BCATS
Battle Creek Area Transportation Study

# TECHNICAL COMMITTEE

## Wednesday, December 2, 2026, 1:30 P.M.

Council Chambers, Susan L. Anderson Municipal Bldg. - Springfield City Hall
601 Avenue A, Springfield, MI 49037 (269) 963-1158
**E-mail:** bcats@bcatsmpo.org **Website:** www.bcatsmpo.org

# AGENDA

1. ROLL CALL

2. APPROVAL OF THE AGENDA – **ACTION**

3. PUBLIC COMMENTS

4. APPROVAL OF THE MINUTES of November 4, 2026 – **ACTION**

5. COMMUNICATIONS

6. UNFINISHED BUSINESS
   A.

7. NEW BUSINESS
   A. BCATS FY2027 Federal Funding Allocations – **DISCUSSION**
   B. BCATS FY26-29 TIP Amendment #12 – **ACTION**
   C. Performance Measures – 2027 Annual Safety 'Targets' – **ACTION**
   D. Performance Measures – 2026-2029 Pavement, Bridge, and Travel Time Reliability 'Targets' – **ACTION**
   E.

8. COMMENTS
   A. **Next Scheduled Meeting: January 13, 2027 - 1:30 P.M.**
   B. Committee Member Comments
   C. Public Comments

9. ADJOURNMENT

# BATTLE CREEK AREA TRANSPORTATION STUDY
## Technical Committee Meeting
## Minutes of November 04, 2026, Meeting, 1:30 P.M.

| | |
|---|---|
| MEMBERS PRESENT: | Voting: Skylar Cudney, Chaz Wilkey, Tad McCrumb, Brendan Pizzala, Dan Brooks, Adrian Stroupe<br>Non-voting: None |
| MEMBERS ABSENT: | Voting: Travis Sullivan<br>Non-voting: Jenny Staroska and Southcentral Michigan Planning Council |
| OTHERS PRESENT: | Jeff Franklin (BCATS), Brandy Vieira (BCATS),<br>Aaron Edlefson (City of Springfield), Sam Hetherington (MDOT) |

Chair Cudney called the meeting to order at 1:30 P.M. in the Springfield City Hall Council Chambers, 601 Avenue A, Springfield MI.

**ROLL CALL**

Cudney asked all in attendance to introduce themselves. It was determined that a quorum of the voting members was present.

**APPROVAL OF THE AGENDA**

**It was moved by Wilkey, supported by McCrumb, to approve the agenda. MOTION CARRIED UNANIMOUSLY.**

**Res. 26-22**

**PUBLIC COMMENTS**

None.

**APPROVAL OF THE MINUTES**

**It was moved by Wilkey, supported by McCrumb, to approve the minutes of the October 14, 2026, meeting. MOTION CARRIED UNANIMOUSLY.**

**Res. 26-23**

**COMMUNICATIONS**

Franklin shared the following communications:

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All Local Traffic Count program data has been submitted to BCATS, and subsequently to MDOT. MDOT shall list City, County, and MPO as having completed the annual submittal.

It is National Crash Responder Safety Week. BCATS reminds all road users to slow down, move over, and remain alert when approaching all forms of traffic incident response activity – including stalled vehicles, clearing roadway debris, and any public response to a crash. A small gesture of safety makes a big impact on saving lives. You should reduce your speed as you approach and travel past active roadway incidents. In addition to being the right thing to do, it is also Michigan law. Michigan's Move Over Law requires motorists to slow down to at least 10mph below the posted speed limit and move over if it is safe to do so. Provide a buffer for the people working to keep our roads safe!

BCATS staff has received annual Highway Performance Management System samples for the BCATS area, to provide data update for a return to MDOT. This year's sample is only a single segment, 6 Mile Road between B Dr N and B Dr S, recently having its National Functional Classification updated, and now part of the HPMS update.

**UNFINISHED BUSINESS**

There was no unfinished business.

**NEW BUSINESS**

**A. BCATS 2050 Urban Travel Demand Forecast Model – Future Year 2023-2050 Results - PRESENTATION**

Sam Hetherington, MDOT Urban Travel Analysist, presented the BCATS 2050 Urban Travel Demand Forecast Model – Future Year 2023-2050 results. The model has a base year of 2023.
While outside of the BCATS area growth was highlighted in the Marshall area due to the BlueOval Plant opening. Increased traffic growth is anticipated in the BCATS area. I-94, east and westbound is anticipated to see about 33% increase in vehicles travel per day. I-94 saw the largest growth. There is also an increase expected for Michigan Avenue east and west bound.
Hetherington shared an interactive map that highlighted various traffic pattern predictions throughout the BCATS area.

**B. BCATS FY2027 Federal Funding Allocations**

Franklin noted that the actual 2027 allocation numbers have been established. There was not an

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increase for 2027. TIP projects and their figures were reviewed. Franklin noted that this year only MDOT is allowing MPO's to access their carryover funds. $32,922 is needed to make the current 2027 TIP, as approved, whole due to the unavailable funding.

$779,348 would be an optional carryover increase minus the $32,922 needed for the 2027 TIP funding. All four agencies can propose 2027 projects to be obligated no later than Mid-September of 2027. Members discussed the potential for use of the funding. In December it will be decided if there will be need for use of some of the funding.

## COMMENTS

### A. Next Meeting

Chair Cudney announced the next meeting of the BCATS Technical Committee is scheduled for December 02, 2026.

### B. Committee Member Comments

Brooks mentioned the 2027 Safety Summit June 22 and 23rd 2027 in Kalamazoo. Stroupe discussed the Training Wheels program, which is on the MDOT website. Stroupe discussed projects changes within the village of Bronson on US-12, where a road diet was planned, however it is not taking place.

### C. Public Comments

There were no public comments.

## ADJOURNMENT

The meeting was adjourned at 2:42 P.M.

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# BCATS FY2026-2029 TIP Amendment #12 (December 2026)

## Fiscal Year(s) : 2027, 2028, 2029

**Date:** 11/24/2026
**Page:** 1 of 1
**Classification:** Public

| Fiscal Year | Job Type | Job # | MPO | County | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Phase Status | S/TIP Cycle | Fund Source | Template | AC/ ACC | ACC Year(s) | Fed Estimated Amount | State Estimated Amount | Local Estimated Amount | Total Estimated Amount | Phase Participating Amount | Phase Non Participating Amount | Total Phase Amount (Part + Non-Part) | Total Job Cost | Total Job Cost Incl Non LAP | Action Type | Lcl. Appr. Of Mod/Adj | Lcl. Appr. Of Fed Amend for Line Item | Lcl. Appr. Of GPA | Fed Appr. Of GPA | FHWA Appr. Of Line Item | FTA Appr. Of Line Item | Schedule Obligation Date | Actual Obligation Date | Schedule Let Date | Actual Let Date | Federal Amendment Type | S/TIP Exempt | Comments | S/TIP Status |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **S/TIP Line items** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2027 | Trunkline | 227039 | Battle Creek Area Transportation Study (BCATS) | Berrien | MDOT | I-94 W | Numerous structures | 0.000 | Bridge Miscellaneous | Underwater inspection of bridges | SCOP | Programmed | 26-29 | ST | Bridge Replacement and Preservation | | | $49,110 | $10,890 | $0 | $60,000 | $600,000 | $0 | $600,000 | $600,000 | $600,000.00 | | | | N/A | N/A | | N/A | 01/29/2027 | | | | Phase Added | | | Pending |
| 2027 | Trunkline | 227329 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | I-94BL | M-311 | 15.727 | Road Capital Preventive Maintenance | Single Course Chip Seal and Fog Seal | PE | Programmed | 26-29 | ST | Road - Capital Preventive Maintenance | | | $7,478 | $1,658 | $0 | $9,136 | $79,136 | $0 | $79,136 | $2,215,805 | $2,215,805.00 | | | | N/A | N/A | | N/A | 03/31/2027 | | 02/04/2028 | | Phase Added | | | Pending |
| 2028 | Trunkline | 227329 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | I-94BL | M-311 | 15.727 | Road Capital Preventive Maintenance | Single Course Chip Seal and Fog Seal | CON | Programmed | 26-29 | ST | Road - Capital Preventive Maintenance | | | $75,031 | $16,638 | $0 | $91,669 | $2,136,669 | $0 | $2,136,669 | $2,215,805 | $2,215,805.00 | | | | N/A | N/A | | N/A | 12/10/2027 | | 02/04/2028 | | Phase Added | | | Pending |
| 2027 | Trunkline | 227332 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | M-66 | M-66 | 2.886 | Road Capital Preventive Maintenance | Hot Mix Asphalt Cold Milling and Resurfacing | PE | Programmed | 26-29 | NH | Road - Rehabilitation and Reconstruction | | | $264,660 | $58,688 | $0 | $323,348 | $323,348 | $0 | $323,348 | $3,203,550 | $3,203,550.00 | | | | N/A | N/A | | N/A | 03/15/2027 | | 01/07/2028 | | Phase Added | | | Pending |
| 2027 | Trunkline | 227332 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | M-66 | M-66 | 2.886 | Road Capital Preventive Maintenance | Hot Mix Asphalt Cold Milling and Resurfacing | ROW | Programmed | 26-29 | NH | Road - Rehabilitation and Reconstruction | | | $36,828 | $8,166 | $0 | $44,994 | $44,994 | $0 | $44,994 | $3,203,550 | $3,203,550.00 | | | | N/A | N/A | | N/A | 06/01/2027 | | 01/07/2028 | | Phase Added | | | Pending |
| 2028 | Trunkline | 227332 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | M-66 | M-66 | 2.886 | Road Capital Preventive Maintenance | Hot Mix Asphalt Cold Milling and Resurfacing | CON | Programmed | 26-29 | NH | Road - Rehabilitation and Reconstruction | | | $2,320,618 | $514,590 | $0 | $2,835,208 | $2,835,208 | $0 | $2,835,208 | $3,203,550 | $3,203,550.00 | | | | N/A | N/A | | N/A | 11/12/2027 | | 01/07/2028 | | Phase Added | | | Pending |
| 2027 | Trunkline | 227336 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | I-194 | from Glenn Cross Road to Golden Avenue | 2.540 | Road Capital Preventive Maintenance | Paver Placed Surface Seal | PE | Programmed | 26-29 | NH | Road - Capital Preventive Maintenance | | | $104,937 | $23,270 | $0 | $128,207 | $128,207 | $0 | $128,207 | $2,897,485 | $2,897,485.00 | | | | N/A | N/A | | N/A | 03/15/2027 | | 10/06/2028 | | Phase Added | | | Pending |
| 2028 | Trunkline | 227336 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | I-194 | from Glenn Cross Road to Golden Avenue | 2.540 | Road Capital Preventive Maintenance | Paver Placed Surface Seal | CON | Programmed | 26-29 | NH | Road - Capital Preventive Maintenance | | | $2,266,655 | $502,623 | $0 | $2,769,278 | $2,769,278 | $0 | $2,769,278 | $2,897,485 | $2,897,485.00 | | | | N/A | N/A | | N/A | 08/11/2028 | | 10/06/2028 | | Phase Added | | | Pending |
| 2028 | Trunkline | 227527 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | Regionwide | BCATS | 10.898 | Road Capital Preventive Maintenance | Asphalt Crack Treatment | PE | Programmed | 26-29 | ST | Road - Capital Preventive Maintenance | | | $12,278 | $2,723 | $0 | $15,000 | $24,203 | $0 | $24,203 | $467,925 | $467,925.00 | | | | N/A | N/A | | N/A | 03/31/2028 | | 01/05/2029 | | Phase Added | | | Pending |
| 2029 | Trunkline | 227527 | Battle Creek Area Transportation Study (BCATS) | Calhoun | MDOT | Regionwide | BCATS | 10.898 | Road Capital Preventive Maintenance | Asphalt Crack Treatment | CON | Programmed | 26-29 | ST | Road - Capital Preventive Maintenance | | | $311,030 | $68,970 | $0 | $380,000 | $443,722 | $0 | $443,722 | $467,925 | $467,925.00 | | | | N/A | N/A | | N/A | 11/09/2028 | | 01/05/2029 | | Phase Added | | | Pending |
| **GPA Type Subtotals:** | | | **S/TIP Line items** | | | | | | | | | | | | | | | **$5,448,625** | **$1,208,216** | **$0** | **$6,656,840** | | | | | | | | | | | | | | | | | | |
| **Grand Total:** | | | | | | | | | | | | | | | | | | **$5,448,625** | **$1,208,216** | **$0** | **$6,656,840** | | | | | | | | | | | | | | | | | | |

**Total Job Phases Reported:** 10

**Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle**

**Preferences:**

**Report Format:** Standard
**FISCAL Year(s):** 2027, 2028, 2029
**MPO/Non-MPO:** Battle Creek Area Transportation Study (Battle Creek)
**County:** ALL

# Enclosure: Statewide and Unified Performance Management Targets for MPO Target Setting and Reporting

This enclosure summarizes the statewide performance targets established by MDOT and the unified urbanized-area targets established through coordination with applicable MPOs and neighboring State DOTs. Consistent with federal performance management requirements, MPOs must either support the applicable statewide targets or establish their own quantifiable targets, except where federal regulations require reporting of unified urbanized-area targets. MPO target decisions support performance-based transportation planning and programming and should be reflected, as applicable, in metropolitan transportation planning processes and documents.

Performance targets are developed using available data, observed performance trends, anticipated investment strategies, and federal performance management requirements. Consistent with transportation performance management principles, targets are intended to be realistic, data-driven assessments of expected future performance based on current conditions and anticipated investments. Accordingly, some targets may reflect expected future system conditions and may not always represent improvement from current baseline performance levels. Targets support performance-based planning and investment decisions and are not intended to represent desired or aspirational outcomes.

## Highway Safety Improvement Program (HSIP) Targets

The following statewide safety targets were established by MDOT, in coordination with the Office of Highway Safety Planning and Michigan's Metropolitan Planning Organizations (MPOs), for the 2027 target year in accordance with federal safety performance management requirements under Subpart B.

| Measure | 2025 Annual (Reference Only) | 5-Yr Moving Average Baseline | 5-Yr Moving Average 2027 Target |
|---|---|---|---|
| Fatalities | 1,065 | 1,102.6 | 1,071.0 |
| Fatality Rate | 1.079 | 1.107 | 1.082 |
| Serious Injuries | 5,631 | 5,797.8 | 5,662.0 |
| Serious Injury Rate | 5.705 | 5.931 | 5.723 |
| Non-Motorized Fatality and Serious Injuries | 857.0 | 772.2 | 830.7 |

## National Highway Performance Program (NHPP) and National Freight Program (NHFP) Targets

The following statewide targets were established by MDOT, in coordination with Michigan's MPOs, for the 2026-2029 performance period in accordance with federal requirements. These targets address National Highway System (NHS) pavement and bridge condition, system reliability, and freight reliability.

### NHS Pavement Condition (Subpart C)

Metric: International Roughness Index (IRI), cracking, and rutting (asphalt pavements), or faulting (jointed concrete pavements)
Data Source: Highway Performance Monitoring System (HPMS)

| Measure | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Percentage of Interstate Pavements in Good Condition | 73.2% | 72.2% | 70.9% |
| Percentage of Interstate Pavements in Poor Condition | 1.6% | 2.2% | 4.2% |
| Percentage of Non-Interstate NHS Pavements in Good Condition | 40.7% | 39.8% | 38.7% |
| Percentage of Non-Interstate NHS Pavements in Poor Condition | 7.0% | 9.4% | 12.6% |

### NHS Bridge Condition (Subpart D)

Metric: Deck, Superstructure, and Substructure Condition
Data Source: National Bridge Inventory (NBI)

| Measure | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Percentage of NHS Deck Area in Good Condition | 20.7% | 20.8% | 20.1% |
| Percentage of NHS Deck Area in Poor Condition | 6.7% | 8.1% | 7.1% |

### NHS System Reliability (Subpart E)

Metric: 80th Percentile Travel Time Relative to 50th Percent Travel Time Across Four Time Periods
Data Source: National Performance Management Research Data Set (NPMRDS)

| Measure | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Interstate Level of Travel Time Reliability | 91.9% | 85.0% | 85.0% |
| Non-Interstate NHS Level of Travel Time Reliability | 92.6% | 85.0% | 85.0% |

Time Periods:

1. Weekday AM Peak: 6:00 a.m. to 10:00 a.m. (Monday-Friday)
2. Weekday Midday: 10:00 a.m. to 4:00 p.m. (Monday-Friday)
3. Weekday PM Peak: 4:00 p.m. to 8:00 p.m. (Monday-Friday)
4. Weekend: 6:00 a.m. to 8:00 p.m. (Saturday-Sunday)

### Interstate Freight Reliability (Subpart F)

Metric: 95th Percentile Truck Travel Time Relative to 50th Percentile Truck Travel Time across five time periods
Data Source: National Performance Management Research Data Set (NPMRDS)

| Measure | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Interstate Truck Travel Time Reliability Index | 1.42 | 1.60 | 1.60 |

Time Periods:

1. Weekday AM Peak: 6:00 a.m. to 10:00 a.m. (Monday-Friday)
2. Weekday Midday: 10:00 a.m. to 4:00 p.m. (Monday-Friday)
3. Weekday PM Peak: 4:00 p.m. to 8:00 p.m. (Monday-Friday)
4. Overnight Peak: 8:00 p.m. to 6:00 a.m. (7 days per week)
5. Weekend: 6:00 a.m. to 8:00 p.m. (Saturday-Sunday)

## CMAQ Traffic Congestion Targets

The following unified urbanized-area targets were established through coordination among MDOT, applicable Metropolitan Planning Organizations (MPOs), and neighboring State Departments of Transportation for the 2026-2029 performance period in accordance with

federal requirements. These targets address traffic congestion performance within applicable urbanized areas and serve as the basis for MPO reporting requirements.

Based on FHWA's applicability determination, MPOs responsible for the development of these urbanized-area targets included the Southeast Michigan Council of Governments (SEMCOG) for the Ann Arbor, Detroit, Flint, and Toledo urbanized areas, and the Southwest Michigan Planning Commission (SWMPC), in coordination with the Indiana Department of Transportation (INDOT) and Ohio Department of Transportation (ODOT), as applicable. MPOs serving these urbanized areas are required to report the unified targets shown below and do not establish separate targets for these measures. (Reference FHWA CMAQ Applicability Tables dated October 1, 2025)

## Peak Hour Excessive Delay (PHED)

Measure: Annual Hours of Peak Hour Excessive Delay Per Capita
Data Source: National Performance Management Research Data Set (NPMRDS), traffic volumes, vehicle classification, and occupancy data

| Urbanized Area | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Ann Arbor | 11.9 | 11.5 | 12.0 |
| Detroit | 11.2 | 12.5 | 13.0 |
| Flint | 7.5 | 6.0 | 7.0 |
| South Bend | 0.9 | 1.5 | 1.3 |
| Toledo | 5.7 | 7.0 | 7.0 |

## Non-Single Occupancy Vehicle Travel

Measure: Percentage of Travel Using Modes Other Than Driving Alone
Data Source: American Community Survey (ACS)

| Urbanized Area | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Ann Arbor | 41.7% | 40.5% | 38.9% |
| Detroit | 27.6% | 26.7% | 25.8% |
| Flint | 22.4% | 22.2% | 21.2% |
| South Bend | 25.8% | 25.6% | 24.4% |
| Toledo | 21.1% | 15.0% | 15.0% |

## CMAQ On-Road Mobile Source Emissions Reduction Targets

The following emissions reduction targets were established in accordance with federal requirements for the 2026-2029 performance period. These targets address the CMAQ On-Road Mobile Source Emissions Measure and serve as the basis for State and MPO reporting requirements. The measure applies to areas designated as nonattainment or maintenance for ozone, carbon monoxide, particulate matter (PM10), or particulate matter (PM2.5), and targets are established for the applicable criteria pollutants and precursor pollutants, as required.

Based on FHWA's applicability determination, the Southeast Michigan Council of Governments (SEMCOG), Southwest Michigan Planning Commission (SWMPC), West Michigan Shoreline Regional Development Commission (WMSRDC), and Macatawa Area Coordinating Council (MACC) are subject to the CMAQ On-Road Mobile Source Emissions Measure for the current performance period. SEMCOG prepared the required CMAQ Performance Plan, which was included with MDOT's October 1, 2026, submission to FHWA.

Measure: Total Emissions Reduction
Metric: Cumulative Daily Kilograms of Emissions Reduced from CMAQ-Funded Projects
Data Source: CMAQ Public Access System

| Pollutant | 2026-2029 Baseline | 2-Year Target | 4-Year Target |
|---|---|---|---|
| Fine Particulate Matter (PM2.5) | 3,240.566 | 1,296.227 | 2,592.454 |
| Nitrogen Oxides (NOx) | 24,734.890 | 9,893.956 | 19,787.913 |
| Volatile Organic Compounds (VOC) | 9,172.802 | 3,669.121 | 7,338.242 |