



Battle Creek Area Transportation Study TECHNICAL COMMITTEE

1:30 p.m. - Wednesday, December 4, 2024

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: <https://www.bcatsmpo.org>

AGENDA

1. ROLL CALL
2. APPROVAL OF THE AGENDA – **ACTION**
3. PUBLIC COMMENTS
4. APPROVAL OF THE MINUTES of October 9, 2024 – **ACTION**
5. COMMUNICATIONS
6. UNFINISHED BUSINESS
 - A.
7. NEW BUSINESS
 - A. BCATS Joint Committee Meeting Schedule for 2025 – **ACTION**
 - B. Performance Measures – 2025 Safety Targets – **ACTION**
 - C. Performance Measures – 2025 Adjusted Pavement & Bridge Targets – **ACTION**
 - D. FY2023-2026 Transportation Improvement Program Amendment #13 – **ACTION**
 - E. FY2026-2029 Transportation Improvement Program Draft Project Prioritization List – **ACTION**
 - F. Election of 2025 Officers for Technical Committee – **ACTION**
8. COMMENTS
 - A. **Next Meeting: January 8, 2025 - 1:30 p.m.**
 - B. Committee Member Comments
 - C. Public Comments
9. ADJOURNMENT

BATTLE CREEK AREA TRANSPORTATION STUDY

Technical Committee

Minutes of October 9, 2024 Meeting

MEMBERS PRESENT: Voting: Mallory Avis, Max Gierman, Brian Kernstock, Steve Skalski, Adrian Stroupe (for Josh Grab), Travis Sullivan and Chaz Wilkey

Non-voting: None

MEMBERS ABSENT: Voting: None

Non-voting: Jenny Staroska and Southcentral Michigan Planning Council (SMPC)

OTHERS PRESENT: Jeff Franklin, Heather Hoeve, and Andrew Tilma

Chair Kernstock called the meeting to order at 1:32 p.m. in the Springfield City Hall Council Chambers, 601 Avenue A, Springfield MI.

ROLL CALL

Kernstock 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 Skalski, supported by Wilkey, to approve the agenda. MOTION CARRIED UNANIMOUSLY.

**Res.
24-19**

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE MINUTES

It was moved by Wilkey, supported by Skalski, to approve the minutes of the September 11, 2024 meeting. MOTION CARRIED UNANIMOUSLY.

**Res.
24-20**

COMMUNICATIONS

Franklin shared the following communications:

- MDOT has updated JobNet for improved air quality conformity reporting. BCATS was required to reconcile all 2025 and 2026 projects on the BCATS' Transportation Improvement Program after the JobNet update was applied. The reconciliation has been completed, and all of the 2025 local jobs are capable of obligation. The BCATS component of all MDOT jobs is also up-to-date.
- Calhoun County Road Department was successful in the FY2026 Local Safety Program call for projects. Two projects were selected within the BCATS area: a tree removal project along B Drive North from Beadle Lake Road eastward to 12 Mile Road; and a tree removal project along 6 Mile Road from Hickory Hills Drive southward to K Drive South.
- MDOT led BCATS staff through a travel demand forecast model kickoff meeting, as an early step in the overall development of our next Metropolitan Transportation Plan. In Spring 2025, BCATS' local agencies will be asked to review employment and demographic data.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

A. FY2023-2026 Transportation Improvement Program (TIP) Amendment Schedule for FY2025

Tilma reviewed the draft calendar of TIP amendments proposed for Fiscal Year 2025. Tilma highlighted the month of July as being earlier than typical to accommodate BCATS' staff attendance at the annual Michigan Transportation Planning Association conference. Tilma also highlighted the particular calendar changes necessary to accommodate the development and eventual approval of the forthcoming FY2026-2029 TIP.

It was moved by Avis, supported by Skalski, to recommend approval of the FY2023-2026 TIP Amendment Schedule for 2025 by the BCATS Policy Committee, as presented. MOTION CARRIED UNANIMOUSLY.

**Res.
24-21**

B. Model Inventory of Roadway Elements – Fundamental Data Elements (MIRE FDE); Presentation

Heather Hoeve, MDOT MIRE FDE Local Outreach Coordinator gave a presentation on the basics of MIRE FDE data collection and review, including what steps MDOT has developed for the data

collection, and the expected review process from local agencies either within RoadSoft or via an online Experience Builder platform developed by MDOT.

C. Development of FY2026-2029 Transportation Improvement Program (TIP)

Tilma reviewed the timeline for the forthcoming FY2026-2029 TIP local call for projects (CFP), and what agency members can expect of the CFP process. The group discussed how to best present a 2026-2029 TIP list of projects that would collectively meet federal/state performance measure target and BCATS' long range plan goals. Tilma presented information about the current MDOT Five Year Plan, which includes some projects that would appear on the BCATS FY2026-2029 TIP. Tilma also briefly discussed the opportunity to change existing priorities of the overlapping 2026 project year, which would otherwise copy from the current FY2023-2026 TIP to the forthcoming FY2026-2029 TIP.

COMMENTS

A. Next Meeting

Chair Kernstock announced the next meeting of the BCATS Technical Committee is scheduled for November 6, 2024 at 1:30 p.m.

B. Committee Member Comments

Kernstock reported that Calhoun County Road Department has chosen the engineering design contractor AECOM for the forthcoming 2026 Verona Road project (BCATS portion would be 11 Mile Road eastward to 12 Mile Road).

Stroupe reported on an opportunity to register for an upcoming MDOT sponsored non-motorized training, "Training Wheels: On-Road Bicycle Facility Design". This training seeks to educate community leaders in making Michigan a more bicycle friendly state.

C. Public Comments

There were no public comments.

ADJOURNMENT

The meeting was adjourned at 2:06 p.m.



BATTLE CREEK AREA TRANSPORTATION STUDY

601 Avenue A • Springfield, MI 49037 • 269-963-1158 • bcats@bcatsmpo.org

MEETING SCHEDULE FOR 2025

The TECHNICAL AND POLICY COMMITTEES of the **Battle Creek Area Transportation Study (BCATS)** have established their regular meeting schedules for 2025 as the second and fourth Wednesdays, respectively, of each month at 1:30 p.m. The meetings will be held in the City Council Chambers, Susan L. Anderson Municipal Building (Springfield City Hall), 601 Avenue A, Springfield, Michigan 49037, unless the meetings are deemed necessary to be held virtually due to community health considerations and/or allowed to be held virtually under Michigan's Open Meetings Act and its Amendments. The format for all meetings will be noted in advance on the BCATS website – <https://www.bcatsmpo.org>

Regular meetings are scheduled for the following Wednesday dates:

Technical Committee

January 8, 2025
February 12, 2025
March 12, 2025
April 9, 2025
May 14, 2025
June 11, 2025
July 2, 2025*
August 13, 2025
September 10, 2025
October 8, 2025
November 5, 2025*
December 3, 2025*

Policy Committee

January 22, 2025
February 26, 2025
March 26, 2025
April 23, 2025
May 28, 2025
June 25, 2025
July 16, 2025*
August 27, 2025
September 24, 2025
October 22, 2025
November 19, 2025*
December 17, 2025*

*July, November and December Technical and Policy Committee meetings are earlier than usual due to holiday observances or staff conference attendance.

These meetings may be postponed or cancelled and/or additional special meetings may be scheduled by subsequent public notice posted to the BCATS website and at the BCATS staff office.

Any questions regarding this schedule should be directed to the BCATS staff office at the BCATS e-mail address of bcats@bcatsmpo.org, by telephone at (269)963-1158 or to the BCATS office at 601 Avenue A, Springfield, MI 49037.

(Note: the Municipal Building is an accessible facility)

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and out-come based program to achieve seven new [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOs), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs and serves as a companion to the HSIP infrastructure investments.

In 2016, the FHWA identified five safety measures, as follows, and the FHWA and NHTSA selected three

measures in common (number 1-3) requiring identical targets be reported in the HSIP and the HSP.

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement, but has not published a final rule as of September 2024.

As a result of the remaining conflict in regulation, the FHWA and NHTSA waived the identical HSIP and HSP target setting requirements for 2024 and 2025.



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor's Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state's safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

The 23 CFR Part 490, Subpart B communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

The current annual timeline for establishing and reporting safety targets is as follows, and subject to change once FHWA issues an anticipated update to 23 CFR Part 490:

August 31: MDOT reports statewide safety targets (i.e., all Michigan public roads) for the next calendar year to FHWA through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must

provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual safety targets should reflect the Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

Under current regulation, MPOs must report their safety targets to MDOT by February 27 of the year following MDOT reporting the State safety targets to FHWA (August 31 + 180 days). The target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State's targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (i.e., in 2027 FHWA will provide MDOT a significant progress determination letter for 2025 safety targets). A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use

obligation authority equal to or greater than the HSIP apportionment for the prior year only for highway safety improvement projects (penalty).

There is no federal- or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

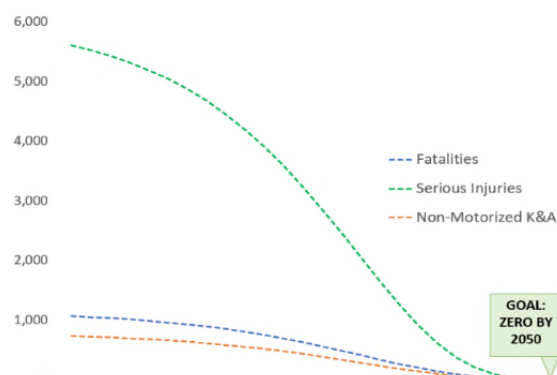
Data

The [Fatalities Analysis Report System](#) (FARS) is to be used for fatality related measures, and [the State of Michigan Crash database](#) is used for serious injury related measures. The VMT is calculated annually from the [Highway Performance Monitoring System](#) (HPMS).

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2025 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.



Calculation Steps

MDOT calculated the baseline and established the 2025 targets using the below steps. Fatalities are used for demonstration noting the same steps are utilized for all five measures. Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

BASELINE		
Year	Annual Fatalities	5-Year Rolling Average
2015	967	967.0
2016	1,065	1,016.0
2017	1,031	1,021.0
2018	977	1,010.0
2019	986	1,005.2
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023 ⁽¹⁾	1,095	1,085.2
2024 ⁽²⁾	1,074	1,102.9
2025 ⁽³⁾	1,062	1,098.0

1. Calculate the baseline. In 2025, the baseline is the outcome for a measure (e.g., annual fatalities) for the year prior to the establishment of the State's target. In this case, it is the 5-year average of annual fatalities (2019-2023)

$$\frac{986_{(2019)} + 1,086_{(2020)} + 1,136_{(2021)} + 1,123_{(2022)} + 1,095_{(2023)}}{5} = 1,085.2$$

2. Calculate the declining projection for 2024 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2023 actual performance) by 0.990 = 1,074
 - b. Calculate 5-year rolling average for 2020 through 2024 using 1,074 declining projection for 2024 = 1,102.9
3. Calculate the declining projection for 2025 fatalities and 5-year rolling average.

- a. Multiply 2024 projection by 0.989 = 1,062
- b. Calculate 5-year rolling average for 2021 through 2025 using 1,062 declining projection for 2025 = 1,098.0

Repeat steps for remaining four measures.

2025 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,098.0
Rate of Fatalities per 100M VMT	1.113
Number of Serious Injuries	5,770.1
Rate of Serious Injuries per 100M VMT	5.850
Number of Non-Motorized Fatalities and Serious Injuries	728.3

References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/ Dashboard](#)

TARGETS REPORTED TO FHWA 5-Year Rolling Average

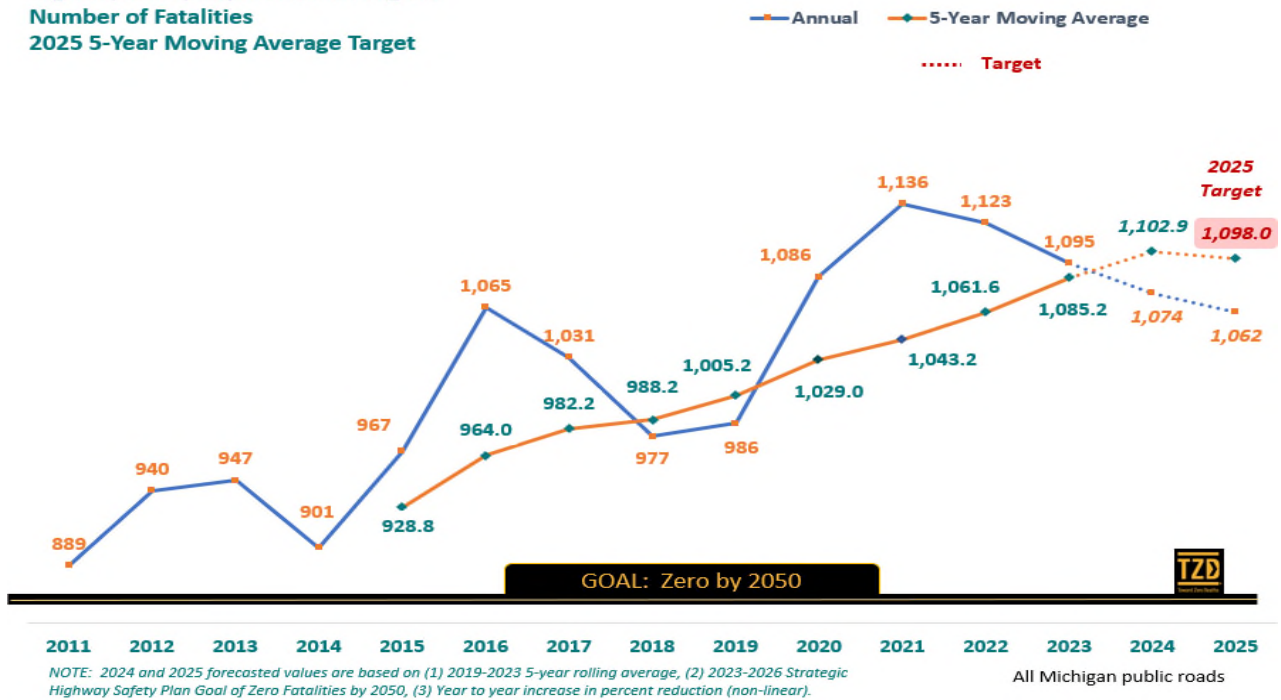
Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non- Motorized Fatality/ Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	0.982	5533.6	5.609	771.2
2022	1065.2	1.098	5733.2	5.892	791.6
2023	1105.6	1.136	5909.2	6.058	743.4
2024	1109.2	1.152	5785.0	5.999	710.8
2025	1098.0	1.113	5770.1	5.850	728.3

ANNUAL CRASH DATA

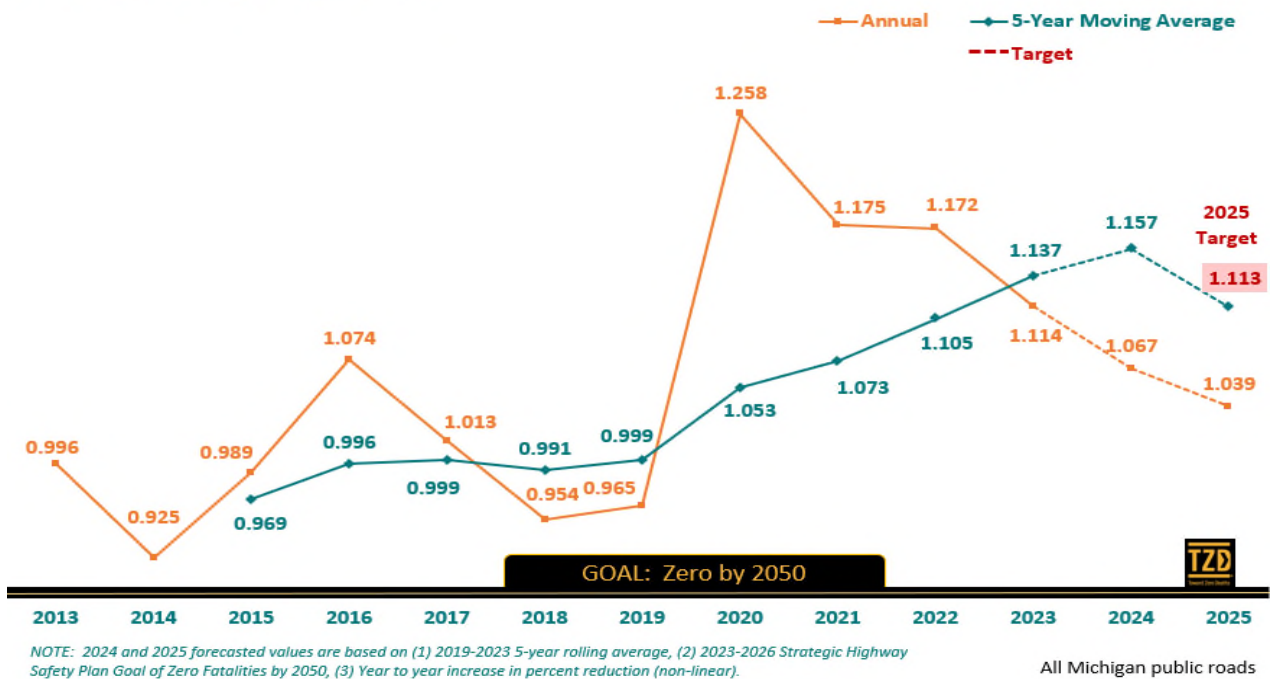
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non- Motorized Fatality/ Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024*	1,074	1.067	5,671	5.631	736
2025*	1,062	1.039	5,603	5.482	727

* Projected, reflects curved slope goal of ZERO by 2050

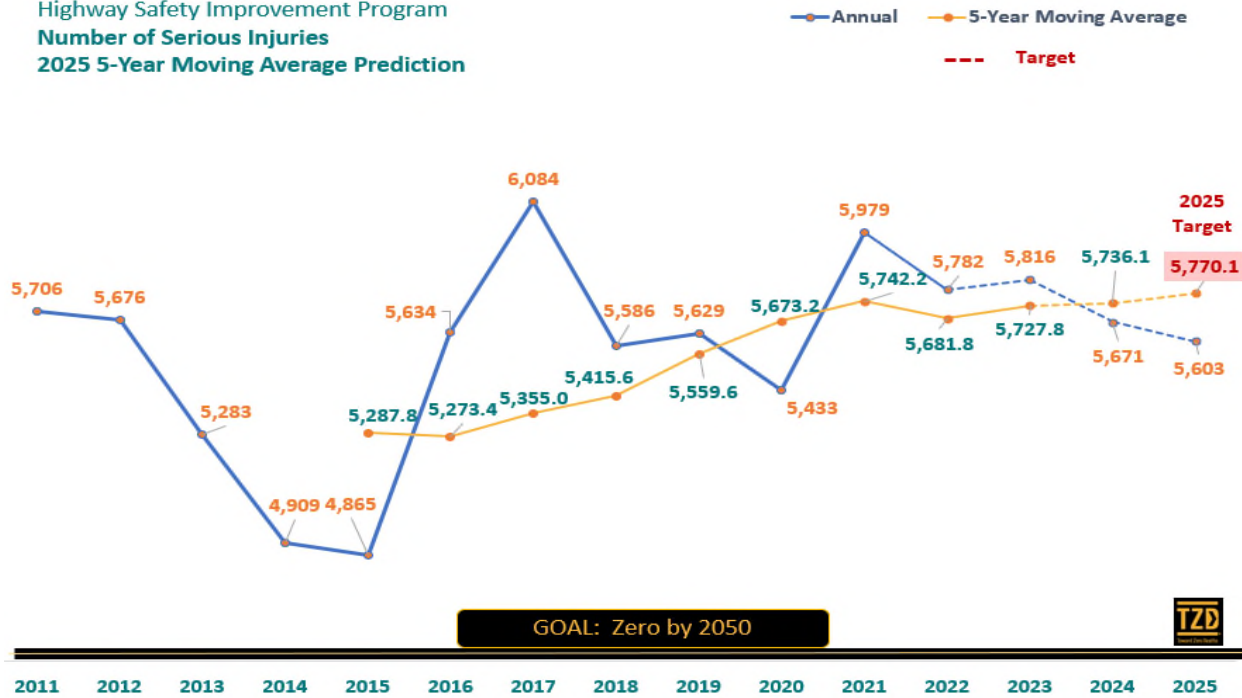
Highway Safety Improvement Program
Number of Fatalities
2025 5-Year Moving Average Target



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
2025 5-Year Moving Average Prediction



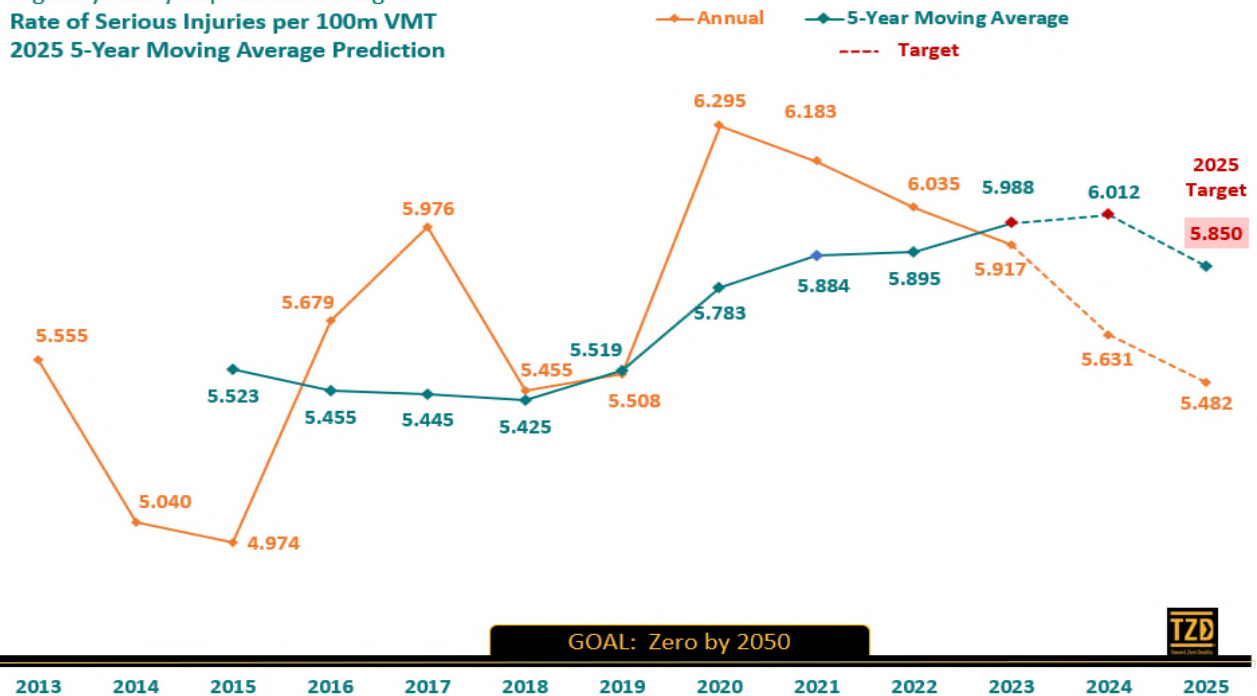
Highway Safety Improvement Program
Number of Serious Injuries
2025 5-Year Moving Average Prediction



NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

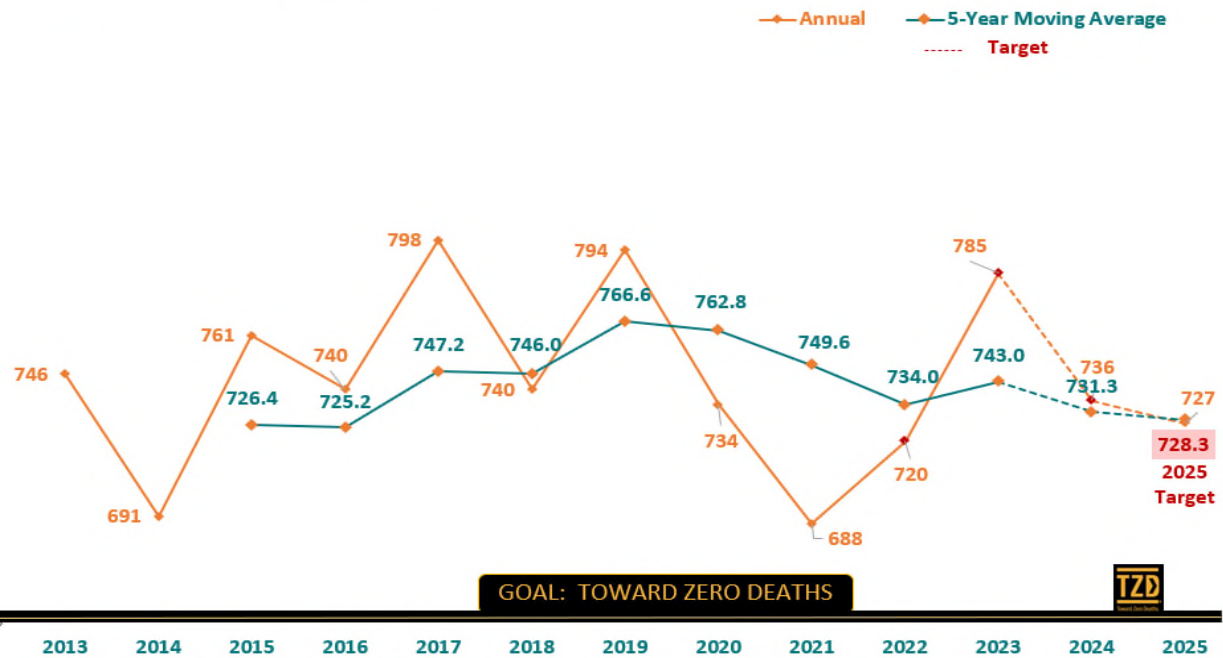
Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2025 5-Year Moving Average Prediction



NOTE: 2024 and 2025 forecasted values are based on (1) 2019-2023 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

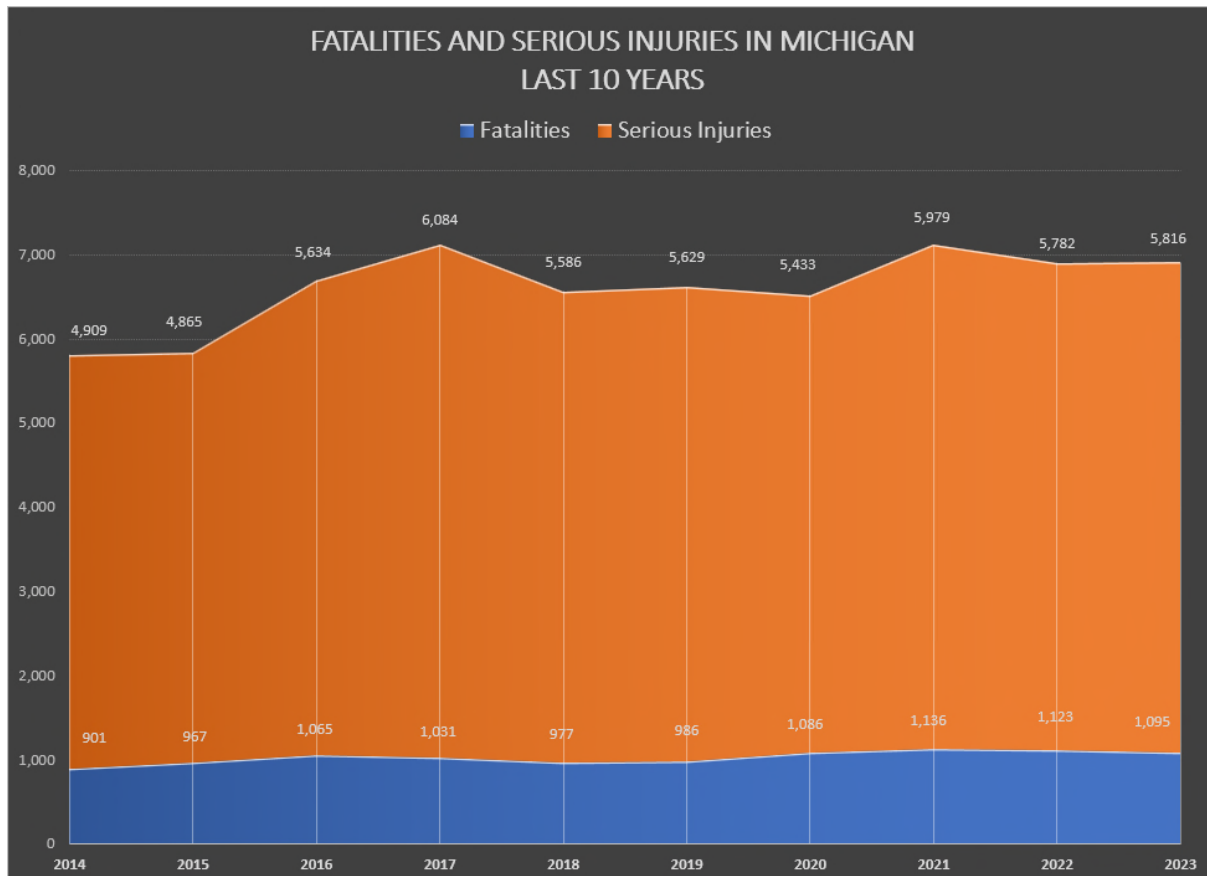
All Michigan public roads

Highway Safety Improvement Program
Number of Non-Motorized Fatalities and Serious Injuries
 2025 5-Year Moving Average Prediction



NOTE: 2023 and 2024 forecasted values are based on (1) 2018-2022 5-year rolling average, (2) UMTRI Change-Model prediction for establishing the CY 2024 target, and (3) accounts for exogenous factors and safety programming outcomes

All Michigan public roads



RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS Modified from Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives

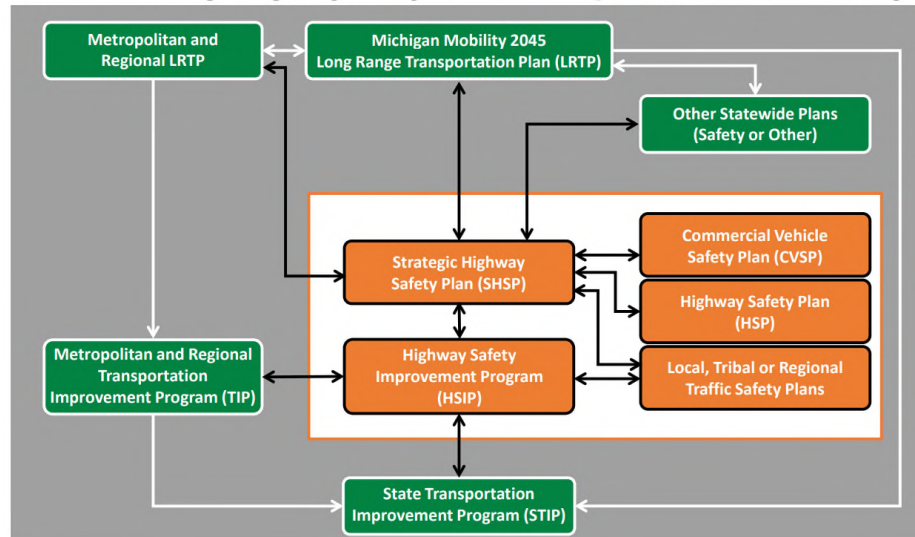


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

Resolution to Support Michigan Department of Transportation State Targets for Safety Performance Measures

Resolution #24-xx

WHEREAS, the Battle Creek Area Transportation Study has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for The Battle Creek, Michigan urbanized area; and

WHEREAS, the Highway Safety Improvement Program final rule (23 CRF Part 490) requires States to set targets for five safety performance measures for calendar year 2025 by August 31, 2024; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for five performance measures based on five year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, the MDOT coordinated the establishment of safety target with the 15 Metropolitan Planning Organizations (MPOs) in Michigan through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, the MDOT has officially adopted the state safety targets in the Highway Safety Improvement Program annual report of August 31, 2024 as shown in the table below:

Michigan State Safety Targets for Calendar Year 2025

Safety Performance Measure	Baseline Condition	2025 State Safety Target
Fatalities	1,085.2	1,098.0
Fatality Rate	1.137	1.113
Serious Injuries	5,727.8	5,770.1
Serious Injury Rate	5.988	5.850
Nonmotorized Fatalities & Serious Injuries	743.0	728.3

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Battle Creek Area Transportation Study has agreed to support the MDOT's state safety targets shown above for calendar year 2025, and

BE IT FURTHER RESOLVED, that the Battle Creek Area Transportation Study will plan and program projects that contribute to the accomplishment of state safety targets in its metropolitan planning area consisting of: the Cities of Battle Creek and Springfield; the Charter Townships of Bedford, Pennfield and Emmett; and the Townships of Leroy and Newton.

Adopted this 18th day of December, 2024 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.

Harry C. Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee

Updated: September 24, 2024

National Performance Program: NHPP/NFPP/CMAQ

2022 - 2025 Performance Period

Updated: September 24, 2024

Notations and References:

<p>Note 1 - Significant Progress Determination. NHPP/NFPP Measures (23 CFR 109): Significant progress is achieved when (1) actual performance is better than baseline or (2) actual performance is better than the target. FHWA definition of "better than" for NHPP is an improvement of at least 0.1 percent and 0.01 for NHFP. CMAQ Measures: FHWA does not assess significant progress for CMAQ measures, the following is for internal purposes: Traffic Congestion measures - significant progress for 2- and 4-year targets is when (1) actual performance is better than baseline or (2) actual performance is better than the target by 0.1 points. Emissions Reduction measures - significant progress for 2-year targets is cumulative 2-year actual performance is better than the 2-year target, and significant progress for 4-year targets is cumulative 4-year actual performance is (1) better than the baseline or (2) better than the cumulative 4-year target.</p>
<p>Note 2 - Target Adjustment. State DOTs may adjust an established 4-year target in the Mid Performance Period Progress Report, as described in § 490.107(b)(2). State DOTs shall coordinate with relevant MPOs when adjusting their 4-year target(s) for NHPP and NHFP. Any adjustments made to 4-year targets established for the CMAQ Traffic Congestion measures in paragraph (c)(7) of this section shall be agreed upon and made collectively by all State DOTs and MPOs that include any portion of the NHS in the respective urbanized area applicable to the measures.</p>
<p>Note 3 - Missing, Invalid or Unresolved (MIU) pavement data. MIU threshold is 5.0 percent per regulation. Reference 23 CFR §490.313 including (b)(4)(ii) Calculation of overall pavement conditions in any State meeting the requirements of § 490.309(b) shall be based only on sections containing data reported in the HPMS submittal as of the submission dates required in § 490.311(c)(4) and (5). State DOTs not meeting the requirements of § 490.309(b) will be considered non-compliant with § 420.105(b) requiring State DOTs to submit data to the HPMS and § 490.107 requiring reporting on performance targets. Failure to report data meeting the requirements of § 490.309(b) by the submission dates for the Interstate System will be considered as not meeting the minimum requirements for pavement conditions on the Interstate System and that State DOT is subject to the penalties in § 490.315. If MIU exceeds threshold, FHWA will make an "indeterminable" significant progress determination even if performance is better than baseline and/or better than the target year. If the MIU exceeds 5.0 percent in a baseline year, the FHWA will either make a 1) "Significant Progress Not Achieved" determination if FHWA does not accept the justification provided or 2) "Progress Not Determined" if FHWA accepts the justification provided. The FHWA decision is subjective without regulatory input on what criteria FHWA will utilize to make the final determination.</p>
<p>Note 4 - Greenhouse Gas. On December 7, 2023 FHWA published a final rule incorporating a greenhouse gas measure into 23 CFR 490. On March 27, 2024, the U.S. District Court for the Northern District of Texas (5:23-CV-304-H), vacated and remanded the final rule nationwide. On April 1, 2024, the U.S. District Court for the Western District of Kentucky (5:23-cv-00162-BJB-LLK) also vacated and remanded the final rule but only for the twenty-one states participating in the multi-state lawsuit against the FHWA. On April 10, 2024, the U.S. Senate passed a Congressional Review Act to overturn the final rule. FHWA has announced its decision to challenge both District Court rulings through the respective Circuit Court of Appeals. As of the updated version of this document, the GHG remains both remanded and vacated awaiting an appeals decision, and still documented in 23 CFR 490 as a reporting requirement.</p>
<p>2024 Mid-Performance Report Important Notes (See 2-year summary for additional details)</p>
<p>Interstate Pavement MIU Baseline Impact : In 2022, the baseline year for the performance period, MDOT exceeded the MIU threshold of 5.0 for Interstate pavement data. In accordance with regulation, FHWA made a "Progress Not Determined" determination for the 2018-2021 performance period 4-year target which also serves as the 2022-2025 baseline. In practical terms, this eliminated the option to achieve significant progress through actual performance better than baseline for the entire 2022-2025 performance period.</p>
<p>Interstate Pavement MIU on 2-Year Performance Progress : On the basis of actual performance, Michigan achieved significant progress for Interstate in Good and Poor Condition with actual performance being both better than baseline and better than the 2-year targets. That said, the 2023 Interstate HPMS data submittal exceeded the 5.0 MIU threshold. For the Mid-Performance Period, it is anticipated FHWA will again assess Progress Not Determined" and not recognize actual 2-year performance for reporting purposes. With approximately 10 percent of the Interstate under construction, and the data collection process conditions and process being tightly by regulated, it is impossible for Michigan to not exceed the 5.0 MIU threshold. MDOT has taken every possible opportunity to encourage FHWA to reconsider and revise this requirement in 23 CFR 490 to recognize substantial investment to improve the condition of the NHS should be rewarded, not penalized.</p>
<p>Interstate Good Pavement 4-Year Target Adjustment : Analysis predicts 70.1% Interstate pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 67.1% retains a 3-point cushion while also communicating the improved anticipated 4-year performance compared to the 56.7% Good 4-year target established in 2022. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.</p>
<p>Non-Interstate Good Pavement 4-Year Target Adjustment : Analysis predicts 32.4% Non-Interstate NHS pavement in 'Good' condition at the end of 2025. Adjusting the Good target to 29.4% retains a 3-point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary. The federal Pavement Condition Measure behaves differently than RSL and PASER and forecasting the PCM continues to improve with each reporting cycle. There are also two active MDOT pavement related research projects including developing an improved federal pavement performance model.</p>
<p>NHS Bridge Performance: Analysis predicts 9.5% NHS Bridge 'Poor' condition by deck area at the end of 2025. Adjusting the Poor target to 10.0% provides a 0.5 point cushion. As the most recent analysis indicates achieving significant progress with performance better than the baseline or better than the 4-year target established in 2022 is not feasible, adjusting the target is necessary.</p>
<p>Traffic Congestion - PHED: ODOT and MDOT used RITIS to calculate a 2-year actual performance at 5.2 hours for the Toledo Urbanized Area. FHWA used a complex process to calculate 7.1 hours. FHWA has rejected ODOTs request to utilize the 5.2 hours reported through RITIS, as anticipated. If using RITIS data, significant progress achieved, however the FHWA calculated 7.1 hours falls short of demonstrating significant progress. That said, FHWA does NOT make an official significant progress determination for any of the CMAQ Measures. After discussing this joint target with Ohio DOT, TMACOG and SEMCOG, the parties elected to not adjust the 4-year target. MDOT and ODOT are working with RITIS (Cambridge Analytics) to conduct an analysis of the data used for their reporting tool to identify the difference and make appropriate adjustments. This</p>
<p>Traffic Congestion - Non-SOV: While 2022 data is available through the ACS Commute to Work survey data tables, the CMAQ applicability tables issued in October 2021 used as the baseline for the 2022-25 performance period baseline, was based on the 2010 Decennial Census. The 2020 census was not finalized before the 2022 baseline CMAQ applicability tables were required to be published by regulation. As a result, both the 2-year and 4-year actual performance for NonSOV- will report the 2021 DP03 5-Year table data as that is the latest available (and last available) table that reflects the 2010 census urban boundaries.</p>

**Resolution to Support Michigan Department of Transportation
Adjusted 4-Year National Highway System Pavement Condition AND
Bridge Condition Performance Measure Targets
Resolution #24-xx**

WHEREAS, the Battle Creek Area Transportation Study has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for The Battle Creek, Michigan urbanized area; and

WHEREAS, the Federal Highway Administration (FHWA) final rule (23 CFR 490) required States to set recurring four-year performance periods for which MDOT was required to set two-year (midpoint) and four-year (full performance) targets for pavement condition on the National Highway System, and bridge condition on the National Highway System; and

WHEREAS, the Michigan Department of Transportation (MDOT) has now adjusted the 4-year predicted performance of pavement and bridge condition targets; and

WHEREAS, the MDOT initially coordinated the establishment of pavement and bridge targets with the 15 Metropolitan Planning Organizations (MPOs) in Michigan through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, as of September 24, 2024, the MDOT has officially adopted adjusted 4-year state pavement and bridge target adjustments as shown in the table below:

Michigan's Adjusted 4-Year Pavement and Bridge Targets

Performance Measure	Baseline Condition	4-Year ORIGINAL Predicted Performance	4-Year ADJUSTED Predicted Performance
% Interstate National Highway System Pavements in Good Condition	70.4%	56.7%	67.1%
% Non-Interstate National Highway System Pavements in Good Condition	41.6%	33.1%	29.4%
% National Highway System Bridges in Poor Condition	7.0%	5.8%	10.0%

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of the State establishing and reporting its adjusted pavement and bridge targets, establish pavement and bridge targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state pavement and bridge targets, or committing to a quantifiable target for each pavement and bridge performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED, that the Battle Creek Area Transportation Study has agreed to support the MDOT's adjusted state pavement and bridge targets shown above, and;

BE IT FURTHER RESOLVED, that the Battle Creek Area Transportation Study will plan and program projects that contribute to the accomplishment of adjusted state pavement and bridge targets in its metropolitan planning area consisting of: the Cities of Battle Creek and Springfield; the Charter Townships of Bedford, Pennfield and Emmett; and the Townships of Leroy and Newton.

Adopted this 18th day of December, 2024 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.

Harry C. Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee

Fiscal Year	Job no.	Job Type	MDOT Approved Date	Phase	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	Total Job Cost	Air Quality Conformity
2026	222002	Local	9/24/2024	CON	Calhoun County	8 Dr N	8 Drive N (Beagle Lake Rd to 12 Mile Rd)	4.528	Traffic Safety	Tree removals	\$330,017	HSP	\$0		\$35,558	\$365,575	Addition	\$444,468.00	Exempt
2026	216624	Local	11/12/2024	CON	Calhoun County	Verona Rd @ 11 Mile Rd, Intersection Modernization	Verona Rd @ 11 Mile Rd intersection & approaches	2.56	Traffic Safety	Modernize signalization and associated items with new poles and signals	\$332,436	CMG,CRSM	\$0		\$37,697	\$370,133	Abandoned (work to be included within a recently awarded TEDF Category A grant)	\$0.00	Exempt
2026	216627	Local	11/14/2024	CON	Battle Creek	City of BC Rehab- Riverside Dr, Limit St	Segments of Riverside Dr, Limit St	1.479	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$561,251	STUL	\$0		\$124,456	\$685,707	Scope Change (Limits)	\$857,134.00	Exempt
2026	221978	Local	9/23/2024	CON	Calhoun County	6 Mile Rd	6 Mile Rd (Hickory Hills Dr to K Drive S)	4.102	Traffic Safety	Tree removals	\$498,195	HNR	\$0		\$55,355	\$553,550	Addition	\$693,938.00	Exempt
2025	218314	Local	11/19/2024	CON	Battle Creek	Hill Brady Rd	Skyline Dr to Dickman Rd	2.128	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$480,400	STUL	\$0		\$106,527	\$586,927	Addition	\$733,658.00	Exempt
2025	216615	Local	11/14/2024	CON	Battle Creek	Ridgemoor St	Ridgemoor- Goodale from Roosevelt to M-89 (Michigan)	1.844	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$500,294	ST-STUL	\$0		\$110,938	\$611,232	Scope Change (Limits)	\$764,040.00	Exempt
2026	219285	Trunkline	9/10/2024	CON	MDOT	M-89	M-89 over Sperry Drain (75' west of 20th Street) in Battle Creek	0.039	Reconstruction	HMA reconstruction and culvert replacement	\$1,600,801	ST		\$310,602	\$44,371	\$1,955,774	Addition	\$2,195,821.00	Exempt

BCATS TIP 2026-2029

STBG + STBG Flex										Total by	% of Total
Year	2026		2027		2028		2029			Jurisdiction	
Available Funding	\$1,452,000		\$1,481,000		\$1,511,000		\$1,542,000			\$5,986,000.00	
Battle Creek	BC Rehabs - Riverside, Limit St JN216627	\$ 561,251.00	BC Rehabs- 24th, Gethings, Emmett St JN221578	\$ 591,267.00	BC Rehabs- East Ave, Roosevelt Ave JN222449	\$ 601,641.00	Cliff St* JN222442	\$ 475,138.00	\$ 2,229,297.00	37.2%	
CCRD	6 Mile JN221493	\$ 557,288.00	Morgan & Wattles Rd JN222408	\$ 657,500.00	K Dr S JN222433	\$ 909,359.00	Beadle Lake Rd JN222438	\$ 466,862.00	\$ 2,591,009.00	43.3%	
Springfield	Avenue A JN216631	\$ 333,461.00	Gogucac St* JN222415	\$ 232,233.00			20th St - Upton to north City Limits JN222441	\$ 600,000.00	\$ 1,165,694.00	19.5%	
Transit									\$ -	0.0%	
Funding Remaining	\$0.00		\$0.00		\$0.00		\$0.00			\$0.00	

*with City of BC split 50/50, Springfield programmed as lead

*Includes CCRD Bell St to Raymond Rd

Carbon Reduction + CMAQ										Total by Jurisdiction	% of Total
Year	2026		2027		2028		2029				
Available Funding	CMAQ \$185,851	CRSM \$171,000	CMAQ \$187,828	CRSM \$174,000	CMAQ \$191,585	CRSM \$178,000	CMAQ \$195,417	CRSM \$181,000		\$1,464,681.00	
Battle Creek									\$ -	0.0%	
CCRD									\$ -	0.0%	
Springfield									\$ -	0.0%	
Transit	Operating Capital	\$185,851 \$171,000	Capital	\$361,828	Capital	\$369,585	Capital	\$ 376,417.00	\$ 1,464,681.00	100.0%	
Funding Remaining		\$0		\$0		\$0		\$0		\$0.00	

Signal
Roundabout
Non-Motorized
Signal Preemption

Total Available (All Sources) \$7,450,681.00

Agency	Fed Aid Miles	% of Total	Total Funding (All Sources)	% of Total
Battle Creek	58.6	28.8%	\$2,229,297.00	29.9%
CCRD	135.5	66.7%	\$2,591,009.00	34.8%
Springfield	9.2	4.5%	\$1,165,694.00	15.6%
Transit	N/A	-	\$1,464,681.00	19.7%
Totals	203.3	100.0%	\$7,450,681.00	100.0%

Version	Date	Description
1.0	11/6/2024	Original
1.1	11/15/2024	All road jobs programmed in JobNet, with Job Numbers