/safety	Modernization & upgrade of traffic signal(s) at intersection, consisting of replacement of existing mast arm configuration at end of design life with new mast arms to support additional signal & camera hardware; installation of new signal(s); left-turn phasing; and pedestrian signals.	CON	300	CMG					300		Federal affirmation of CMAQ funding eligibility 3/25/13.	330
2016	City of Battle Creek	Territorial Rd	from 20th St S eastward to Capital Ave SW	1.0	Resurface	Reconstruct from 20th eastward to Arbor St (~0.25 mi), resurface from Arbor St eastward to Capital (~0.75 mi)	CON	543	STUL			136	CITY	678		Local funds from City of BC Act 51 revenue.	746
2016	City of Battle Creek - Transit	1 (one) Medium Duty - Low Floor Bus, for fixed-route service	Battle Creek Transit (BCT) fixed-routes		Transit vehicle additions/replacements	Replace one bus used in fixed-route service	T-Cap	202	CM	49	CTF			251			251
2016	City of Battle Creek - Transit	1 (one) Medium Duty - Low Floor Bus, for fixed-route service	Battle Creek Transit (BCT) fixed-routes		Transit vehicle additions/replacements	Replace one bus used in fixed-route service	T-Cap	196	STUL	49	CTF			245			245
2016	City of Battle Creek - Transit	Expected Transit Farebox Revenue	BCT service area		Transit operations							359	CITY	359		City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, & advertising. Held constant thru this TIP.	359
2016	City of Battle Creek - Transit	Specialized Services Operating Assistance	within Calhoun County		Transit operations	Operating assistance to local human services agencies	T-Ops			93	CTF			93		State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP.	93
2016	City of Battle Creek - Transit	Transit Operating Assistance	BCT service area		Transit operations		T-Ops	1,045	5307	1,386	CTF	888	CITY	3,320		Local funds from City of Battle Creek general fund, held constant thru this TIP. Fed & State amounts increased by 3.75% from previous year estimate.	3,320
2016	Local Road Agencies	BC Areawide Roadway Preventive Maintenance (crack fill and/or chip seal)	selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area		Restore & rehabilitate	Capital preventive maintenance with crack filling and/or chip sealing as appropriate	CON	408	STUL			102	OLF	510		Local funds from City of BC, City of Springfield, and Calhoun County Act 51 revenue.	561



BCATS

6/26/13

Fiscal Year	Responsible Agency	Project Name	Limits	Length (miles)	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Matching Funds (\$1000s)	State Fund Source	Local Matching Funds (\$1000s)	Local Fund Source	Total Phase Cost (Fed-Aid + Match) (\$1000s)	MDOT Job No.	Comments	Total Project Cost (\$1000s)
2016	MDOT	Intersection Geometrics Improvement - Riverside Dr @ I-94BL (Dickman Rd)	intersection of Riverside Dr & I-94BL (Dickman Rd), and Riverside Dr southward from I-94BL ~300'	0.1	Traffic ops/safety	Construct dedicated right turn lane for northbound Riverside Dr to eastbound I-94BL.	CON	104	CM	26	M			130		MDOT work may be coordinated with City of BC project under consideration to improve turn lane delineation on eastbound Goguac St approach to Riverside (~120' south of Dickman), with possible channelization throughout Riverside/Goguac intersection, and resurfacing of Riverside from Dickman southward to Burnham St E.	143
2016	MDOT	Wrong-Way Crash Reduction at Ramp Terminals (PE)	interchange ramps at I-94 exits 92 & 104, and I-194 exit 3		Traffic ops/safety	Improvements to reduce potential for wrong-way entry to freeway ramps	PE	3	HSIP	0	M			3	116716	BCATS area work is 19% of larger project including other freeway ramps within MDOT Southwest Region	183
2017	Calhoun County Road Dept	B Dr S and Capital Ave SW	B Dr S from 3.5 Mile Rd eastward to M-66 (1.7 mi); Capital Ave SW, 0.25 mi north & south of B Dr S	2.2	Resurface	Resurfacing	CON	560	STUL			140	CNTY	700		Local funds from Calhoun County Act 51 revenue.	770
2017	Calhoun County Road Dept	Intersection Geometrics Improvement - Armstrong Rd @ M-96 (Dickman Rd W)	on Armstrong Rd from M-96 ~300' northward	0.1	Traffic ops/safety	Widen/extend right turn lane on southbound Armstrong Rd approach to M-96.	CON	80	CM			20	CNTY	100		Local funds from Calhoun County Act 51 revenue.	110
2017	Calhoun County Road Dept	Intersection Geometrics Improvement - Wattles Rd (9.5 Mile Rd) @ Verona Rd	Wattles Rd @ Verona Rd intersection & approaches, in Emmett Twp	0.1	Traffic ops/safety	Add dedicated left turn lanes on westbound Verona Rd approach and northbound Wattles Rd approach. Intersection is a "T", with northbound Wattles Rd ending at Verona Rd.	CON	122	CM			30	CNTY	152		Local funds from Calhoun County Act 51 revenue.	168
2017	City of Battle Creek	Goguac St	from Capital Ave SW westward to Carl Ave	0.9	Resurface	Resurfacing	CON	205	STUL			51	CITY	256		Local funds from City of BC Act 51 revenue.	281
2017	City of Battle Creek	Main St	from Mary St southward to south city limits (~200' south of Kingman Ave), ~0.5 mi; and from M-66 (Division St) southward to Hamblin Ave, ~0.1 mi.	0.6	Resurface	Resurfacing	CON	131	STUL			33	CITY	164		Local funds from City of BC Act 51 revenue.	181
2017	City of Battle Creek - Transit	1 (one) Medium Duty - Low Floor Bus, for fixed-route service	Battle Creek Transit (BCT) fixed-routes		Transit vehicle additions/replacements	Replace one bus used in fixed-route service	T-Cap	206	CM	50	CTF			256			256
2017	City of Battle Creek - Transit	Expected Transit Farebox Revenue	BCT service area		Transit operations		T-Ops					359	CITY	359		City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, & advertising. Held constant thru this TIP.	359
2017	City of Battle Creek - Transit	Specialized Services Operating Assistance	within Calhoun County		Transit operations	Operating assistance to local human services agencies	T-Ops			93	CTF			93		State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP.	93
2017	City of Battle Creek - Transit	Transit Operating Assistance	BCT service area		Transit operations		T-Ops	1,085	5307	1,438	CTF	888	CITY	3,411		Local funds from City of Battle Creek general fund, held constant thru this TIP. Fed & State amounts increased by 3.75% from previous year estimate.	3,411
2017	Local Road Agencies	BC Areawide Roadway Preventive Maintenance (crack fill and/or chip seal)	selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area		Restore & rehabilitate	Capital preventive maintenance with crack filling and/or chip sealing as appropriate	CON	273	STUL			68	OLF	342		Local funds from City of BC, City of Springfield, and Calhoun County Act 51 revenue.	376
2017	MDOT	Wrong-Way Crash Reduction at Ramp Terminals (CON)	interchange ramps at I-94 exits 92 & 104, and I-194 exit 3		Traffic ops/safety	Improvements to reduce potential for wrong-way entry to freeway ramps	CON	29	HSIP	3	M			32	116716	BCATS area work is 19% of larger project including other freeway ramps within MDOT Southwest Region	183



BCATS

Battle Creek Area Transportation Study (BCATS) -- Illustrative Projects (Optional) -- FY 2014-2017 Transportation Improvement Program (TIP)

6/26/13

Fiscal Year	Responsible Agency	Project Name	Limits	Length (miles)	Primary Work Type	Project Description	Phase	Federal Cost (\$1000s)	Federal Fund Source	State Matching Funds (\$1000s)	State Fund Source	Local Matching Funds (\$1000s)	Local Fund Source	Total Phase Cost (Fed-Aid + Match) (\$1000s)	MDOT Job No.	Comments	Total Project Cost (\$1000s)
2014	City of Battle Creek - Transit	Farebox System Upgrade	BCT vehicles & facilities		Transit operations equipment	Update & upgrade 12-yr old fare collection system	T-Cap	400	5309	100	CTF			500		Administrative action August 17, 2011 to move \$500K project to Illustrative List per FTA re Sec5309 funding. \$400,000 FTA Sec5309 + \$100,000 State CTF.	500
2015	City of Battle Creek	Propane Fueling Station	at the City of Battle Creek, Dept of Public Works, 145 S Kendall St, Battle Creek, MI		Miscellaneous	Construct propane fueling station for City general use, public works, public safety, & transit vehicles.	CON	200	CM			50	CITY	250		Local funds from City of Battle Creek. Access to propane fueling station will be offered to other public agencies in the metropolitan area, and will be considered for private entities also, particularly transit providers. To be amended pending eligibility determination.	275
2015	City of Marshall	2 (two) Hybrid (electric/gas) Passenger Vehicles and 2 (two) Charging Stations	City of Marshall & limited travel outside City; charging stations at Dept of Public Works, City Garage, 616 Homer Rd, Marshall, MI		Miscellaneous	Purchase 2 hybrid passenger vehicles for general use by City staff, and install 2 charging stations	CON	30	CM			38	CITY	68		Requested \$30,000 CMAQ funds represents the \$21,300 cost difference between the hybrid vehicles and comparable conventional fuel vehicles, plus \$8,700 installation cost of two charging stations, as CMAQ-eligible. Outside BCATS area, will request amendment to STIP pending eligibility determination.	69
2016	Calhoun County Road Dept	Raymond Rd bridge over Norfolk-Southern Railway	Raymond Rd approaches & bridge over Norfolk-Southern Railway (formerly Conrail), ~400' south of Porter St, ~2000' north of I-94BL (Michigan Ave E)		Bridge Replacement	Full replacement of bridge, rehabilitation of approaches	CON	3,148	BRT	590	M	197	CNTY	3,935		Application pending	4,329
2016	City of Battle Creek	Intersection Geometrics Improvement - Riverside @ Dickman (I-94BL) and @ Goguac	on Riverside Dr from I-94BL (Dickman Rd) southward ~175' (including the Riverside/Goguac intersection), and on Goguac St from Riverside Dr westward ~50'	0.04	Traffic ops/safety	Improve turn lane delineation on eastbound Goguac approach, possible channelization throughout Riverside/Goguac intersection	CON	80	STUL			20	CITY	100		Would be done in conjunction with programmed MDOT 2016 CMAQ project to add right turn lane for northbound Riverside to eastbound Dickman travel, and possible City of BC resurfacing of Riverside Dr from Dickman southward to Burnham St E.	110
2016	City of Battle Creek	Riverside Dr	from I-94BL (Dickman Rd) southward to Burnham St E	0.30	Resurface	Resurfacing	CON	78	STUL			20	CITY	98		Would be done in conjunction with programmed MDOT 2016 CMAQ project to add right turn lane for northbound Riverside to eastbound Dickman travel, and possible City of BC intersection geometrics improvements @ Dickman and @ Goguac.	108
2016	City of Springfield	Upton Ave	from Helmer Rd eastward to 20th St	1.01	Resurface	Resurfacing	CON	0				150	CITY	150		Road not Fed-aid eligible. May be done within "BC Areawide Roadway Preventive Maintenance" project with chip seal wholly at City of Springfield expense.	165
2017	Local Road & Transit Agencies	Propane Conversion / Retrofit, ~15 Light-Duty Vehicles	Light-duty vehicle fleets of the Cities of Battle Creek & Springfield, & the Calhoun County Road Dept, used in the BCATS metropolitan area.		Miscellaneous	Convert/retrofit up to 15 passenger vehicles or light-duty trucks to use propane fuel.	CON	94	CM			24	OLF	118		Local funds from City of Battle Creek (including Battle Creek Transit), City of Springfield, & Calhoun County Road Dept. To be amended pending application submittal & eligibility determination.	118
2018	MDOT	I-94 eb Rest Area CON	at the Battle Creek Rest Area #703 on I-94 eb between Helmer Rd & Capital Ave	0.46	Roadside facility	Replace existing building, parking lot improvements, sidewalks, ADA ramps, associated site work	CON	4,022	IM	447	M			4,469	104474	Amended Oct/10 to add project. Administrative action 11/10/10 to increase Total Project Cost with addition of FY11 PE expense. Phase costs increased 6.4% by administrative action 1/11/11. Advanced from FY14 funding to FY13 funding, BY AMENDMENT July/12. CON phase moved from 2013 to 2018 (and so deleted from FY11-14 TIP) BY AMENDMENT Nov/12.	5,117
201X	City of Battle Creek - Transit	Transit Capital Assistance - Burnham Brook (dba Region 3B Area Agency on Aging)	within Calhoun County		Transit vehicle additions/replacements	Vehicle acquisitions as eligible & applied for	T-Cap	25	5310	6	CTF			31		FTA funds "passed through" Battle Creek Transit (BCT). Section 5310 "Elderly & Disabled" CAPITAL assistance. Annual amt listed for each agency is 1/4 of estimated \$99,000 Fed + \$24,750 State available.	31
201X	City of Battle Creek - Transit	Transit Capital Assistance - Community Action (formerly Community Action Agency)	within Calhoun County		Transit vehicle additions/replacements	Vehicle acquisitions as eligible & applied for	T-Cap	25	5310	6	CTF			31		FTA funds "passed through" Battle Creek Transit (BCT). Section 5310 "Elderly & Disabled" CAPITAL assistance. Annual amt listed for each agency is 1/4 of estimated \$99,000 Fed + \$24,750 State available.	31
201X	City of Battle Creek - Transit	Transit Capital Assistance - Community Inclusive Recreation	within Calhoun County		Transit vehicle additions/replacements	Vehicle acquisitions as eligible & applied for	T-Cap	25	5310	6	CTF			31		FTA funds "passed through" Battle Creek Transit (BCT). Section 5310 "Elderly & Disabled" CAPITAL assistance. Annual amt listed for each agency is 1/4 of estimated \$99,000 Fed + \$24,750 State available.	31
201X	City of Battle Creek - Transit	Transit Capital Assistance - Marian Burch Adult Day Care Center	within Calhoun County		Transit vehicle additions/replacements	Vehicle acquisitions as eligible & applied for	T-Cap	25	5310	6	CTF			31		FTA funds "passed through" Battle Creek Transit (BCT). Section 5310 "Elderly & Disabled" CAPITAL assistance. Annual amt listed for each agency is 1/4 of estimated \$99,000 Fed + \$24,750 State available.	31
201X	City of Battle Creek - Transit	Transit Facility Improvements	BCT facilities		Miscellaneous	Miscellaneous improvements TBD	T-Cap	94	5339	26	CTF			120		FTA Sec 5339 funding of \$94,000 expected available each year thru this TIP. Annual project to be amended once specific work is identified & FTA application submitted.	120



BCATS

SECTION 9 - IMPLEMENTATION

An important stage which follows the development of the Transportation Improvement Program (TIP) is the implementation of the programmed projects. Given existing and anticipated financial constraints, these projects represent viable solutions to the transportation needs of Battle Creek area residents.

The success of any planning effort designed to address the public's needs ultimately lies in the translation of plans and policies into programs and projects which are effectively implemented. Planning in response to critical transportation problems means little if scheduled improvements are not carried out.

RESPONSIBLE AGENCIES

The responsibility for the implementation of the projects identified in this document is shared by participating units of government on the basis of jurisdiction, or legal responsibility, for the portion of the transportation network in question. Appropriate units of government and their respective responsibilities areas follows:

Michigan Department of Transportation (MDOT): MDOT is responsible for roadway improvements on the state highway system in the Battle Creek metropolitan area. These facilities, termed "trunklines," include I-94, I-94 Business Loop, I-194, M-66, M-78, M-37, M-89, M-96, M-294, and M-311.

Calhoun County/Calhoun County Road Department (CC/CCRD): The CC/CCRD is responsible for roadway improvements in the Townships of Bedford, Pennfield, Emmett, Leroy, and Newton (all of which are within the BCATS' study area) with the exception of the roadways under the jurisdiction of MDOT.

City of Battle Creek: The City of Battle Creek, through its Public Works Department, is responsible for all roadway improvements within its boundaries, with the exception of the roadways under the jurisdiction of MDOT. The City of Battle Creek, through Battle Creek Transit (which is a City of Battle Creek department), is responsible for improvements to the public transit system within the metropolitan area.

City of Springfield: The City of Springfield is responsible for all highway improvements within its boundaries, with the exception of roadways under the jurisdiction of MDOT.

PROCEDURES FOR IMPLEMENTATION

The TIP must be approved by the BCATS Policy Committee and must also be incorporated into MDOT's statewide TIP, called the STIP. The STIP must be approved by the governor, FHWA, and FTA. After these requirements have been met, the appropriate units of government may begin work on the transportation improvements for which they are responsible.

Work on all non-Federal-aid projects and programs may begin at any time at the discretion of the implementing agency.

Federal-aid transportation and transportation-related improvements are initiated and coordinated through the MDOT Transportation Service Center (TSC) office (the Marshall TSC covers the BCATS area), in concert with the MDOT Southwest Region office (located in Kalamazoo) and MDOT staff in Lansing. Federally assisted transit improvements should be initiated through MDOT's Bureau of Multi-Modal Transportation.

ADMINISTRATIVE ACTIONS, AMENDMENTS, PRO RATA POLICY

This document sets forth road and mass transit improvements for the Battle Creek metropolitan area. The scheduling of these projects represents only a best estimate of future improvements, since many circumstances may alter the characteristics of transportation programming in the Battle Creek area. The dynamic nature of the transportation environment often requires that changes be made in planned improvements. The TIP is, therefore, intended to be flexible, and amendments or revisions to scheduled projects may be made as circumstances dictate.

In general, there is a need to formally act only when the desired proposal modifies or adds a Federal-aid project. Actions that are sought for a project component scheduled beyond the four-year horizon of the current TIP should be introduced in the next production cycle of the TIP document.

Administrative Actions

There are occasions when the advancement of projects is shifted within the years of the TIP, based upon changing circumstances. In those situations, the following project selection process (approved by the BCATS Policy Committee on July 25, 2007) will be utilized:

The project selection process shall consider all state and local projects in the first two years of the TIP as being selected. However, any change in the priority for advancement of those projects to the implementation phase shall be made known to the BCATS staff immediately and shall have the concurrence of the TIP Subcommittee, which establishes the initial TIP listing. The BCATS Technical and Policy Committees shall be advised of any changes in project priority in the first two years of the TIP as an informational item at their next regularly scheduled meeting dates. Projects contained in the third and fourth years of the TIP may be advanced only after administrative approval is granted by the Technical and Policy Committees by formal action. However, such administrative approval/action will not constitute a formal amendment to the TIP.

There are also occasions when other aspects of projects (beyond the implementation year) change before the project is implemented. Some of those changes are substantial and require a formal TIP amendment, as outlined in next portion of this section. However, many times those changes are minor and will be allowed to be executed by staff per the following language (approved by the BCATS Policy Committee on July 25, 2007):

Changes to projects in the areas of fund source, project phase, cost change, and scope change which do not require a formal TIP amendment, per either BCATS or FHWA/FTA policies (see section on amendments) shall be considered administrative actions which may be carried out by staff to expedite the implementation of the project(s). Any such changes will be made known to the BCATS Technical and Policy Committees at the time of the next regularly scheduled TIP amendment and/or project listing update cycle.

Amendments

A formal TIP amendment is needed, before federal approval for funding can be obtained, only when a new project is to be added or when the following substantive revisions are made to a currently programmed project:

1. **Year:** When a project is moved into the TIP from outside the 4-year scope of the TIP (postponing a project to a future year does not require an amendment). Note: see the preceeding “Administrative Actions” discussion regarding project movement within the already approved 4-year listing of projects in the TIP.
2. **Project Phase:** When an additional phase is to be added to a given project, or the project phase is changed from that listed for a particular year (for example: preliminary engineering, right-of-way, or construction)
3. **Cost Change:**
 - FHWA Programs: When a project’s cost, as shown in the TIP, increases by 25% or more as a result of inflation or inaccurate initial estimate, or if the cost change is equal to or greater than 25% of the total federal fund category in any given fiscal year.
 - FTA Programs: For major changes exceeding 30% of the project’s cost, as shown in the TIP.
4. **Scope Change:** When the purpose or scope of a project in the TIP changes. This may result in a cost change as well, depending upon the extent of the scope change involved. The change may also be a redefinition of the magnitude of the project where the cost remains unchanged.

TIP amendments involve public involvement and notice, financial constraint analysis, and air quality conformity determination (if required, see Section 7), the same as for the original TIP.

Pro Rata Policy for TIP Projects

On July 25, 2007, the BCATS Policy Committee adopted the following regarding the consideration of percent federal participation in projects involving Surface Transportation Program Urban (STUL) (for areas under 200,000 population) funding.

For BCATS projects utilizing STUL funding, it shall be considered that the fullest extent of federal participation shall be made available for each project (currently 80% of eligible project costs) unless specifically noted otherwise in the TIP document and notice is provided to MDOT of an exception.

In cases where the project estimates (prior to bid letting) show a potential cost increase of more than 25% over the approved TIP cost, the owner of the project shall be required to contact the BCATS staff office immediately with this cost information and the scheduled bid letting date. If necessary, changes will be made to other projects or the pro rata share of the subject project in order to maintain the financial integrity of the STUL program.

In cases where, after bid letting, it is apparent that a project’s cost will be more than 25% over the approved TIP cost (BCATS staff will determine this either by notification from the project sponsor or by accessing MDOT’s bid letting list which is available electronically), BCATS staff

will follow the “Typical Project Obligation/Agreement/Award/Adjustment Process” flowchart (most current version) to respond to the situation and make any changes to the pro rata share, if deemed necessary to maintain the financial integrity of the STUL program. Staff may electronically poll BCATS committee members regarding any potential change that would affect the STUL program decisions that were originally approved by the BCATS committees.

After any changes are made relative to the situations discussed in the above paragraphs, BCATS staff will revise the STUL funding schedule with the updated information and provide this updated information to the BCATS Committees at their next regularly scheduled meetings. Any necessary amendments or administrative changes to projects will be dealt with at that time.

APPENDIX



BCATS

BATTLE CREEK AREA TRANSPORTATION STUDY
Policy Committee
Minutes of June 26, 2013 Meeting

VOTING MEMBERS PRESENT: Tom Matson (for Sue Anderson), Angela Kline, Greg Rickmar (for Susan Baldwin), Mark Dionise, Pam Boyd, Tom Sprau, Steve Buller (for Tim Hill), and Colleen Bohn (for Mark Behnke)

NON-VOTING MEMBERS PRESENT: None

VOTING MEMBERS ABSENT: Kathy-Sue Dunn, Laveta Hardish and Rob Behnke

NON-VOTING MEMBERS ABSENT: Rachael Tupica and SMPC

OTHERS PRESENT: Darrell Harden, Pat Karr and Andrew Tilma

Chair Matson called the meeting to order at 1:37 p.m. in the Council Room of Springfield City Hall, 601 Avenue A, Springfield, MI 49037.

ROLL CALL

A quorum was present (see above for voting members present).

APPROVAL OF THE AGENDA

Boyd asked to add an informational item, 7.C. Legislative Update, to the agenda.

It was moved by Sprau, supported by Rickmar, to approve the agenda, as amended. MOTION CARRIED UNANIMOUSLY.

Res.
13-29

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE MINUTES

It was moved by Rickmar, supported by Buller, to approve the minutes of the May 22, 2013 meeting, as presented, subject to any additions, corrections or changes. MOTION CARRIED UNANIMOUSLY.

Res.
13-30

COMMUNICATIONS

Karr reported the following items of communication:

- BCATS has received approval of the April and May, 2013 TIP Amendments #15 and #16. All project additions and changes are now official. The next amendment will be next month in July.

- BCATS has been asked to continue participation in the region transportation contract that KATS is submitting to the SMPC in response to SMPC's call for proposals. Staff will provide updates as this process continues.
- The Governor is promoting a new "Regional Prosperity Initiative" which has been included in next year's state budget bill. This is anticipated to impact boundaries for many state agencies and the regional planning organizations. Dionise asked for a copy of the information pertaining to this topic. Karr will forward the information to him.
- There is a state House bill offered which would amend the "Freedom of Information Act" as it relates to requests for records and what government agencies can charge for copying and staff time to make material available to requestors. This information was made available to BCATS through the insurance carrier. Karr offered to make this available to members, if they are interested.
- On the safety front, the Office of Highway Safety Planning has issued a summary of the Memorial Day "Click It or Ticket" enforcement efforts. The OHSP summary was provided to the members. Karr elaborated on the highlights of the OHSP report.

UNFINISHED BUSINESS

There was no unfinished business at this time.

NEW BUSINESS

A. FY 2014-2017 Transportation Improvement Program (TIP)

Tilma reviewed the final TIP materials, which were available on-line to the Committee members and the public in advance of the meeting. Copies of the document and a large version of the project table were made available for reference by the members during the meeting. Public notification of the document being available for review was made earlier this month. Tilma noted that the date by which the new TIP document is supposed to be turned in to MDOT is July 1, 2013. There was discussion of an MDOT project which will be delayed. It was determined that this adjustment will occur at a later date.

There was discussion about various components of the TIP document.

It was moved by Boyd, supported by Kline, to adopt the new FY 2014-2017 Transportation Improvement Program (TIP), (which includes the adopting resolution as part of the document), as presented. MOTION CARRIED UNANIMOUSLY.

**Res.
13-31**

B. Medical Insurance Resolution

Karr noted that the proposed resolution is set up to provide another six month opt-out of the requirements of PA 152 of 2011 to match what the City of Battle Creek has done. BCATS staff have medical insurance through the City of Battle Creek's group plans. (The necessary eight (8) members are present to adopt this resolution by 2/3rds of the voting membership, as required by the state law)

It was moved by Rickmar, supported by Dionise, to adopt the medical insurance resolution, as presented, with subsequent signature by the BCATS Chairperson.

**Res.
13-32**

C. Legislative Update

Boyd updated the Committee members regarding the status of state legislation regarding transportation. A state transportation budget has been adopted. It contains a one time allocation to transportation of \$351 million. Of the total, \$121 million is to be used by the state to match federal-aid for 2014. The remaining \$230 million is designated equally (\$115 million each) to a "Priority Roads Reinvestment Program" and a "Roads and Risk Reserve Fund", both of which have not been fully defined yet. The bill, HB 4328 also includes the language about the "regional prosperity initiative" referenced by Karr under "Communications."

COMMENTS**A. Next Meeting**

Chair Matson announced that the next Policy Committee meeting is scheduled for Wednesday, July 31, 2013, 1:30 p.m. in the City of Springfield Council Chambers.

B. Committee Member Comments

Sprau asked about the availability of more new state road maps. Dionise indicated he would have some available for Bedford Township at the front desk at the TSC office in Marshall. Sprau thanked Dionise for making these available. Others interested in a quantity of state maps should contact the Marshall TSC office.

Boyd indicated that the MPOs have been asked to provide MDOT-Lansing with an estimation of how much obligational authority may go unused this year. The information is to be transmitted by July 11th. This will facilitate the process of determining a format for distribution of any unused obligational authority on a statewide basis in 2014. Boyd indicated that the rural task force balances will be handled through the regions or the rural task forces themselves.

Tilma noted that the meeting in July will have the last TIP amendment of the current fiscal year on the agenda. Springfield had a project come in under bid, resulting in \$30,000 available to add to the areawide preventative maintenance project. Tilma will forward this information on to the County and the City of Battle Creek in regards to adding the funds.

Matson discussed the schedule for the Avenue A project. Rickmar indicated that two signal projects are under design currently and should be obligated in August. The projects are using CMAQ funds.

There was discussion of street light ownership and upgrading of the lighting to more energy efficient options to reduce operating costs. It was determined that contacting Consumers Energy is the best option to determine what programs and options are available.

C. Public Comments

There were no public comments at this time.

ADJOURNMENT

Chair Matson adjourned the meeting at 2:12p.m.

BATTLE CREEK AREA TRANSPORTATION STUDY
Approval of the
FY 2014-2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Battle Creek Area Transportation Study is the designated Policy Committee and Metropolitan Planning Organization (MPO) for greater Battle Creek, and

WHEREAS, the Battle Creek Area Transportation Study is responsible for the development of a Transportation Improvement Plan (TIP) which is required by both the Federal Transit Administration and Federal Highway Administration, and

WHEREAS, the Battle Creek Area Transportation Study *FY 2014-2017 TIP* has been developed pursuant to Section 134 of title 23, United States Code, and

WHEREAS, the Battle Creek Area Transportation Study *FY 2014-2017 TIP* includes a "Financial Constraint Demonstration" that lists categories of anticipated revenue and estimated funding amounts for the identified projects for each fiscal year, with the total of proposed commitments not exceeding the total estimated revenue in any category in any fiscal year, and thus is financially constrained, and

WHEREAS, the Battle Creek Area Transportation Study *FY 2014-2017 TIP* was developed with the opportunity for public input and comment as provided for by the Battle Creek Area Transportation Study;

NOW THEREFORE BE IT RESOLVED, it is the finding of the Battle Creek Area Transportation Study that its *FY 2014-2017 Transportation Improvement Program* is consistent with its *2035 Transportation Plan* (BCATS Policy Committee, June, 2011), and

BE IT FURTHER RESOLVED, that the Battle Creek Area Transportation Study approves its *FY 2014-2017 Transportation Improvement Program*.



Thomas Matson, Chair
Battle Creek Area Transportation Study Policy Committee

DATE: June 26, 2013

**METROPOLITAN TRANSPORTATION
PLANNING PROCESS CERTIFICATION**
(for Nonattainment and Maintenance Areas)

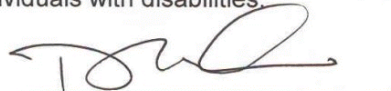
In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Battle Creek Area Transportation Study, the Metropolitan Planning Organization for the Battle Creek, Michigan urbanized area, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
- II. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504 and 7506(c) and (d)) and 40 CFR part 93;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Tom Matson, Chairperson
Battle Creek Area Transportation Study

5/22/2013
Date



Dave Wresinski, Director
Bureau of Transportation Planning

5-29-13
Date

GLOSSARY

ADJUSTED CENSUS URBAN BOUNDARY (ACUB) - The boundaries of the area which encompass the entire urban place as designated by the U.S. Bureau of Census plus that adjacent area as agreed upon by local officials in cooperation with the State. (formerly Federal-aid Urban Boundary)

BCATS - Battle Creek Area Transportation Study

CBC - City of Battle Creek

CCRD - Calhoun County Road Department (formerly Calhoun County Road Commission - CCRC)

FACILITY - A specific road, road segment, route, or route segment.

FHWA - Federal Highway Administration

FISCAL YEAR (FY) - For Federal and State of Michigan agencies, and BCATS, the time period beginning October 1 and ending September 30 of the subsequent calendar year. Fiscal years are designated by the calendar year in which they end.

FUNCTIONAL CLASSIFICATION - An identification and categorization of segments of the street and highway system according to the character of service they provide.

LONG RANGE TRANSPORTATION PLAN (LRTP) - Determination of transportation facilities/improvements that are projected for the next 20 years.

LRTP/LRP - Long Range Transportation Plan/Long Range Plan

MDOT - Michigan Department of Transportation

METROPOLITAN PLANNING ORGANIZATION (MPO) - The organization designated by the Governor to be responsible, together with the State, for comprehensive transportation planning according to 23 U.S.C. 134, 23 U.S.C. 104(f)(3), and 49 U.S.C. 1602(a)(2) and (c)(a)1, 49 U.S.C. 1603(a), and 49 U.S.C. 1064(g)(1) and (1). This organization shall be the forum for cooperative decision making by principal elected officials of general local government.

MPA - Metropolitan Planning Area (see also STUDY AREA)

MPO - Metropolitan Planning Organization

MTP - Metropolitan Transportation Plan (see also LRTP/LRP)

RIGHT-OF-WAY - A general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes

STATE IMPLEMENTATION PLAN FOR AIR QUALITY (SIP) - A plan developed by the State for an air quality control region which details what has to be done to assure compliance with the air quality guidelines.

STUDY AREA - The area delineated for the purpose of data collection by a transportation study. This area contains the central city and surroundings, that is expected to take on urban characteristics in the next 20 to 30 years (i.e. - by the end of the long range planning period), and is the area for which forecasts of travel are made. Also **METROPOLITAN AREA** or **METROPOLITAN PLANNING AREA (MPA)**.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) - A staged multi-year program of planned transportation improvement projects.

URBAN AREA - An urban place as designated by the Bureau of the Census having a population of 50,000 or more and not within any other urbanized area.

URBAN AREA BOUNDARY - The boundaries of the area that encompass the entire urban place as designated by the U.S. Bureau of Census plus that adjacent area as agreed upon by local officials in cooperation with the State.

URBAN(IZED) AREA (UA) - An urban place containing a city (or twin cities) of 50,000 or more (central city) plus the surrounding closely settled incorporated area which meets certain criteria of population size or density, as designated by the Bureau of the Census, and not within any other urbanized area. As defined by minimum population density, the urbanized area can include the central city, suburbs, and the closely settled fringe of development.



FY 2014-2017 Transportation Improvement Program (TIP)

Battle Creek Area Transportation Study (BCATS)

601 Avenue A - Springfield, MI 49037

(269) 963-1158 - fax (269) 963-4951

e-mail: bcats@bcatsmpo.org – web: www.bcatsmpo.org