

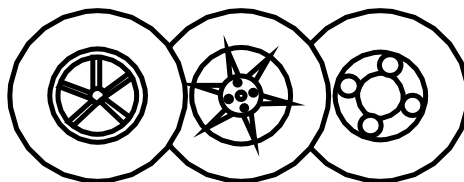
# ***FY 2023-2026***

## ***TRANSPORTATION IMPROVEMENT PROGRAM***

***Battle Creek Area Transportation Study***

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# **BCATS**

***May, 2022***

## **ACKNOWLEDGMENTS**

*This document partially fulfills work item 2.0501 of BCATS' annual Unified Work Program (UWP) for FY 2022.*

*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, and Patricia Karr, BCATS' Executive Director.*

***BCATS' FY 2023-2026 Transportation Improvement Program was approved by the Battle Creek Area Transportation Study Policy Committee on May 25, 2022 (Resolution #22-30). The draft minutes of the May 25, 2022 Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix of this document.***

### **BATTLE CREEK AREA TRANSPORTATION STUDY**

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# BATTLE CREEK AREA TRANSPORTATION STUDY

## FY 2023-2026

### TRANSPORTATION IMPROVEMENT PROGRAM

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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) 2023-2026 (October 1, 2022 through September 30, 2026) and has been prepared in accordance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations.<sup>1</sup> 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 performance-based planning and performance targets - for pavement, bridges, system reliability, safety, congestion, and public transit) and must be developed by the local MPO (in this case BCATS), the State, and any affected public transit operator(s). The MAP-21 and FAST Act legislation reinforce the consideration of performance targets, particularly for National Highway System (NHS) facilities. The 2021 IIJA federal legislation continued the FAST Act planning requirements.

The development of the Transportation Improvement Program begins with the Michigan Department of Transportation (MDOT) and local road & transit agencies submitting to BCATS the projects and programs (from the Plan and 4-R needs) which they identify as best meeting the transportation needs of their respective systems. Those recommendations evolve in consideration of BCATS' 2045

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<sup>1</sup> U.S. Code of Federal Regulations (23 CFR 450)

*Metropolitan Transportation Plan* (February, 2022); the 4-R (reconstruction, rehabilitation, restoration, and resurfacing) needs of the State and local agencies for the Battle Creek metropolitan area; and BCATS' current *FY 2020-2023 Transportation Improvement Program*<sup>2</sup>.

**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' *FY 2020-2023 TIP* that were obligated in FY 2020 or FY 2021 are listed in BCATS' annual "Obligated Projects Report" for each of those years (included for informational purposes at the end of this section). Most state and local projects programmed for 2020 and 2021 have proceeded through to implementation.

At present, it appears that all FY 2022 state and local projects in the *FY 2020-2023 TIP* are progressing toward implementation during the FY 2022 construction season. The FY 2023 program of projects in the current TIP is expected to transfer to the new TIP with changes that are being made through TIP amendments prior to the new TIP being adopted.

**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 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 and bridge) generally rests with MDOT.

For the development of the FY 2023-2026 TIP, all of the agencies completed a project nomination form for each project proposed for inclusion in the new TIP. 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 TIP Sub-Committee includes representatives from the local road agencies, Battle Creek Transit, along with BCATS staff. MDOT staff are involved when coordination of state and local projects is indicated. The project nomination forms are utilized as part of the process of identifying the merits of each project based on local needs, priorities, and importance within the areawide transportation system. Due to the small amount of funding available for local discretion, BCATS does not have an extensive or involved project prioritization process/procedure. Impacts of projects in meeting performance measures and targets is taken into consideration in developing a proposed TIP project list and information to assess that aspect was included on the project nomination forms.

The entire TIP project list (including the selected local Federal-aid projects) is forwarded to the Technical and Policy Committees for review and then released for public comment. Ultimately, it is the responsibility of the Policy Committee to grant final approval to the project list as part of the entire TIP document.

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<sup>2</sup> FY 2020-2023 Transportation Improvement Program, Battle Creek Area Transportation Study, May, 2019, as amended.

Amendments or changes to the content of the TIP may occur at any time during this development/review process. The process for amending the TIP after final approval is discussed in Section 9 - Implementation.

## **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.

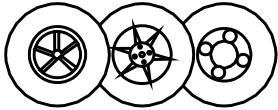
In addition to accessible line-haul service into areas with high populations of elderly citizens and persons with disabilities, BCT operates a lift-equipped, demand-response door-to-door service, available to the general able-bodied public but targeted for the elderly and the disabled, particularly those confined to wheelchairs, who are unable to utilize conventional public transportation or other transportation services. BCT is also currently operating a demonstration service, BCGo, with accessible vans. This service operates within the BCATS area and throughout other portions of Calhoun County.

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 plays an active role in the BCATS process and on the BCATS' TIP Sub-Committee evaluating projects for inclusion in the TIP.

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. The Plan was most recently updated in March, 2015 and is expected to be updated in 2022. Battle Creek Transit serves as a pass-through agency for state funds for several local non-profit transit providers.







**BCATS**

December, 2020

Battle Creek Area Transportation Study (BCATS)

## Battle Creek Area Transportation Study

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### ***BCATS Reports Obligated Federal Transportation Projects for FY 2020***

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. The programming year is a fiscal year that runs from October 1st through September 30th of the following year. This requirement continued under the federal MAP-21 legislation passed in 2012 and under the Fixing America’s Surface Transportation (FAST) Act passed in December, 2015, which has recently been extended by Congress.

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 2020 (which ended September 30, 2020). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2020 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2020 may not be constructed until 2021 or after. The listing of 2020 obligated projects for the BCATS area appears in this publication. Also included in the listing, for information purposes, are some projects which did not utilize any federal funds. For those projects, the category of state funding is listed as well as the total cost of the project. Any questions about this report may be addressed to the BCATS staff office via any of the contact options at the top of this page.

### **Federal Legislation continues to provide funding . . .**

On December 4, 2015 a five-year federal transportation bill, “Fixing America’s Surface Transportation Act”, known as the FAST Act, was enacted when the President signed it into law. The new bill did not make any major changes in the implementation of the federal transportation program as compared to the previous bill, the MAP-21 legislation in 2012. The FAST Act set out a plan for continuing to fund a federal transportation program over the next five years. No new funding bill to succeed the FAST Act has been passed to-date, only extensions of the current bill. BCATS’ role continues to be to administer whatever level of federal funding is provided for highway, transit and other modes of transportation in the greater Battle Creek area.



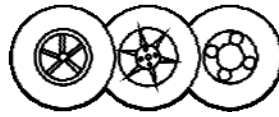
Implementing Agency	Phase of Project	Project Name	Improvement(s)	Programmed Total Phase Cost (1)	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Total Actual Project Cost (3)
<b>LOCAL</b>								
BCATS	NI	FY 20201 Battle Creek Consolidated Planning Funds (October 1, 2020 - September 30, 2021)	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	\$290,312	PL	\$237,621	\$237,620	\$290,312
CBC	CON	Capital Avenue NE at Van Buren Street Intersection	Traffic Signal Modernization at intersection	\$338,873	STUL + CMG	\$336,355	\$344,068	\$346,644
CBC	CON	Major Street Resurfacing Project	Chipseal resurfacing of various roadway sections within the City of Battle Creek (4.491 miles)	\$491,770	STUL	\$402,514	\$346,453	\$423,278
CBC	CON	Main Street	Full resurfacing of Main Street from Dickman Road to BC City Limits and CCRD portion from BC City Limits to M-96 (Columbia Ave.) completed under advance construct, to be reimbursed at a future date (.563 miles)	\$275,092	STUL + HIPS	\$225,162	\$213,207	\$280,486
CBC	CON	Main Street at Cliff Street Intersection	Traffic Signal Modernization at intersection	\$190,426	CMG	\$190,426	\$181,189	\$181,189
CCRD	CON	N Drive North (Gorsline Road)	Resurfacing from McAllister Road to 12 Mile Road (2.89 miles)	\$1,200,000	STUL + HISP	\$704,196	\$615,749	\$1,049,281
CCRD	CON	Multiple Routes Calhoun County, various locations with intersections	Installation of duel stop signs and stop ahead signs, various locations within the BCATS area	\$23,718	HSIP	\$21,346	\$18,464	\$20,515
CCRD	CON	Banfield Road	Tree removal from M-37 to Base Line Road, northern border Calhoun County (.959 miles)	\$14,934	HRRR	\$13,441	\$19,943	\$22,159
CCRD	CON	N Drive North	Tree removal from 9 1/2 Mile Road to 12 Mile Road (2.262 miles)	\$9,118	HSIP	\$8,206	\$16,614	\$18,480
CCRD	CON	Countywide Calhoun County	Install overhead flashing beacons at various locations within the BCATS area	\$53,316	HSIP	\$47,984	\$41,968	\$46,631
<b>TRANSIT</b>								
CBC/BCT	NI	BCT - Capital Assistance	Van replacement	\$178,406	5339	\$142,725	\$142,725	\$142,725
CBC/BCT	NI	Community Action Agency of Southcentral Michigan - Capital Improvements	6410-5310 Capital Projects - replacement of four vehicles	\$232,796	5310	\$186,236	\$186,237	\$232,796
CBC/BCT	NI	Community Action Agency of Southcentral Michigan - Operating Assistance	FY 2020 Section 5310 Operating Assistance to address COVID-19	\$306,180	5310	\$153,090	\$153,090	\$306,180
CBC/BCT	NI	Community Action Agency of Southcentral Michigan - Transit Capital	FY 2020 Section 5310 program - miscellaneous equipment to address COVID-19	\$18,368	5310	\$14,694	\$14,694	\$18,368
CBC/BCT	NI	Marion Burch Adult Day Care - Capital Improvements	6410-5310 Capital Projects - replacement of two vehicles	\$154,014	5310	\$123,211	\$123,211	\$154,014
CBC/BCT	NI	Marion Burch Adult Day Care - Transit Capital	FY 2020 Section 5310 program - miscellaneous equipment to address COVID 19	\$8,445	5310	\$6,756	\$6,756	\$8,445
CBC/BCT	NI	BCT Transit Operating Assistance	Federal + local operating assistance for Battle Creek Transit (for total budget, add state share of budget shown in information only section below)	\$2,724,626	5307	\$1,362,313	\$1,402,004	\$2,804,008
CBC/BCT	NI	Community Inclusive Recreation (CIR)	FY 2020 Section 5310 - miscellaneous equipment to address COVID-19	\$2,995	5310	\$2,396	\$2,396	\$2,995
<b>STATE</b>								
MDOT	CON	Wheatfield Parkway/ Westbound I-94 Ramp	Cold mill and hot mix asphalt resurface of the loop entrance ramp (.178 miles)	\$414,000	HSIP	\$372,600	\$393,268	\$596,964
MDOT	CON	M-96 (Columbia Avenue)	Milling and one course asphalt overlay from Helmer Road east to Riverside Drive (2.813 miles)	\$1,789,000	NH + HSIP	\$1,464,297	\$1,748,779	\$2,056,294
MDOT	CON	MDOT Multi-location Project	Asphalt crack treatment for M-66 for 2.7 miles south of I-94 and M-89 from Augusta Drive to Washington St. (12.598 miles total both segments)	\$173,316	ST	\$141,859	\$131,878	\$186,122
MDOT	CON	Transportation Service Center wide traffic safety project	Signing update	\$98,500	STG	\$98,500	\$590,166*	\$701,114*
MDOT	CON	I-94 Business Loop (Dickman Road)	Milling and two course asphalt overlay from Helmer Road to southbound I-194 on-ramp (2.916 miles)	\$4,691,152	NH	\$3,839,708	\$3,774,826	\$5,091,450
MDOT	CON	I-19 Business Loop (Dickman Road)	Railroad safety improvements on Grand Trunk Western facilities in Battle Creek	\$250,845	STRH	\$225,761	\$197,995	\$262,994
MDOT	CON	I-94Business Loop (Dickman Road)	Reconstruction of railroad crossing surface on Grand Trunk Western facilities in Battle Creek	\$354,892	STRH	\$319,403	\$327,374	\$363,748
MDOT	CON	Southwest Regionwide Pavement Marking Retro Readings	Pavement marking retro readings on trunklines in the BCATS area (3.199 miles)	\$1,080	HSIP	\$972	\$9,007*	\$10,008*
MDOT	PE	Southwest Regionwide Longitudinal Pavement Markings	Longitudinal pavement marking application on trunklines in the BCATS area (2.372 miles)	\$450	HSIP	\$405	\$4,500*	\$1,896,728*
MDOT	CON	Southwest Regionwide Longitudinal Pavement Markings	Longitudinal pavement marking application on trunklines in the BCATS area (2.372 miles)	\$163,800	HSIP	\$147,420	\$1,702,556*	\$1,896,728*
MDOT	PE	Southwest Regionwide Special Pavement Markings	Special pavement marking application on trunklines in the BCATS area (3.756 miles)	\$450	HSIP	\$405	\$4,500*	\$343,644*
MDOT	CON	Southwest Regionwide Special Pavement Markings	Special pavement marking application on trunklines in the BCATS area (3.756 miles)	\$40,500	HSIP	\$36,450	\$304,780*	\$343,644*
MDOT	PE	MDOT Regionwide	Longitudinal pavement marking application on trunklines in the BCATS area (2.372 miles)	\$900	HSIP	\$810	\$10,000*	\$2,190,000*
MDOT	PE	MDOT Regionwide	Special pavement marking application on trunklines in the BCATS area (2.747 miles)	\$900	HSIP	\$810	\$10,000*	\$350,000*
MDOT	PE	I-194 (M-96 [Columbia Avenue] Bridge over I-194)	Bridge rehabilitation for M-96 (Columbia Avenue) bridge over I-194	\$203,000	ST	\$166,156	\$203,000	\$3,015,000*
MDOT	PE	I-194	Luminaire replacement from I-94 Business Loop to Hamblin Avenue (.553 miles)	\$4,000	NH	\$3,274	\$3,274	\$42,572*
MDOT	CON	I-194	Luminaire replacement from I-94 Business Loop to Hamblin Avenue (.553 miles)	\$46,000	NH	\$37,652	\$38,572	\$42,572*
MDOT	PE	M-37	Milling and two course asphalt resurfacing from M-96 (Dickman Road) to Creekview Drive (2.868 miles)	\$770,000	ST	\$630,245	\$770,000	\$7,640,000*
<b>NON-FEDERALLY FUNDED 2020</b>								
<b>FOR INFORMATION ONLY - NOT REQUIRED TO BE REPORTED</b>								
Implementing Agency	Phase of Project	Project Name	Improvement(s)		State Fund Source			Total Project Cost **
CCRD	CON	Main Street (advance construct project with future federal funding)	Hot Mix Asphalt mill and resurface (3 inches) with Americans with Disabilities Act ramp upgrades (0.301 miles)		None - future STUL			\$184,968
CBC/BCT	NI	Transit Operating Specialized Services FY 2020	Specialized services operating funding for Marian Burch Adult Day Care, Community Action, and Community Inclusive Recreation		CTF			\$108,434
CBC/BCT	NI	Battle Creek Transit FY 2020 State Operating Assistance	Local bus operating assistance from the State of Michigan to Battle Creek Transit		CTF			\$1,388,691
MDOT	NI	Canadian National Railway	Adding funding for fiber optic installation in rail right-of-way in Battle Creek (1.433 miles)		CTFR			\$5,284
MDOT	PES	I-94	Bridge rehabilitation for I-94 Business Loop (E. Michigan Ave.) bridges over I-94		M			\$1,073,000
MDOT	PE	I-94	Bridge rehabilitation for I-94 Business Loop (E. Michigan Ave.) bridges over I-94		M			\$1,073,000
MDOT	PES	I-94	Bridge capital preventative maintenance for I-94 bridges over Riverside Drive		M			\$1,047,840
MDOT	PE	I-94	Bridge capital preventative maintenance for I-94 bridges over Riverside Drive		M			\$1,047,840
MDOT	PES	I-94	Bridge capital preventative maintenance for I-194/M-66 bridges over I-94		M			\$2,013,036
MDOT	PE	I-94	Bridge capital preventative maintenance for I-194/M-66 bridges over I-94		M			\$2,013,036
MDOT	PE	M-66	Milling and one course asphalt overlay from L Drive South to D Drive South (4.023 miles)		M			\$1,250,000
MDOT	PE	Regionwide Preventative Maintenance	2021 asphalt crack treatment for M-96 (W. Dickman Road) (19.415 miles)		M			\$330,000
MDOT	PES	I-194	Bridge rehabilitation for M-96 (Columbia Avenue) bridge over I-194		M			\$3,015,000
MDOT	CON	I-94 Business Loop	Reconstruct railroad crossing surface at Grand Truck Railroad		MRR			\$20,292,000
MDOT	PES	I-194	Bridge replacement over the Kalamazoo River		RBMP			\$20,292,000
MDOT	PE	I-194	Bridge replacement over the Kalamazoo River		RBMP			\$428,500
MDOT	PES	I-94	Milling and two course asphalt resurfacing from Helmer Road to F Drive North (8.125 miles)		RBMP			\$120,267,052
MDOT	PE	I-94	Milling and two course asphalt resurfacing from Helmer Road to F Drive North (8.125 miles)		RBMP			\$120,267,052
MDOT	ROW	M-66	Acquisition of clear vision right-of-way at M-66/D Drive South intersection southwest quadrant (0.05 miles)		M			\$10,000

See table key on back page

\* some Federal Funds Obligated amounts and Total Actual Project Cost amounts reflect entire areawide, regionwide, or statewide project amounts rather than for the BCATS area only    \*\* in the case of PE and PES phases, the Total Project Cost may include all phases, current and future, of the planned project in the total cost



## Battle Creek Area Transportation Study (BCATS)



# BCATS

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601 Avenue A  
Springfield, MI 49037*

**ACKNOWLEDGEMENTS** - This document was financed through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and with local funds provided by the Calhoun County Road Department, the City of Battle Creek, and the City of Springfield.

### Deciphering the Table on the Previous Page

**Implementing Agency Codes:** CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; 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; PES=Preliminary Engineering Structures; NI=non-infrastructure (such as Planning, Transit and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition

**Federal Fund Source Codes:** ST=Surface Transportation any area; ST,EMRP=Surface Transportation Earmarks Repurposed; STRH=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=Surface Transportation urban local (<200,000 population); PL=STP Planning; CMG=Congestion Mitigation & Air Quality Program (100% federally funded); ST=Surface Transportation; STG=Surface Transportation 100% federally funded; NH=National Highway System; HSIP=Highway Safety Improvement Program; TA=Transportation Alternatives; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=FTA Section 5339 - Bus and Bus Facilities

**State Fund Source Codes:** TEDF=Transportation Economic Development Fund/Award Categories A thru F; CTF=Comprehensive Transportation Fund; MRR=Michigan Railroad; M=Michigan Funds Michigan Betterment; GF=General Fund (followed by year of funds utilized designation); CTFR=Comprehensive Transportation Fund Rail; RBMP=Re-Building Michigan

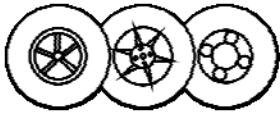
(1) "Programmed Total Phase Cost" and "Federal Funds Programmed" are the amounts programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project and recorded in the MDOT database. (3) "Total Actual Project Cost" is the reported actual cost for the project in the MDOT database. Some projects may be identified as "Areawide", "Countywide", or "Regionwide" and the obligated funds are only being reported for the portion of the project located in the BCATS area, as best as that amount can be determined, but the total cost usually reflects the entire project beyond the BCATS area.

Not all codes, above, may be represented in this report each year. All figures are to the best of BCATS' knowledge at the time of publication.

### Did you know . . .

- A total of approximately \$14.3 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2020 - this is about 1.4% more than the amount of federal funds obligated for the BCATS area in 2019. The non-federal project list shows that there are many preliminary engineering projects being funded with state funds only that may have some federal funds associated with them when the construction phase is obligated within the next few years. A change for the future is that the state's new Re-Building Michigan bonding program will result in several major projects being funded primarily, or wholly, by this non-federal funding source.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives, 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. This represents federal gas tax revenues coming back to the local community. MDOT also completes projects with state transportation funds generated from state gas tax revenues and bonding programs.
- In 2020, of the total obligated federal funds, about \$350,000 was allocated for state and local projects benefitting improved air quality and just over \$2 million was allocated for transit projects.





**BCATS**

December, 2021

Battle Creek Area Transportation Study (BCATS)

## Battle Creek Area Transportation Study

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### ***BCATS Reports Obligated Federal Transportation Projects for FY 2021***

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. The programming year is a fiscal year that runs from October 1st through September 30th of the following year. This requirement continued under the federal MAP-21 legislation passed in 2012 and under the Fixing America’s Surface Transportation (FAST) Act (December, 2015). The most recent transportation funding bill is the new Infrastructure Investment and Jobs Act (IIJA).

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 2021 (which ended September 30, 2021). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2021 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2021 may not be constructed until 2022 or after. The listing of 2021 obligated projects for the BCATS area appears in this publication. Also included in the listing, for information purposes, are some projects which did not utilize any federal funds. For those projects, the category of state funding is listed as well as the cost of the project. Any questions about this report may be addressed to the BCATS staff office via any of the contact options at the top of this page.

### **Federal Legislation continues to provide funding . . .**

On December 4, 2015 a five-year federal transportation bill, “Fixing America’s Surface Transportation Act”, known as the FAST Act, was enacted when the President signed it into law. The new bill did not make any major changes in the implementation of the federal transportation program as compared to the previous bill, the MAP-21 legislation in 2012. The FAST Act set out a plan for continuing to fund a federal transportation program over the next five years. The new, recent IIJA bill has not been shown to provide for any changes in planning regulations. BCATS’ role continues to be to administer whatever level of federal funding is provided for highway, transit and other modes of transportation in the greater Battle Creek area.





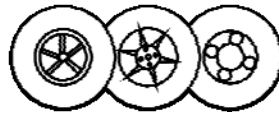
Implementing Agency	Phase of Project	Project Name	Improvement(s)	Programmed Total Phase Cost (1)	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Total Actual Project Cost (3)
<b>LOCAL</b>								**
BCATS	NI	FY 2022 Battle Creek Consolidated Planning Funds (for October 1, 2021 - September 30, 2022)	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	\$290,087	PL	\$237,436	\$237,436	\$290,087
CCRD	CON	Morgan Road (federal funding represented here - also seen Non-federally funded section below)	Mill and Resurface from M-37 to M-66 (Capital Avenue NE) (2.54 miles)	\$55,682	HPS	\$45,576	\$45,576	\$1,086,676
CCRD	CON	Morgan Road (federal funding represented here - also seen Non-federally funded section below)	Mill and Resurface from M-37 to M-66 (Capital Avenue NE) (2.54 miles)	\$580,780	STUL	\$404,932	\$404,932	\$1,086,676
CBC	CON	North Avenue and Territorial Road	Mill and Resurface two roadways - North Avenue (from Van Buren to Roosevelt) and Territorial Road (from Capital to River-side) (1.8 miles)	\$571,434	STUL	\$467,719	\$397,836	\$584,305
CBC	CON	Emmett Street	Mill and Resurface from Hazel to Capital (1.59 miles)	\$180,000	STUL	\$147,330	\$147,330	\$192,505
CCRD	CON	Capital Avenue SW (5 Mile Road)	Mill and Resurface from 0.3 miles north of B Drive S to City of Battle Creek city limits (0.71 miles)	\$325,000	STUL	\$222,163	\$222,163	\$436,414
CCRD	CON	Countywide Safety Project	Tree removal and clearing countywide in Calhoun County (11.77 miles)	\$515,497	HRRR	\$463,947	\$361,886	\$412,165
CBC	CON	Local Bridges (Hamblin Avenue, Michigan Avenue, Emmett Street)	Miscellaneous Bridge Capital Preventative Maintenance	\$650,000	BHT	\$520,000	\$611,227	\$764,034
<b>TRANSIT</b>								
CBC/BCT	NI	BCT - Transit Capital	Mobility Management Project	\$82,500	5310	\$66,000	\$66,000	\$82,500
CBC/BCT	NI	BCT - Bus Shelter Project and Misc.	Bus shelter installation project, marketing/outreach, fare subsidy	\$322,141	CM	\$257,713	\$257,713	\$322,141
CBC/BCT	NI	BCT - Transit Capital	New Freedom Mobility Management Project	\$459,990	5310	\$229,995	\$229,995	\$459,990
CBC/BCT	NI	BCT Transit Capital	Replace, upgrade communications equipment	\$159,336	5339	\$127,469	\$127,469	\$159,336
CBC/BCT	NI	Community Action Transit Capital	Purchase two (2) van replacements	\$234,000	5310	\$187,200	\$187,200	\$234,000
CBC/BCT	NI	Community Inclusive Recreation (CIR) Transit Capital	Purchase one (1) replacement bus	\$71,239	5310	\$56,991	\$56,991	\$71,239
CBC/BCT	NI	BCT Transit Operating Assistance 2021	Federal + local operating assistance for Battle Creek Transit (for total budget, add state share of budget shown in information only section below)	\$2,808,990	5307	\$1,404,495	\$1,404,495	\$2,808,990
CBC/BCT	NI	BCT Transit Capital	Replace ten (10) large buses and four (4) small buses/vans	\$6,675,000	5339	\$5,340,000	\$5,340,000	\$6,675,000
<b>STATE</b>								
MDOT	CON	Various routes in Branch and Calhoun County	Road Capital Preventative Maintenance - 2021 Asphalt crack treatment (19.42 miles)	\$40,800	ST	\$33,395	\$21,314	\$217,140
MDOT	ROW	M-37 (Helmer Road/Bedford Road)	Road rehabilitation from M-96 (Dickman Road) to Creekview Drive - milling and two course asphalt resurfacing (2.87 miles)	\$80,000	ST	\$65,480	\$33,497	\$6,390,000*
MDOT	ROW	Traffic Safety - various locations in the Marshall TSC area	Traffic Signal Modernization, connected vehicle installations	\$15,000	STG	\$15,000	\$15,000	\$1,151,000*
MDOT	CON	Southwest Regionwide Longitudinal Pavement Markings	Longitudinal pavement marking application on trunklines in the BCATS area (2.37 miles)	\$98,500	HSIP	\$176,580	\$142,074	\$1,958,886*
MDOT	CON	Southwest Regionwide Special Pavement Markings	Special pavement marking application on trunklines in the BCATS area (2.75 miles)	\$30,600	HSIP	\$27,540	\$19,910	\$283,118*
MDOT	CON	Southwest Regionwide Pavement Marking Retro-reflectivity Readings	Retro-reflectivity pavement marking application on trunklines in the BCATS area (1.39 miles)	\$990	HSIP	\$891	\$781	\$10,713*
MDOT	CON	Southwest Regionwide 2021 Durable Pavement Marking Application	Durable pavement marking on trunklines in SW Region, some in the BCATS area (2.59 miles)	\$36,000	HSIP	\$32,400	\$26,819	\$367,884*
<b>NON-FEDERALLY FUNDED 2021</b>		<b>FOR INFORMATION ONLY - NOT REQUIRED TO BE REPORTED</b>						
Implementing Agency	Phase of Project	Project Name	Improvement(s)		State Fund Source	State Amount		Project Cost **
CCRD	CON	Morgan Road (state funding represented here)	Mill and Resurface from M-37 to M-66 (Capital Avenue NE) (2.54 miles)		EDF	\$344,220		\$1,086,676
CBC/BCT	NI	Transit Operating Specialized Services FY 2021	Specialized services operating funding for Marian Burch Adult Day Care, Community Action, and Community Inclusive Recreation		CTF	\$108,434		\$108,434
CBC/BCT	NI	Battle Creek Transit FY 2021 State Operating Assistance	Local bus operating assistance from the State of Michigan to Battle Creek Transit		CTF	\$1,415,726		\$1,415,726
MDOT	PE	M-89 (Washington Avenue) Bridge over GTW RR and Kalamazoo River	Bridge Capital Preventative Maintenance		M	\$56,000		\$56,000
MDOT	PES	M-89 (Washington Avenue) Bridge over GTW RR and Kalamazoo River	Bridge Capital Preventative Maintenance		M	\$100,000		\$100,000
MDOT	PE	I-94 Battle Creek Rest Area	Reconstruct the Battle Creek rest area building		M	\$520,000		\$520,000
MDOT	PE	M-311 Bridge over I-94	Bridge Rehabilitation - shallow overlay with barrier replacement		M	\$26,456		\$26,456
MDOT	PES	M-311 Bridge over I-94	Bridge Rehabilitation - shallow overlay with barrier replacement		M	\$123,776		\$123,776
MDOT	PE	I-94	I-94 from I-94BL to 17 1/2 Mile Road - milling and one course asphalt overlay (6.16 miles)		M	\$8,500		\$8,500
MDOT	CON	M-311	Road CPM from M-60 to M-96 - Single course chip seal with fog seal (13.4 miles)		M	\$770,000		\$770,000
MDOT	CON	I-94	Road CPM from 40th Street to Renton Road - Skip patching (4.90 miles)		M	\$470,000		\$470,000

See table key on back page

\* some Federal Funds Obligated amounts and Total Actual Project Cost amounts reflect entire areawide, regionwide, or statewide project amounts rather than for the BCATS area only      \*\* in the case of PE and PES phases, as well the CON phase, the Total Project Cost may include all phases, current and future, of the planned project in the total cost



## Battle Creek Area Transportation Study (BCATS)



# BCATS

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Springfield City Hall  
601 Avenue A  
Springfield, MI 49037*

**ACKNOWLEDGEMENTS** - This document was financed through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), and with local funds provided by the Calhoun County Road Department, the City of Battle Creek, and the City of Springfield.

### Deciphering the Table on the Previous Page

**Implementing Agency Codes:** CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; 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; PES=Preliminary Engineering Structures; NI=non-infrastructure (such as Planning, Transit and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition

**Federal Fund Source Codes:** ST=Surface Transportation any area; ST,EMRP=Surface Transportation Earmarks Repurposed; STRH=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=Surface Transportation urban local (<200,000 population); PL=STP Planning; CM=Congestion Mitigation & Air Quality Program (100% federally funded); ST=Surface Transportation; STG=Surface Transportation 100% federally funded; NH=National Highway System; HSIP=Highway Safety Improvement Program; TA=Transportation Alternatives; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=FTA Section 5339 - Bus and Bus Facilities

**State Fund Source Codes:** TEDF=Transportation Economic Development Fund/Award Categories A thru F; CTF=Comprehensive Transportation Fund; MRR=Michigan Railroad; M=Michigan Funds Michigan Betterment; GF=General Fund (followed by year of funds utilized designation); CTRF=Comprehensive Transportation Fund Rail; RBMP=Re-Building Michigan Program

**Other Abbreviations** - CPM = Capital Preventative Maintenance

**Notated Column Numbers from the prior page:**

(1) "Programmed Total Phase Cost" and "Federal Funds Programmed" are the amounts programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project and recorded in the MDOT database. (3) "Total Actual Project Cost" is the reported actual cost for the project in the MDOT database. Some projects may be identified as "Areawide", "Countywide", or "Regionwide" and the obligated funds are only being reported for the portion of the project located in the BCATS area, as best as that amount can be determined, but the total cost usually reflects the entire project beyond the BCATS area.

Not all codes, above, may be represented in this report each year. All figures are to the best of BCATS' knowledge at the time of publication.

### Did you know . . .

- A total of approximately \$10.3 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2021 - this is about \$4 million less than the amount of federal funds obligated for the BCATS area in 2020. The non-federal project list shows that there are many preliminary engineering projects being funded with state funds only that may have some federal funds associated with them when the construction phase is obligated within the next few years. A change being seen in the project funding source is the implementation of the state's new Re-Building Michigan bonding program, resulting in many major projects being funded primarily, or wholly, by this non-federal funding source. This is not unique to the BCATS area.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives, safety, congestion mitigation air quality improvement (CMAQ or CM), 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. This represents federal gas tax revenues coming back to the local community. MDOT also completes projects with state transportation funds generated from state gas tax revenues and bonding programs.
- In 2021, of the total obligated federal funds, about \$258,000 was allocated for state and local projects benefitting improved air quality and just over \$7.67 million was allocated for transit projects. Battle Creek Transit received a large discretionary grant for vehicle replacement that significantly increased the level of federal transit funds obligated in FY 2021.



## **SECTION 2 - FINANCIAL PLAN/FINANCIAL CONSTRAINT**

### **INTRODUCTION**

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state and local)
2. Fiscal constraint (cost of projects cannot exceed available revenue)
3. Expected rate of change in available funding (unrelated to inflation)
4. Year of Expenditure (YOE) factor to adjust costs for predicted inflation
5. Estimate of Operations and Maintenance (O&M) costs for the federal-aid highway system (FAHS)

Note that project costs used in this section are drawn from the list presented in Section 8, which was current as of 5/5/22, and represents the initial FY 2023-2026 TIP project list approved as part of the full TIP document by BCATS Policy Committee 5/25/22.

### **AVAILABLE HIGHWAY AND TRANSIT FUNDING**

The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds are retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally-powered vehicles, as well as a growing number of hybrid and fully-electric vehicles that require little to no motor fuel.

There are a number of federal highway programs that serve different purposes. Section 2-Addendum 2-1 contains a list of these programs. Federal highway funds are apportioned to the states (apportionment means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population of each region. Local agencies within the BCATS area are eligible for approximately \$1.5 million in federal-aid highway funding under the Surface Transportation Urban Local program/ST Flex program each year.

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Section 2-Addendum 2-1 at the end of this chapter. Transit funds are distributed according to a complex set of distribution formulas. The public transit operator in the BCATS area, Battle Creek Transit, receives approximately \$1.45 million in federal operating assistance directly from the federal government each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Currently, state motor fuel taxes are set at 26.3 cents per gallon on gasoline and also on diesel fuel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from the motor fuel taxes and vehicle registration

fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit funding. MTF funding, after set-asides, is distributed to the State Trunkline fund (for I-, Us-, and M-designated roads) and to counties, cities and villages throughout the state.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimated that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until FY 2020, when it's expected that the increase will be fully implemented and stabilize at an additional \$1.2 billion per year ("Road Funding Package-Enacted Analysis", Hamilton and Kyle, Lansing, MI, House Fiscal Agency, November, 2015.) The revenue package not only raised the state's gas tax on motor fuel and diesel fuel, as noted on the prior page, but raised vehicle registration fees an average of 20% and provides for inflation adjustment of the fuel tax by up to 5% annually, starting January 2022.

Local funding is much more difficult to predict. There is a patchwork of transportation millages, parcel fees, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

## **FISCAL CONSTRAINT AND PROJECT SELECTION**

The most important financial consideration when creating and/or maintaining a STIP and TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are *not* the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA). MTPA's membership includes the state's metropolitan planning organizations and MDOT. It also includes, as ex-officio members, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding amounts make it prudent to forecast federal funding levels increasing at a two percent annual rate of increase for 2023-2026, which includes all four years of the FY 2023-2026 TIP (see Section 2-Addendum 2-2).

In the BCATS area, the BCATS TIP Subcommittee is provided with the federal funding targets for the years covered by the TIP. This information is provided by MDOT. This controls the amount of federal-aid highway funding programmed. The TIP Subcommittee makes recommendations for projects to be programmed. MDOT has a process to select projects on its road system as well, utilizing the state's Asset Management Plan. Local agencies throughout the state also use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), whose duties are prescribed by state law. The transit agency selects projects based on internal assessment of capital and operations needs and in conjunction with its developed Transit Asset Management Plan.

## YEAR OF EXPENDITURE (YOE)

When MDOT, local agencies, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. Year of expenditure (YOE) simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each agency takes its inflation experience into consideration in developing cost estimates for projects considered by the TIP Subcommittee. MDOT has developed YOE factors for itself and any other agency which wishes to use them. For the FY 2023-2026 TIP cycle, MDOT's inflation rates are shown in Section 2-Addendum 2-2.

## SUMMARY: RESOURCES AVAILABLE FOR CAPITAL NEEDS ON THE FEDERAL-AID HIGHWAY SYSTEM

Table 2-1 contains a summary of the predicted resources that will be available for non-MDOT capital needs on the federal-aid highway system in the Battle Creek Area Transportation Study area over fiscal years 2023 through 2026. The only local funding (i.e., non-federal) included is funding required to match the federal-aid funds. This is generally about 18.15% of the cost of each project. However, there are some projects under the CMAQ program that are eligible for 100% federal funding. The figures in the table are based on all projects requiring a 18.15% local share.

**Table 2-1. Forecast of Resources Available for Capital Needs  
on the Local Federal-Aid Highway System (in thousands of dollars)  
for the BCATS Area, 2023-2026**

<b>FY</b>	<b>ST Urban Local &amp; Flex</b>	<b>CMAQ/ Carbon Reduction</b>	<b>Local Match</b>	<b>TOTAL</b>
<b>2023</b>	\$1,437	\$324	\$390	<b>\$2,151</b>
<b>2024</b>	\$1,466	\$331	\$398	<b>\$2,195</b>
<b>2025</b>	\$1,495	\$337	\$406	<b>\$2,238</b>
<b>2026</b>	\$1,525	\$345	\$415	<b>\$2,285</b>
<b>TOTAL</b>	<b>\$5,923</b>	<b>\$1,337</b>	<b>\$1,609</b>	<b>\$8,869</b>

For MDOT capital revenues, the estimate is directly related to the totality of the projects programmed for the BCATS area in the TIP years of the current MDOT 5-year program. This amount is expected to total \$56.7 million in federal, state and local funds for MDOT projects. Table 2-1.a. provides a breakdown of MDOT revenue by year for the TIP.

**Table 2-1.a. Forecast of Resources Available for Capital Needs  
on the MDOT Federal-Aid Highway System (in thousands of dollars)  
for the BCATS Area, 2023-2026**

<b>FY</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>	<b>TOTAL</b>
<b>2023</b>	<b>4,242</b>	<b>1,230</b>	<b>134</b>	<b>5,606</b>
<b>2024</b>	<b>4,616</b>	<b>33,311</b>	<b>1</b>	<b>37,928</b>
<b>2025</b>	<b>3,594</b>	<b>453</b>	<b>59</b>	<b>4,106</b>
<b>2026</b>	<b>7,865</b>	<b>1,113</b>	<b>110</b>	<b>9,088</b>
<b>TOTAL</b>	<b>20,317</b>	<b>36,107</b>	<b>304</b>	<b>56,728</b>

**ESTIMATE OF OPERATIONS AND MAINTENANCE COSTS  
FOR THE FEDERAL-AID HIGHWAY SYSTEM**

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher on the National Functional Classification System). Operations and maintenance (O&M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of the operating road agencies (MDOT and local road agencies). Nevertheless, federal regulations require an estimate of O&M costs on the federal-aid highway system over the years covered by the TIP. Section 2-Addendum 2-2 explains the method and assumptions used to formulate the estimate. Table 2-2 contains a summary O&M cost estimate for roads on the federal-aid highway system in the BCATS area. These funds are not shown in the TIP, because most highway operations and maintenance type projects are not eligible for federal-aid. The amounts shown are increased annually by the MDOT provided YOE factors (see Section 2-Addendum 2-2).

**Table 2-2. Forecast of Operations and Maintenance Costs  
on the Federal-Aid System in the BCATS area (thousands of dollars)**

	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>MDOT</b>	6,000	7,000	7,000	7,000
<b>Local</b>	2,172	2,215	2,260	2,305
<b>TOTAL</b>	<b>8,172</b>	<b>9,215</b>	<b>9,260</b>	<b>9,305</b>



## SUMMARY: RESOURCES FOR CAPITAL NEEDS OF PUBLIC TRANSIT AGENCIES

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to the transit agency in the Battle Creek area, Battle Creek Transit, a department of the City of Battle Creek. Federal capital funding is distributed to transit agencies through MDOT. There are other federal funding sources which are more specialized and are awarded on a discretionary basis. See Section 2-Addendum 2-1 for more information on federal transit resources.

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal-aid and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, the federal funding amounts for transit are insufficient to support the operation of the transit system. Federal capital funding is very unpredictable and is only represented to the extent of known projects receiving funding.

Local funding comes from farebox revenues, the City of Battle Creek's general fund, and advertising revenue. Local funding fluctuates and therefore, only federal and state resources are included in this summary. Table 2-3 indicates expected total revenues available for public transit in the BCATS area.

**Table 2-3. Forecast of Resources Available  
for Public Transit in the BCATS area for FY 2023 through FY 2026 (thousands of dollars)**

<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
2,127	2,184	2,659	2,022

**Table 2-4. DEMONSTRATION OF FINANCIAL CONSTRAINT  
FY 2023-2026 TIP (thousands of dollars)**

	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>
<b>Highway Funding</b>	7,757	40,123	6,344	11,373
<b>Highway Programmed</b>	7,757	40,123	6,344	11,373
<b>Transit Funding (fed + state)</b>	2,127	2,184	2,659	2,022
<b>Transit Programmed (fed + state)</b>	2,127	2,184	2,659	2,022
<b>Total Funding</b>	9,884	42,307	9,003	13,395
<b>Total Programmed</b>	9,884	42,307	9,003	13,395
<b>Difference</b>	0	0	0	0

## SECTION 2-Addendum 2-1

### List of Available Federal-Aid Highway and Transit Revenues

(This is not intended to be an exhaustive list of all potential resources or eligible activities, but rather the most likely used revenues and types of activities)

#### Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; ITS projects, highway and transit safety projects, non-motorized projects
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning devices; improvements for pedestrian or bicyclist safety; improvements for safety of person with disabilities; traffic calming features; elimination of roadside hazards; highway signage and pavement marking projects; roadside safety audits
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources	Installation of dedicated turn lanes; signal re-timing, interconnection, or actuation; construction of roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; transit vehicle replacement; transit new or reduced-headways routes
National Highway Performance Program (NHPP)	Maintain & improve the National Highway System (NHS) (ie; the subset of the federal-aid highway system that includes roads classified as principal arterials and above)	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; ITS projects, highway and transit safety projects, non-motorized projects - all on the NHS system
National Highway Freight Program (NHFP)	Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the NHFP; improve safety, efficiency, and reliability of that network	Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; truck parking facilities

## Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urban areas, also operating funding for some transit agencies	Capital projects; transit planning; projects eligible under the former Job Access Reverse Commute (JARC) program; some of the funds can also be used for operating expenses, depending upon the size of the transit agency; one percent of funds received are to be used by the agency to improve security at agency facilities
Sec. 5310 Elderly and Person with Disabilities	Improving mobility options for seniors and those persons with disabilities	Projects to benefit seniors and those with disabilities when service is unavailable or insufficient; transit access projects for those with disabilities that exceed the Americans with Disabilities Act (ADA) requirements - incorporates the former New Freedom program
Sec. 5311 Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas	Capital, operating, and rural transit planning activities in areas under 50,000 population
Sec. 5337 State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair	Capital, maintenance, and operational support projects
Sec. 5339 Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities	Replace, rehabilitate, and purchase of buses and related equipment; construction of bus-related facilities

## **SECTION 2-Addendum 2-2**

### **Financial and Operations and Maintenance Assumptions**

#### **Funding Growth Rates**

Funding growth rates are not “Year of Expenditure” figures (ie; inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and to the MPOs. These funds are not indexed for inflation: there is no “cost-of-living” adjustment. Assumptions are made based on information known at a given point in time. What is known as the current estimates are being developed is as follows:

1. Michigan has had seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years, the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the Fixing America’s Surface Transportation (FAST) Act was signed into law. The FAST Act authorized \$305 billion in federal funding for the nation’s surface transportation system over next five years. That legislation broke the cycle of short-term funding authorizations that had characterized the federal program for the previous 10 years and, in covering nearly five full fiscal years, at the time it was passed, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation was continued in the FAST Act. The FAST Act transferred \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the five fiscal years of the bill were fully paid for.
4. Although the November 2021 Infrastructure Investment and Jobs Act (IIJA), recently renamed the Bipartisan Infrastructure Law (BIL) has increased the potential funding stability over the next five years, the funding increases in the BIL are still fairly modest. Based on the new federal bill, MDOT has provided estimated funding amounts for use with the FY 2023-2026 TIP.

#### **Year of Expenditure (YOE) Rates**

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ costs of doing business. YOE adjustments to project costs are essential to show the true relationship between anticipated costs and programmed revenues. In recent years, highway and transit agencies have been increasingly impacted by this relationship, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, less work can be done per allocated dollar of funding. When viewed from this point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

Based on past experience, MDOT has indicated that there will be a 4.0% increase each year above the prior year to account for inflation. This factor was provided prior to early 2022 rapid increase in the inflation rate in the United States. (Note: these factors have been modified for local projects in the BCATS' TIP when specific local experience indicates an expected future cost which deviates from the MDOT adopted factors.)

### **Estimate of Operations and Maintenance (O&M) Costs on the Federal-Aid Highway System**

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O&M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is another aspect to be considered. Federal-aid funds cannot be used for O&M, which includes activities such as grass cutting, trash removal and snow removal. The federal planning regulations require an estimate of these types of costs associated with the federal-aid highway system to ensure that the implementing agencies consider these costs in planning for adequate matching funds for the federal grant programs.

MDOT's estimate of total O&M funding that can be attributed to the BCATS area is \$27 million over the four years of the FY 2023-2026 TIP. Approximately 1.0% of the lane miles on the state trunkline system are located within the BCATS area. The operations and maintenance cost estimate for the locally-owned roads in the BCATS area on the federal-aid highway system is estimated to be \$8.95 million over the FY 2023-2026 time period. The sum of the costs developed for the MDOT system and the local system will constitute the required O&M estimate as shown in Table 2-2 on page 20.



## **SECTION 3 - PERFORMANCE-BASED PLANNING**

A key feature of the Fixing America's Surface Transportation (FAST) Act of December, 2015 [and continued in the Bipartisan Infrastructure Bill (BIL) of 2021] was the establishment of a "performance-and-outcome-based" program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act and continued in the FAST Act. The objective of a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines that the 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 regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) 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, plus bicycle and pedestrian fatalities and serious injuries
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016 and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles of non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

The time-line for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

**Table 3-1: National Performance Measures - Time line for Implementation**

Final Rule	Effective Date	States Set Targets by (1 year)	MPOs Set Targets by	MTP and TIP Inclusion
Safety Performance Measures	April 14, 2016	August 31, 2017	Up to 180 days after the states set targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 28, 2018
Pavement/Bridge Performance Measures	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) set target or by November 16, 2018	Updates or amendments on or after May 20, 2019
System Performance Measures	May 20, 2017	May 20, 2018	May 27, 2018	Updates or amendments on or after May 20, 2019
Statewide non-metropolitan and metropolitan planning	May 20, 2017	No targets, MPO planning process to be complaint with planning regulations of MAP-21/FAST Act by May 27, 2018		
State Asset Management Plan	October 2, 2017	By April 30, 2018, State DOTs submit initial plans describing asset management plan processes. By June, 2019, State DOTs submit fully compliant asset management plan		
Transit Asset Management Plan	October 1, 2016	January 1, 2017 (Transit sets targets)	Optional reporting year 2017, mandatory for 2018 - State sets targets for rural transit providers/urban providers will set own targets, updated annually - Asset Management Plans due October 1, 2018	
Transit Safety Plan	July 19, 2018	Rule effective July 19, 2019 - By July 20, 2020 (delayed to Dec, 2020) Transit to have Public Transportation Agency Safety Plan in place with a requirement for an annual update		

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). The Plan must include safety performance targets. Transit operators also were to have certified that they have a safety plan in place meeting the requirements of the rule by July 20, 2020 (delayed by FTA to December 2020). The plan must be updated and certified by the transit agency annually.



## PERFORMANCE TARGETS

### State Targets

Within one year of the U.S. DOT final rule on performance measures, states were required to set performance targets in support of those measures. States could 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 the state, and/or providers of public transportation, setting performance targets, the legislation requires 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.

**Table 3-2: Performance Measures and Status of BCATS' Action on Target Setting**

Area	Measures	Target Setting Status
Safety Performance	Number of fatalities; Rate of fatalities Number of serious injuries; Rate of serious injuries Number of non-motorized fatalities and non-motorized serious injuries	Approved adoption/support of 2022 statewide targets (Sept. 22, 2021)
Pavement and Bridge Asset Management	Percent NHS Bridges in good and poor condition Percent Interstate pavement in good and poor condition Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption/support of state targets for pavement (October 24, 2018) and adjusted bridge targets (January 27, 2021)
System Performance and Freight	Interstate travel time reliability Non-Interstate travel time reliability Truck travel time reliability	Approved adoption/support of state targets for system performance and freight (October 24, 2018)
Congestion Mitigation and Air Quality	Peak hour excessive delay per capita Percent of non-single occupancy vehicle travel Total emissions reduction	This performance measure will not apply to BCATS as a MPO under 200,000 population
Public Transportation	Transit Asset Management (TAM) Plans (rolling stock, equipment, facilities, and infrastructure) Public Transportation Agency Safety Plan (fatalities, injuries, safety events, system reliability)	Most current State of Good Repair Targets (2022) adopted/supported (January 26, 2022) Transit TAM Plan completed September, 2018; Transit Safety Plan completed July 2020

## **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 mandated performance measures and targets. BCATS maintains a traffic count program including historic data which facilitates having the necessary 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 PASER data (both current and historic) to address the status of pavement conditions in the BCATS area. MDOT also collects data through the Highway Performance Monitoring System (HPMS). 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 and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the BCATS area. Therefore, BCATS has coordinated with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the BCATS area subject to the NHS-based performance targets and has chosen to “support the state targets” as its official response for these categories. Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency. The issue of separate targets for the MPO at any future time will be decided by the BCATS Policy Committee based on recommendations from the Technical Committee and staff.

In the process of developing future Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs), BCATS will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets may be considered for higher priority in programming, based on the goals and objectives, and performance measures, of the MTP.

### **MPO TARGET SETTING**

#### **Safety**

The first performance measure for which specific targets were required was the safety category. On August 31, 2017, the Michigan Department of Transportation (MDOT) reported to Michigan’s metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2018. MDOT and Michigan’s MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2018. On January 24, 2018, the BCATS Policy Committee voted to exercise its option to “support” the state targets for the 5 categories of safety information. Since that time, MDOT has set its safety targets annually in August each year, and BCATS has opted each year to “support” the state targets. The latest state targets

for 2022 were supported by BCATS on September 22, 2021. Safety targets will continue to be developed by the state and responded to by the MPOs each year. The TIP will not be updated each year with new targets, but BCATS' action relative to the targets will be reported to MDOT and reflected in the annual System Performance Report required of MPOs.

The following tables provide Michigan Crash Trends (3-3) and the Michigan State Safety Targets for Calendar Year 2022 (3-4):

**Table 3-3: Michigan State Crash Trends - 2017–2020**

<b>Measurement Category</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Fatalities	1,031	974	985	1,083
Serious Injuries	6,084	5,586	5,629	5,433
Non-Motorized Fatalities & Serious Injuries	798	740	794	742

**Table 3-4: Michigan State Safety Targets - Calendar Year 2022**

<b>Safety Performance Measure</b>	<b>Baseline through Calendar Year 2020</b>	<b>Calendar Year 2022 State Safety Target</b>
Fatalities	1,028.2	1,065.2
Fatality Rate	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate	5.778	5.892
Non-motorized Fatalities & Serious Injuries	762.8	791.6

As noted above, the MDOT state safety targets for calendar year 2022 were set by the state by August 31, 2021 and the MPOs had 180 days following that date act on those targets. BCATS acted to “support” the state targets on September 22, 2021.

BCATS has limited access to federal safety funds provided to the state. As a non-Transportation Management Area (TMA) MPO, BCATS' local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. The criteria for project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. Fortunately for the BCATS area, the fatality number is low and random in nature. BCATS supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

A regional traffic safety plan was completed for a five county region of southwest Michigan in 2017 by a consultant retained by MDOT. One result of the Southcentral Regional Traffic Safety Plan was the recommendation that safety projects target certain emphasis areas. The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The four highest priority emphasis areas were: lane departure, intersection safety, pedestrian and bicycle safety, and drivers age 24 years and younger. The results of the regional review were reported by county. Therefore, it is not possible to break-out the BCATS data individually for the provided data sets, since the BCATS area is only equivalent to a six township area within Calhoun County. However, BCATS will evaluate the identification of potential high risk areas, segments, and intersections identified in the appendices of the Plan as locations needing further evaluation. Although this Plan was completed several years ago, BCATS will continue to consult this report for safety related concerns.

In the Southcentral Regional Traffic Safety Plan, the consultant identified intersection and segment data that had an excess of “expected” fatal and injury crashes on an annual basis when examining the 2010-2014 crash data. The locations were ranked as low, medium, and high for this criteria. The number of excess crashes to be expected for each of the categories was identified as: high = greater than 5, medium = 3 to 5, and low = 1 to 3.

For the intersection category, there were no high locations noted in the BCATS area. Intersection locations in the medium category included: M-89 (Michigan Avenue) at M-37 (Bedford Road), M-96 (Columbia Avenue) at Capital Avenue SW, and Capital Avenue SW at Beckley Road. Locations in the low category included: M-37 (Bedford Road) at Morgan Road, M-37 (Bedford Road) at Jackson Street, North Avenue at Emmett Street, I-94BL/M-96 (Helmer Road) at M-96 (Columbia Avenue), M-96 (Columbia Avenue) at Riverside Drive, I-94BL (Dickman Road) at Capital Avenue SW, M-89 (N. Washington Avenue) at Michigan Avenue, and Capital Avenue SW at Hamblin Avenue. The majority of these intersections include state jurisdiction trunklines that will require joint review with MDOT.

In the segment category, no segments were identified in the BCATS area, or in any location within Calhoun County, as qualifying for an excess of “expected” fatal and injury crashes on an annual basis when examining the 2010-2014 crash data.

The FY 2023-2026 TIP includes several projects which are anticipated to impart safety benefits to the transportation system (projects are listed based on year of construction, associated PE and ROW project phases for these projects may also appear in the TIP in prior years). See Table 3-5 beginning on the following page.

**Table 3-5: FY 2023-2026 TIP Specific Safety Related Projects**

<b>Year</b>	<b>Project</b>	<b>Description</b>	<b>Safety Benefit</b>
2023	Helmer Road at Potter's Drive	Install overhead flashing beacon	Reduce potential for crashes by alerting drivers to the side street traffic which may be attempting to enter the traffic stream
2023	Uldriks Road from M-89 north to U Drive N	Tree removal and clearing	Reduce fixed object crash potential along this road segment
2023	Morgan Road from North Avenue to M-66 (Capital Ave. NE)	Installation of wet reflective centerline and edgeline pavement markings	Increase visibility of pavement markings for drivers
2023	Morgan Road and North Avenue Intersection	Signal modernization	Reduce the potential for crashes at this intersection
2023	I-94 Dynamic Message Signs (DMS) add-ons	Install 17 CCTV cameras on existing DMS	Expand the capabilities of the DMS to provide relevant messages to drivers
2024	M-66 Northbound from Beckley Road to I-94 eastbound ramp	Construct auxiliary lane on M-66 northbound	Reduce the potential for crashes at the intersection involving Beckley Road westbound to northbound traffic
2024	N. Wattles Road from Michigan Avenue to Verona Road	Paved bike lanes, new signs and pavement markings	Better facility for bicycle users and better visibility of both signs and pavement markings
2024	Golden Avenue @ Riverside Drive intersection	Remove and replace signal with modernized box span configuration	Reduce the potential for crashes at this intersection
2025	McCamly Street and Van Buren Street Intersection	Modernize traffic signalization	Reduce the potential for crashes at this intersection
2025	Non-Freeway state trunklines	Signage Upgrade	Increase driver recognition of signage on state trunkline routes
2025	I-194/M-96/M-37 (Helmer Road) from Territorial Road to Dickman Road	Add a left turn lane along this segment	Improve traffic flow, especially relative to turning vehicle movements along this short segment
2025	M-66 from Glenn Cross Road south to Athens Township Border	Fixed Object removal within right-of-way	Reduce fixed object crash potential along this segment
2025	S. Wattles Road from B Drive N to G Drive N	Expand right-of-way to have 3 foot paved and 3 foot gravel shoulders	Provide total 6 foot shoulder to increase clear zone along this segment

<b>Year</b>	<b>Project</b>	<b>Description</b>	<b>Safety Benefit</b>
2026	11 Mile Road at Verona Road Intersection	Signal modernization	Reduce the potential for crashes at this intersection
2026	Raymond Road from Golden Avenue to E. River Road	Expand right-of-way to have 3 foot paved and 3 foot gravel shoulders	Provide total 6 foot shoulder to increase clear zone along this segment
2026	I-94 Crash Investigation Sites	Construct one site eastbound and one site westbound between Exit 100 and the 9 Mile Road bridge	Provide a safe location for drivers involved in minor crashes on the freeway to seek assistance while providing for reducing the likelihood of secondary crashes
2026	MDOT signal modernizations at 6 locations in the BCATS area	Modernize signalized intersections	Reduce the potential for crashes at these intersections
2023, 2024, 2025, 2026	MDOT SW Region Pavement Marking Retro-reflectivity readings on state trunklines	Collection of reflectivity readings on trunkline pavement markings to determine re-application of pavement markings schedule	Clear and readable pavement markings provide for less confusion by drivers
2023, 2024, 2025, 2026	MDOT Annual Longitudinal Pavement Marking Program	Longitudinal pavement marking application on selected MDOT roadways	Clear and readable pavement markings provide for less confusion by drivers
2023,2024, 2025,2026	MDOT Annual “Special” Pavement Markings Program	“Special” pavement markings (arrows, text, etc.) application on selected MDOT roadways	Clear and readable pavement markings provide for less confusion by drivers

## **Pavement**

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four pavement condition metrics are: International Roughness Index (IRI), Cracking Percent, Rutting, and Faulting as reported by each state to the Highway Performance Monitoring System (HPMS) database. IRI and cracking percent are metrics for all road types. Rutting is only applicable to asphalt pavements and faulting is only measured for jointed concrete pavements. The rule applies to the entire National Highway System (NHS), which includes Interstate and Non-interstate NHS. MDOT is responsible for approximately 6,080 through-lane miles of interstate in Michigan, as of 2017. The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 12,082 through lane miles in 2017) and local government owned non-trunkline roads (about 4,271 through lane miles in 2017). Local agencies are responsible for 19% of the NHS route mileage in Michigan. In the BCATS’ area, MDOT has a total of 160.5 through lane miles of NHS roadways and the local units are responsible for 16.93 through lane miles of the NHS system. According to MDOT’s 2017 data, 11.8% of the NHS Interstate pavement thru miles in the BCATS area are in poor condition and 26.4% of the NHS Non-Interstate pavement thru miles in the BCATS area are in poor condition.

In May 2018, MDOT established 2-year and 4-year targets for a 4-year performance period for pavement condition on the National Highway System (NHS) in response to the federal regulations. The 4-year performance period includes January 1, 2018 to December 31, 2022. In addition, biennial progress reports are to be submitted to FHWA. There are a total of three progress reports due within the 4-year performance period: a Baseline Performance Report due October 1, 2018; a Mid-Performance Period Progress Report due October 1, 2020; and a Full Performance Period Progress Report due October 1, 2022. FHWA will determine if significant progress has been made from report to report. Based on the metrics described above and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition: % of Interstate road pavement in “Good” condition; % of Interstate road pavement in “Poor” condition; % of Non-interstate NHS pavement in “Good” condition; and % of Non-interstate NHS pavement in “Poor” condition.

MPOs are required to establish four-year targets for these measures. As with the other performance measures, there is the option to agree to plan and program projects that support MDOT’s targets, or for MPOs to establish their own targets for their Metropolitan Planning Area (MPA). MPO targets for pavement were due November 16, 2018. BCATS acted to “support” the MDOT pavement targets on October 24, 2018, see Table 3-6 below:

**Table 3-6: Michigan State Pavement Targets**

<b>Pavement Performance Measure</b>	<b>Baseline Condition Calendar Year 2017</b>	<b>2-Year Targets</b>	<b>4-Year Targets</b>
% Interstate Pavement in Good Condition	56.8%	N/A	47.8%
% Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
% Non-Interstate NHS in Good Condition	49.7%	46.7%	43.7%
% Non-Interstate NHS in Poor Condition	18.6%	21.6%	24.6%

Pavement projects on NHS roadways in the BCATS MPA in the 2023-2026 TIP include the following in Table 3-7 based upon year of scheduled construction:

**Table 3-7: NHS Pavement Projects in the FY 2023-2026 TIP**

<b>Year</b>	<b>Project</b>	<b>Description</b>	<b>Impact on Condition</b>
2023	M-37, M-66 and M-78 (various segments)	Single course chip seal with fog seal	Improve surface condition and IRI
2024	M-96 (Dickman Road) from Kalamazoo County line to Helmer Road	Mill and one course asphalt overlay	Improve surface condition and IRI
2025	I-94BL (Michigan Avenue E.) from I-94BL/Dickman Road to Main Street to Hamblin Avenue to Michigan Ave. east to 9 Mile Road	Mill and two course asphalt resurfacing	Improve surface condition and IRI

## **Bridge**

The federal performance measures require that state DOT's establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. State DOT's established their first statewide targets by May 20<sup>th</sup>, 2018. As with the pavement condition reporting, state DOTs are required to submit three performance reports to FHWA within the 4-year performance period: a Baseline Performance Report by October 1, 2018; a Mid-Performance Period Progress Report by October 1, 2020; and a Full Performance Period Progress Report by October 1, 2022. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in "Good Condition"; and % of NHS bridges in "Poor Condition".

The MPOs were to establish targets by either supporting MDOT's statewide target(s), or defining a target unique to the metropolitan area each time MDOT sets a target. As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

In May, 2018, MDOT adopted a set of bridge performance measures for the NHS bridges in the state. BCATS acted to "support" the state targets on October 24, 2018. BCATS supports the maintaining of NHS and local bridges within its area. However, bridge funding is administered at the state level by MDOT. MDOT evaluates bridges on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. Non-NHS bridges are not included in the target setting process.

In 2018, MDOT was projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration was estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure. Since that time, four big bridges on the state's NHS system deteriorated from good condition to fair condition faster than expected during the two-year performance period. The four bridges in question total just under 4% of the statewide NHS deck area, which has a significant impact on the overall percent rates.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO. Therefore, it was prudent for BCATS to support the state bridge targets, as noted above.

In 2020, MDOT was tasked with the process of evaluating the mid-performance period for actual performance in 2020 for bridges. As of March 2020, approximately 2.3 million square feet of state and locally owned NHS bridges in Michigan fall into the poor condition category. This translates to the local agencies in Michigan having 14% of NHS bridge deck area and 17% of the total number of NHS bridges under their jurisdictions in poor conditions. There is a penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. However, since the local NHS



deck area is only 6% of the statewide total deck area, the total system is below the penalty threshold. MDOT's NHS bridge condition by deck area is under the 10% threshold, at 6% poor condition. As part of the mid-performance period reporting process, MDOT was allowed to adjust the targets for 2022, which was done by the Department. On October 1, 2020, MDOT released adjusted 4-year bridge targets for consideration by the MPOs. BCATS acted to support MDOT's adjusted bridge targets on January 27, 2021. The updated table for NHS bridge targets is shown below in Table 3-8.

**Table 3-8: Michigan State NHS Adjusted Bridge Targets 2020**

<b>Bridge Performance Measure</b>	<b>Baseline Condition Calendar Year 2017</b>	<b>2-Year Targets</b>	<b>4-Year Targets</b>
% National Highway System Deck Area in Good Condition	32.7%	27.2%	23.0% (adjusted from the previous 4-year target of 26%)
% National Highway System Deck Area in Poor Condition	9.8%	7.2%	8.0% (adjusted from the previous 4-year target of 7%)

NHS Bridge projects included in the BCATS FY 2023-2026 TIP are shown in Table 3-9.

**Table 3-9: NHS Bridge Projects in the FY 2023-2026 TIP**

<b>Year</b>	<b>Project</b>	<b>Description</b>	<b>Bridge Impact</b>
2023	M-96 (Columbia Avenue) bridges over I-194	Bridge Rehabilitation: full depth deck patching, concrete deep overlay, full paint, and beam repairs	Maintenance to maintain bridge
2024	I-194 Bridge over the Kalamazoo River	Bridge Replacement, including approaches	New bridge
2026	M-89 (Washington Avenue) bridge over the GTW RR and the Kalamazoo River	Bridge Capital Preventative Maintenance: epoxy overlay, deck patching, full depth patch, substructure repair, joints and approaches	Maintenance to maintain bridge
2026	M-89 (Washington Avenue) bridge over the Battle Creek River	Bridge Replacement	New bridge
2026	I-94 BL (Columbia Avenue) bridge over MDOT RR Corridor	Bridge Capital Structural Maintenance: joint repair, approach patching, slope repair, silane rail	Maintenance to maintain bridge

### **System Performance of the NHS (Travel Time Reliability) and Freight**

Federal regulations require states and MPOs to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration (FHWA) and made available for use by states and MPOs. This vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS). The data is processed through an analytical software tool known as Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the federal rule are:

- Level of Travel Time Reliability on the Interstate: % of person-miles traveled on the Interstate that are reliable
- Level of Travel Time Reliability on the Non-Interstate National Highway System (NHS): % of person-miles traveled on the Non-Interstate National Highway System (NHS) that are reliable
- Freight Reliability Measure on the Interstate: Truck Travel Time Reliability Index

The 2017 and 2018 data shows that the Michigan's interstate highways and non-interstate NHS highways have been between 85 and 86 percent reliable, meaning that greater than 85% of the person miles traveled on the NHS system are meeting the reliability thresholds established by the federal regulations (the ratio between the 50<sup>th</sup> percentile and the 80<sup>th</sup> percentile being below 1.5). For trucks, due to the higher federal threshold of comparing the 95<sup>th</sup> percentile to the 50<sup>th</sup> percentile, the overall truck travel time index on the interstates has remained near 1.5.

MDOT set targets in May 2018 for these measures conservatively for the first reporting cycle as shown below in Table 3-10. BCATS acted to "support" the state targets for travel time reliability and freight on October 24, 2018. The MDOT pavement projects (Table 3-7) and bridge projects (Table 3-9) will serve to support the travel time reliability targets on the interstate and non-interstate NHS routes.

**Table 3-10: Michigan State Travel Time Reliability Targets**

<b>Travel Time Reliability Performance Measure</b>	<b>Baseline from Jan. 2017 to May 2018 (Source: NPMRDS-RITIS)</b>	<b>Recommended 2-Year Target(s) CYE 12/31/2019</b>	<b>Recommended 4-Year Target(s) CYE 12/31/2021</b>
Interstate Travel Time Reliability	2017 - 85.2% 2018 - 84.9%	75%	75%
Non-Interstate Travel Time Reliability	2017 - 86.1% 2018 - 85.7%	-	70%
Freight Reliability	2017 - 1.38 2018 - 1.50	1.75	1.75

The previously noted MDOT Pavement and Bridge projects will serve to support the travel time reliability targets on interstate and non-interstate NHS routes. In addition, the MDOT safety project to construct crash investigation sites along I-94 in the BCATS area may also contribute to supporting the travel time reliability targets.

### **Congestion Mitigation and Air Quality**

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1: population over 1 million). The BCATS area does not qualify for inclusion in this measure under either phase of its implementation.

### **National Highway System (NHS) Asset Management Plan**

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- pavement and bridge inventory and conditions on the NHS
- objectives and measures
- performance gap identification
- life-cycle cost and risk management analysis
- a financial plan
- investment strategies

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

Related to this state requirement, a Metropolitan System Performance Report is required in the long range Metropolitan Transportation Plan (MTP). The BCATS MTP was updated as of February 2022 and the update included a System Performance Report (SPR). The SPR is to be updated each year by the MPO.

### **Transit Performance Measures and Targets**

There is one urban transit provider in the BCATS area, Battle Creek Transit (BCT), a department of the City of Battle Creek. BCT is a direct recipient of funds from the Federal Transit Administration. As such, BCT is identified as a Tier II recipient under the current federal legislation and has developed state of good repair targets. BCT reported its 2019 state of good repair targets within its completed Transit Asset Management (TAM) Plan (September 2018). Since then, BCT has provided annual State of Good Repair targets to BCATS each year. BCATS acted to “support” BCT’s 2022 State of Good Repair targets on January 26, 2022, which are shown as follows:

**Table 3-12: Transit State of Good Repair Targets for 2022**

<b>Asset Category - Performance Measure</b>	<b>Asset Class</b>	<b>2022 Target</b>
REVENUE VEHICLES – % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	76.92%
	MB - Mini-bus	57.14%
	MV - Mini	0%
EQUIPMENT – % of vehicles/equipment that has met its Useful Life Benchmark (ULB)	Non-revenue/Service Automobile	100%
	Trucks & other rubber tire vehicles	75%
	Maintenance Equipment	0%
FACILITIES – % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	50%
	Maintenance	50%
	Passenger Facilities	100%

Also required of transit agencies is a Transit Agency Safety Plan. Federal requirements for the Safety Plan were released in a final rule on July 19, 2018. The rule became effective on July 19, 2019 and transit agencies were required to certify that they had a safety plan meeting the requirements of the rule in place by July 20, 2020. Due to the pandemic, FTA extended the deadline until December 2020. However, BCT completed its safety plan by the original deadline and provided the plan to BCATS. BCATS accepted BCT's PTASP in July 2020.

**Table 3-13: Transit Capital Projects in FY 2023-2026 TIP**

<b>Year</b>	<b>Project</b>	<b>Description</b>	<b>Condition Impact</b>
2020 - 2023 Sec 5339(a) funded capital project - funding, if available, may be accumulated over multiple years to fund projects	Potential Transit vehicle replacements - based on allowed replacement schedule	Heavy-duty low floor transit buses or demand response vehicles	Replace vehicles past their ULB
2023, 2024, 2025, 2026	5310 Capital Projects for various non-BCT transit providers	Replacement of vehicles and equipment	Replace vehicles and equipment based on MDOT replacement criteria

BCATS maintains a listing of current performance targets on its website. As the performance measure targets are periodically updated, they are updated on the website. To see the most current listing of all of the performance measure targets, go to this link at the BCATS' website:

<https://www.bcatsmpo.org/pages6144776.asp>

## **PROJECT SELECTION IN THE FY 2023-2026 TIP**

For the development of the FY 2023-2026 TIP, BCATS utilized a "Project/Program Nomination Form" for submittal of potential TIP projects to BCATS. The form was identified as for a road/street project, a transit project, or other project. The other project category included pedestrian, non-motorized or other non-traditional projects.

The "road/street project" and "other project" forms included additional pages which asked the following:

"Explain below how this project will contribute toward "supporting" performance-based planning targets for safety, pavement, bridge, and/or travel time reliability. The project can be supportive of more than one performance category - please give specific information. To assist you with this section, a general description of the Performance Measure categories is found on page 3 of this form. The specific state targets supported by BCATS for these categories can be found on the BCATS webpage at [www.bcatsmpo.org](http://www.bcatsmpo.org) if you would like additional information. Also please note if this project is expected to improve air quality and therefore may be eligible for CMAQ funding."

Also requested was how the project contributes to meeting the goals within the BCATS 2045 Metropolitan Transportation Plan. The goals which could be checked were: safety, accessibility, preservation, efficiency, financial, comprehensive planning, public involvement, environmental impacts, and community impact.

The transit form asked for the following information:

“How will this project address “State of Good Repair” and safety performance measures for transit?”

“How will this project address Public Transportation Agency Safety Performance Targets, as set by Battle Creek Transit?”

Also requested was how the project contributes to meeting the goals within the BCATS 2045 Metropolitan Transportation Plan. The goals which could be checked were: safety, accessibility, preservation, efficiency, financial, comprehensive planning, public involvement, environmental impacts, and community impact.

The information on the submitted forms was utilized in compiling a listing of projects to be considered for inclusion in the FY 2023-2026 TIP. The BCATS TIP Subcommittee selected projects for potential inclusion in the new TIP which were within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2045 BCATS Metropolitan Transportation Plan as well as the performance measures and targets. Samples of the project forms are included in Appendix A of this TIP.



## 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 January, 2021, BCATS adopted an update to its Participation Plan, (PP). The PP outlines who will be notified of BCATS activities. The update of the BCATS PP took place in conjunction with the development of BCATS' 2045 Metropolitan Transportation Plan (MTP).

The development of the 2023-2026 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. The newsletters were published in February, 2022 and April, 2022. Copies of the newsletters are included at the end of this section. BCATS also made copies of the newsletters available to the local units of government for public distribution. The February publication included a time line for the development and adoption of the new TIP. The distribution of the newsletters resulted in no public comments being received.

On May 4, 2022 BCATS published a formal notice (text copied below) of "request for comments" on the proposed new TIP in the general circulation daily newspaper, the *Battle Creek Enquirer*. A reprint of the page from the *Enquirer* with the notice is on the following page. The public notice listed the dates of the BCATS' Committee meetings in May 2022 as opportunities to comment on the FY 2023-2026 TIP.

### **REQUEST FOR COMMENTS ON 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY TRANSPORTATION CONFORMITY DETERMINATION REPORT**

1. THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public comment on the final draft of the BCATS 2023-2026 Transportation Improvement Program (TIP), as part of a public comment period extending from May 5, 2022, until the Battle Creek Area Transportation Study Policy Committee meeting scheduled for May 25, 2022 at 1:30pm. The TIP identifies a four-year program of transportation projects in the greater Battle Creek metropolitan area.

2. THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public comment on the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo - Battle Creek Limited Orphan Maintenance Area for air quality. This required Report, which includes the BCATS area, was drafted by the Kalamazoo Area Transportation Study (KATS) in April 2022 and reflects information about both KATS and BCATS relative to this update of conformity determination in conjunction with the preparation of the new 2023-2026 TIPs for both agencies. The Report is available for a public comment period in the BCATS area from May 5, 2022 until May 25, 2022, in conjunction with the comment period for the BCATS' 2023-2026 TIP, noted above. The air quality conformity analysis includes the KATS metropolitan planning area, the BCATS metropolitan planning area, and the rural areas of Calhoun, Kalamazoo and Van Buren Counties.

The BCATS public meetings in May (Technical Committee 5/11/22 and Policy Committee 5/25/22), as well as this published comment period, are your opportunity to review and comment on the two items described above.

The draft FY 2023-2026 Transportation Improvement Program (TIP) and the Transportation Conformity Determination Report will both be available on the BCATS website homepage for review at <https://www.bcatsmpo.org> as of May 5, 2022. Further details about either of these items can be provided by BCATS staff at the [bcats@bcatsmpo.org](mailto:bcats@bcatsmpo.org) e-mail address. BCATS Committee meetings are being held in-person at the City of Springfield City Hall Council Chambers at 601 Avenue A, Springfield, MI. Comments may be provided to: BCATS, 601 Avenue A, Springfield, MI 49037; phone 269/963-1158, fax 269/963-4951, or e-mail [bcats@bcatsmpo.org](mailto:bcats@bcatsmpo.org) (e-mail is the preferred option).

# LaNoue to resign from Albion City Council

**Greyson Steele**

Battle Creek Enquirer

USA TODAY NETWORK — MICHIGAN

ALBION — The Albion City Council is set to have a second vacancy after Precinct 5 representative Linda LaNoue Monday announced plans to resign, effective May 13.



LaNoue

LaNoue submitted her resignation to Mayor Victoria Garcia Snyder Monday. LaNoue's four-year term had been set to expire in December 2024.

Precinct 5 represents the northeastern portion of the city.

"Despite many hurdles and attempts to continue serving the residents of my precinct and the community at-large, a number of personal reasons now preclude me from being able to continue in my current role," LaNoue wrote in her resignation letter.

Council members have 60 days to appoint a replacement for LaNoue's vacant seat, according to the city charter. The individual appointed to the seat would be required to run for re-election in November to complete the term.

MORE: Shane Williamson resigns from Albion City Council, leaving vacancy in Precinct 6

Election Commission approves Albion recall language for Jackson, LaNoue

## LaNoue no longer lives in district

In closing remarks during Monday's council meeting, LaNoue explained she recently moved and her residence now falls outside the new Precinct 5 boundaries established by the council earlier this year.

LaNoue would be allowed to serve the remainder of her term under the Michigan Home Rule City Act, but a number of other factors, including what she perceives as a lack of engagement between the mayor/city manager and council members, and "continues to create tension and confusion as a team" also influenced her decision, she said.

## Council member targeted for recall

LaNoue was also the subject of a recall effort earlier this year.

Recall petition language, filed by Albion resident Trajan Dubiel, claimed LaNoue voted in favor of former Albion College President Matthew Johnson's vision for the city while employed at the college, constituting a conflict of interest.

The Calhoun County Election Commission ap-

proved the petition language during a clarity/factual hearing March 21. LaNoue subsequently appealed the decision in 37th Circuit Court.

The case had yet to be adjudicated prior to LaNoue's announcement Monday.

"It has been a sincere honor to represent my community in this capacity," LaNoue said. "My resignation opens the 5th precinct to be served by another person that can assist the city of Albion during this pivotal time. I look forward to continuing to support the work I did as a council member, and providing any assistance desired to the incoming council member to ensure a smooth transition."

## Two seats to fill on council

LaNoue is the second Albion City Council member to resign in as many months. Precinct 6 representative Shane Williamson opted to step down March 16 amid tension with fellow council members.

Albion residents Andrew French, Gwen Garcia and Devon Mayse interviewed for the Precinct 6 vacancy Monday. The council is expected to appoint Williamson's replacement May 16.

Contact reporter Greyson Steele at [gsteale@battlecreek-enquirer.com](mailto:gsteale@battlecreek-enquirer.com) or 269-501-5661. Follow him on Twitter: [G\\_SteeleBC](https://twitter.com/G_SteeleBC)

## Abortion

Continued from Page 1A

en throughout the U.S. would lose access to abortion if Roe and Casey were overturned.

According to a Guttmacher Institute report, 22 states currently either have pre-Roe bans like Michigan or have "trigger bans" on abortion — laws that are set to take effect if Roe v. Wade is overturned. Four other states have also taken steps to heavily restrict access to abortion, per the report.

The Supreme Court is considering a direct challenge to Roe from Mississippi, which passed a ban on most abortions after 15 weeks of pregnancy. If the high court rules that Mississippi's ban on most abortions is constitutional, performing or undergoing an abortion in Michigan would once again become a felony.

## Lawsuit asks to nullify 1931 law

In April, Gov. Gretchen Whitmer filed a lawsuit asking the Michigan Supreme Court to deem the 1931 law

unconstitutional. That law has never been repealed, but after Roe, state laws banning abortion were deemed unenforceable.

"Our work is more important than ever. I'll fight like hell to protect abortion access in Michigan," Whitmer tweeted Monday.

There are 27 abortion providers in Michigan situated in 13 counties: Emmet, Genesee, Grand Traverse, Ingham, Jackson, Kalamazoo, Kent, Macomb, Marquette, Oakland, Saginaw, Washtenaw and Wayne.

Whitmer's lawsuit names the prosecutors in each of those counties because they have the formal authority to enforce Michigan's Criminal Code.

Legislative action to repeal the 1931 law is unlikely. Republicans, who largely oppose abortion, currently control both the Michigan House and Senate and are unlikely to send legislation repealing the ban to Whitmer's desk.

Michigan's Attorney General, Dana Nessel, said in April her office would not defend the state in a separate lawsuit targeting the 1931 law filed by Planned Parenthood of Michigan.

"I will not utilize the resources of my department to endanger the lives of millions of women in this state,"

Nessel said April 7. "I will not defend (the state law) unless or until ordered to by a court."

## Petition drive aims at ensuring abortion access

In January, abortion advocates announced plans to gather signatures to change Michigan's Constitution when it comes to abortion.

Planned Parenthood Advocates of Michigan, the American Civil Liberties Union (ACLU) of Michigan and Michigan Voices are circulating petitions in an effort to put a constitutional amendment on abortion on the ballot.

The amendment would still allow the state to regulate abortions "after fetal viability" but ban the state from preventing any abortion deemed medically necessary by a health care professional.

The group needs to submit 425,000 valid signatures to the Secretary of State by July 11 to get on the November ballot.

## Where Republican candidates stand

Republicans, in Michigan and throughout the U.S., have largely supported the idea of overturning Roe v. Wade. Several of the Republicans vying to earn the party's nomination to challenge Whitmer for governor in 2022 applauded Alito's draft order.

"As governor, I will ensure that Michigan is a state that respects the sanctity of life," Republican gubernatorial hopeful Kevin Rinke tweeted Monday. Another candidate, Tudor Dixon, issued a statement both affirming "the preciousness of life" and calling for more measures to provide paid family leave.

Matthew DePerno, who is set to be the GOP's challenger to Nessel for the Attorney General race this November, also tweeted support for overturning Roe.

Free Press staff writer Dave Boucher and USA Today contributed to this article.

Contact Arpan Lobo: [alobo@freepress.com](mailto:alobo@freepress.com). Follow him on Twitter [@arpanlobo](https://twitter.com/arpanlobo).

## Obituaries

TODAY'S OBITUARIES AND DEATH NOTICES			
Name	Age	Town, State	Death Date Arrangements
Carley, William "Bill"	80	Hickory Corners	01-May Farley Estes Dowdle Funeral Home & Crematory
Smith, Craig	67	Battle Creek	30-Apr Baxter Funeral & Cremation Service

\* Additional information in display obituaries

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## Battle Creek Enquirer

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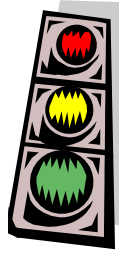
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## “The Signal” 2023-2026 TIP

**BCATS**

**February, 2022**

601 Avenue A, Springfield, MI 49037 (269) 963-1158  
fax (269) 963-4951 e-mail: [bcats@bcatsmpo.org](mailto:bcats@bcatsmpo.org)  
website: <https://www.bcatsmpo.org>

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

### *BCATS Is Developing A New FY 2023-2026 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 on a federal-aid eligible facility, it must be included in this TIP document.

The projects considered for the document are first drawn from existing transportation plans prepared by BCATS and the Michigan Department of Transportation (MDOT). In addition, general road, safety, maintenance, transit, and non-motorized projects are all considered.

Representatives of all of the local implementing agencies for potential projects meet to discuss possible projects and their relationship to each other. Opportunities for collaborating, combining, or complementing each other's proposed 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 2023-2026 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). MDOT has some preliminary engineering projects and other general work activities not represented in the list below and may add additional projects to this list before it is finalized. **Please provide any comments about this preliminary listing to the BCATS staff office before March 9, 2022.**



**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.

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

- 2023 -**
  - Capital Avenue SW and NE**, multiple segments (resurface with ADA ramp upgrades)
  - North Avenue**, from E. Roosevelt Ave. north to Morgan Road (resurface with ADA ramps as necessary)
  - Morgan Road**, from North Avenue east to M-66 (Capital Ave. NE (mill and resurface)
  - I-94**, within the BCATS area (install 17 new cameras on existing dynamic message signs)
  - Sections of M-37 (Bedford Rd. N), M-66 (Capital Ave. NE) and M-78** (chip seal with fog seal)
  - Union Street Bridge**, over the Battle Creek River (major bridge rehabilitation)
  - M-89 (Washington Avenue) Bridge**, over GTW RR and Kalamazoo River (bridge rehabilitation)
  - M-96 (Columbia Avenue) Bridges**, over I-194 (major bridge rehabilitation)
- 2024 -**
  - Capital Preventative Maintenance Project.**, various eligible roadways in the City of BC (chip seal with fog)
  - N. Wattles Road**, from Michigan Ave. to Verona Rd. (resurface)
  - Watkins Road Bridge**, over Minges Brook (bridge rehabilitation)
  - Golden Avenue at Riverside Drive Intersection** (signal modernization)
  - I-194 Bridges**, over Kalamazoo River (bridge replacements)
  - I-94 Rest Area**, eastbound west of Capital Ave Exit (reconstruct rest area)
  - M-66 northbound**, from Beckley Rd. north to I-94 eastbound ramp (construct auxiliary right lane )
  - M-96 (Dickman Road)**, from Kalamazoo Co. line to Helmer Rd. (resurface with sidewalk ramp improvements)
- 2025 -**
  - Rehabilitation Project.**, various eligible roadways in the City of BC (resurface with ADA ramp upgrades)
  - S. Wattles Road**, from B Drive North to G Drive North (pulverize existing roadway and resurface over)
  - M-96/M-37/I-94BL (Helmer Road)**, between Territorial and I-94BL Dickman (convert 4 lane to 5 lane section)
  - McCamly St. at VanBuren St. Intersection** (signal modernization)
  - MDOT Non-freeway routes**, (signing upgrades on non-freeway state routes within the BCATS area)
- 2026 -**
  - Rehabilitation Project.**, various eligible roadways in the City of BC (resurface with ADA ramp upgrades)
  - Raymond Road**, from Golden Ave. to E. River Rd. (pulverize and resurface over)
  - Avenue A**, from Helmer Rd. to 20th Street (resurfacing)
  - I-94 Crash Investigation Sites**, along I-94 eastbound and westbound between Exit 100 and 9 Mile Road

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](mailto:bcats@bcatsmpo.org) concerning issues in *The Signal* or other transportation matters.

## Schedule for the Development of the 2023-2026 TIP

Feb.  
2022

The process for developing a new Transportation Improvement Program (TIP) extends over many months. After preparing a preliminary project list for the four-year program, BCATS requests public comment on the proposed list.

At the present time, the list of projects will have to undergo an assessment related to air quality impacts for ozone. While the Kalamazoo/Battle Creek area is currently considered in attainment for air quality issues, a federal court case has required the Environmental Protection Agency (EPA) to require areas designated as non-attainment under the 1997 ozone standards to conduct air quality conformity on their project lists. The financial soundness of the total TIP is also required to be evaluated. In addition, BCATS must consider federally identified performance measures and state set performance measure targets for safety, pavement and bridge condition, and others.

In addition, BCATS reviews the project list 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. Once all of the reviews are complete, an updated final project list and all supplemental materials are compiled into a draft, final TIP document. In spring 2022, this final draft document will be available for public review and comment.

**Please offer any comments on the preliminary list of projects shown on the front of this sheet before March 9, 2022.** In May or June, 2022, it is expected that the BCATS Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new TIP document with all of the necessary supporting information, including project lists for 2023 to 2026. As noted above, comments are solicited throughout the process and there will be an opportunity at the May or June BCATS Policy Committee meeting when action is scheduled for final comments to be offered.

Following action by the BCATS' Policy Committee, the new TIP will be submitted to the Michigan Department of Transportation (MDOT) and the federal funding agencies for their review and approval. This process takes several months. Once approved, the FY 2023-2026 TIP is scheduled to be effective as of October 1, 2022 (which is the start of the 2023 fiscal year).

May -  
June  
2022

## Maintaining the 2023-2026 TIP After It is Adopted

The process for maintaining the new Transportation Improvement Program is ongoing. The document is currently being fully updated every three years, but changes occur between updates. Projects can change, be removed and/or new projects added. Certain categories of federal funding are only 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. All of these types of changes are done through "amendment" or "administrative modification" processes. The more formal 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 (if required, depending upon the type of project). Amendment details are published in the local newspaper and posted to the BCATS website prior to BCATS' Committee action and subsequent state and federal review. The administrative modification alternative does not require state and federal review and approval and is for changes that are less significant and do not meet the threshold or definition of a formal amendment.

**Reminder: Public input** is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details or see the BCATS' website at <https://www.bcatsmpo.org>



**BCATS**

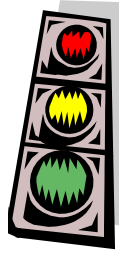


The Newsletter of  
the Battle Creek  
Area Transportation  
Study



**BCATS**

April, 2022



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

## “The Signal” 2023-2026 TIP

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

### *BCATS Finalizing New FY 2023-2026 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 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, the project must be included in this TIP document.

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. A preliminary project list was approved by the BCATS Policy Committee in February, 2022. Projects making the final recommended list for the 2023-2026 TIP are listed below, and continued on the reverse side of this sheet:

#### **Year - Project Name, Limits (Work Description)**

**2023 - Morgan Road**, from North Avenue east to M-66 (Capital Avenue NE) (mill and resurface) and a second project to add retroreflective pavement markings on the same segment  
**Road Capital Preventative Maintenance project**, various Capital Avenue road segments in the City of Battle Creek (mill and resurface)  
**North Avenue at Morgan Road Intersection** (traffic signal upgrade with video detection)  
**Uldriks Road**, from M-89 to U Drive N (right-of-way tree removal and clearing)  
**6 Mile Road (North Avenue)**, from Coolidge Avenue to Morgan Road (resurface)  
**Union Street Bridge**, bridge over the Battle Creek River (bridge rehabilitation)  
**Helmer Road S.**, at Potter's Drive (install overhead flashing beacon)  
**North Avenue**, from E. Roosevelt Ave. north to Coolidge Ave. (mill and resurface, ADA ramps)  
**Transit Operating Assistance**, for Battle Creek Transit (federal allocation)  
**Specialized Services Operating Assistance**, for human service agencies (state \$)  
**Bus/Van Vehicle Replacements**, for human service agencies (replacement of 1 vehicle)  
**Transit Farebox System** (upgrade up to 25 farebox units for Battle Creek Transit)  
**I-94 E** (install 17 CCTV cameras on existing dynamic message signs along I-94)  
**M-96 (Columbia Ave.) Bridge**, over I-194 (bridge rehabilitation)  
**M-37, M-66 and M-78**, portions within Calhoun County (single course chip seal and fog seal)  
**MDOT Pavement Marking Assessment**, in BCATS area (assess reflectivity and condition)  
**MDOT Annual Longitudinal and Special Pavement Markings Programs**, in BCATS area (pavement marking application in selected locations)

(Note: Some MDOT preliminary engineering and right-of-way projects scheduled for completion in advance of construction and some minor transit office furnishings and equipment projects are not shown in this newsletter project list due to space limitations, but are to be included in the final TIP). For the master list of projects see the BCATS website, <https://www.bcatsmpo.org>



**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](mailto:bcats@bcatsmpo.org) concerning issues in *The Signal* or other transportation matters.

**FY 2023-2026 TIP Project List (continued)**

- 2024 - N. Wattles Road**, from Michigan Avenue north to Verona road (resurface)  
**Capital Preventative Maintenance Project**, various eligible roadways in the City of Battle Creek (chip seal with fog)  
**Road Rehabilitation Project**, various eligible roadways in the City of Battle Creek (resurface with ADA ramp upgrades)  
**Golden Avenue at Riverside Drive Intersection** (intersection signal modification)  
**I-194 Bridges**, over the Kalamazoo River (Bridge replacements including approaches)  
**I-94 Rest Area**, eastbound west of Capital Avenue Exit on I-94 (reconstruct rest area building)  
**M-66 northbound**, from Beckley Road north to I-94 eastbound ramp (construct auxiliary right lane)  
**M-96 (Dickman Road)**, from the Kalamazoo County line to Helmer road (resurface with sidewalk ramp improvements)  
**Transit Operating Assistance**, for Battle Creek Transit (annual allocation)  
**Bus/Van Vehicle Replacements**, for human service agencies (number of replacements - 3)  
**Van Replacements**, for Battle Creek Transit (replace 3 vans)  
**MDOT Annual Longitudinal and Special Pavement Markings Programs**, in BCATS area (pavement marking application in selected locations)  
**MDOT Pavement Marking Assessment**, in BCATS area (assess reflectivity and condition)
- 2025 - Road Rehabilitation Project**, various eligible roadways in the City of Battle Creek (resurface with ADA ramp upgrades)  
**S. Wattles Road**, from B Drive N to G Drive N (pulverize existing roadway and resurface over)  
**I-94BL/M-96/M-37 (Helmer Road)**, between Territorial Road and I-94BL (Dickman Road) (convert 4 lane to 5 lane section for turn lane)  
**McCamly Street at Van Buren Street Intersection** (intersection signal modernization)  
**MDOT Non-Freeway Routes** (signing upgrades on non-freeway state routes within the BCATS area)  
**M-66**, from Glenn Cross Road south to Athens Township line (right-of-way fixed object removal)  
**Bus/Van Vehicle Replacements**, for human service agencies (number of replacements - 8)  
**Transit Operating Assistance**, for Battle Creek Transit (annual allocation)  
**MDOT Annual Longitudinal and Special Pavement Markings Programs**, in BCATS area (pavement marking application in selected locations)  
**MDOT Pavement Marking Assessment**, in BCATS area (assess reflectivity and condition)
- 2026 - Road Rehabilitation Project**, various eligible roadways in the City of Battle Creek (resurface with ADA ramp upgrades)  
**Raymond Road**, from Golden Avenue to E. River Road (pulverize and resurface over)  
**Avenue A**, from Helmer Road east to 20th Street (resurfacing)  
**11 Mile Road at Verona Road Intersection** (intersection signal upgrade)  
**Transit Operating Assistance**, for Battle Creek Transit (annual allocation)  
**MDOT Annual Longitudinal and Special Pavement Markings Programs**, in BCATS area (pavement marking application in selected locations)  
**MDOT Pavement Marking Assessment**, in BCATS area (assess reflectivity and condition)  
**I-94BL/M-96 bridge over rail**, in Emmett Township (bridge rehabilitation)  
**Trunkline Non-Freeway Signing Updates**, within BCATS area (non-freeway sign replacement)  
**M-89 Bridge**, over the Battle Creek River (bridge replacement)  
**M-89 Bridge**, over the Kalamazoo River (bridge capital preventative maintenance)  
**I-94**, in Calhoun County (construct 2 crash investigation sites along I-94)

**Making Comments on the 2023-2026 TIP Before Final Adoption**

The TIP development schedule requires BCATS to submit a locally adopted TIP document to the Michigan Department of Transportation (MDOT) by July 1, 2022. The BCATS Policy Committee is scheduled to act on the new TIP on May 25, 2022. A draft of the final document is planned to be available on the BCATS website for review during the first week of May. The May meetings of both the BCATS Technical Committee (5/11/22) and the BCATS Policy Committee (5/25/22) will provide opportunity to comment on the FY 2023-2026 TIP.

**Follow the progress of the current TIP and new TIP, as well as amendments to the program over time, at the BCATS website - <https://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.



**BCATS**



## SECTION 5 - CONSULTATION

### PROCESS

The Federal MAP-21, FAST Act and BIL legislation continue the 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 FY 2023-2026 Transportation Improvement Program (TIP) in February, 2022 and April, 2022 to the following representative list of consultation agencies\*:

- Fish and Wildlife Service
- US EPA Region 5
- USDA Forest Service Eastern Region 9
- Michigan DNRE
- 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
- 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
- State Senator
- State Representative
- 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
- Marian E. Burch Adult Day Care Center
- Behnke, Inc. Trucking
- Kellogg Corporation
- Post Foods
- Canadian National Railroad
- Battle Creek Area Chamber of Commerce
- State Historic Preservation Office
- Sierra Club
- U.S. Army Corps of Engineers

\* note - organizations listed above may have been deleted from the contact list if mailings are returned with no forwarding address

The newsletters provided a listing of proposed projects for the new FY 2023-2026 TIP and requested input on the preliminary list of projects. The newsletters were distributed to both the “Public Participation” and “Consultation” mailing lists for BCATS concurrently, avoiding duplication where the lists overlap. The informational newsletters (copies included at the end of Section 4 - Public Participation) highlighted the major projects planned over the four-year TIP time frame, with the April list being more complete than the February list. The February, 2022 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 publications.

## **RESPONSES/COMMENTS**

BCATS received no input from the consultation agencies following distribution of the February, 2022 newsletter. The result of the April, 2022 publication was similar in that no comments were received from the consultation agencies about the new TIP. BCATS did receive a comment from the Michigan Department of Transportation relative to having a statement in the TIP document about where to locate the most current transportation performance measure targets. The targets are periodically required to be updated and BCATS maintains the current targets in a section on its website rather than updating the TIP document with each change.

### **Treatment of Responses/Comments**

The one MDOT comment referenced above was addressed by incorporating a link in the final TIP document to access the location on the BCATS website where the performance measure targets can be found. See the Performance-Based Planning section for details.

Given the high percentage of 2023-2026 TIP projects that are minor reconstruction, resurfacing, or otherwise minor in nature, there are very few projects which would impact the development or environmental issues of concern to 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. Data from the 2020 Census at the level necessary for this kind of analysis has not yet been made available by the U.S. Census Bureau.

Transportation improvements proposed for FY 2023-2026 implementation and listed in this TIP are highlighted on map Figure 6-1 following the narrative text of this section. Projects with specifically defined limits are indicated by the red segments; the green segments represent the remainder of the entire State trunkline system in the BCATS area that will be fully addressed over the four years of this TIP by MDOT annual areawide pavement marking and periodic signing upgrade projects (all individually on the project list in Section 8). Figure 6-1 also depicts environmental justice (EJ) zones as buffers, or bands in widths of 0.10, 0.25, and 0.50 mile of the defined TIP road projects (red lines) or the MDOT areawide projects (green lines).

On further following pages in Figures 6–2–6 the highlighted project segments are displayed 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 each .10, .25, and .50 mile EJ zone are also calculated. The bold, black lines on the maps are roads that comprise the network for BCATS’ “Travel Demand Forecast Model”, or TDFM.

The following Tables 6-1 and 6-2 display percentages quantifying the varying racial composition of the overall metropolitan area population compared to the populations within .10, .25, and .50 mile of BCATS’ TIP major road projects in this FY 2023-2026 TIP.

TABLE 6-1	BCATS Metropolitan Area		EJ Zones - Distance from FY 2023-2026 TIP Road Project					
			within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	----	116.11	53.5%	63.58	29.3%	26.94	12.4%
<i>Total Population</i>	<b>94,367</b>	----	<b>73,920</b>	<b>78.3%</b>	<b>49,398</b>	<b>52.3%</b>	<b>22,347</b>	<b>23.7%</b>
<i>White</i>	74,606	79.1%	56,288	76.1%	37,645	76.2%	16,698	74.7%
<i>African-American</i>	11,997	12.7%	10,854	14.7%	6,975	14.1%	3,425	15.3%
<i>American Indian &amp; Alaska Native</i>	608	0.6%	509	0.7%	360	0.7%	170	0.8%
<i>Asian, Native Hawaiian, &amp; Other Pacific Islander</i>	1,991	2.1%	1,700	2.3%	1,228	2.5%	535	2.4%
<i>Other Race or 2+ Races</i>	5,166	5.5%	4,568	6.2%	3,190	6.5%	1,518	6.8%
<i>Individuals of Hispanic Origin</i>	4,868	5.2%	4,300	5.8%	3,079	6.2%	1,520	6.8%
<i>Individuals Below Poverty Level</i>	16,786	17.8%	14,054	19.0%	9,540	19.3%	4,388	19.6%

The preceding Table 6-1 displays the composition of the 2010 Census population within the three EJ Zones, or bands within .50, .25, and .10 mile of FY 2023-2026 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 Metropolitan Area to determine how the makeup of the EJ Zones' population matches that of the overall area. For instance, the calculations indicate 17.8% of the metropolitan area total population is below poverty level, while 19.6% of the population within .10 mile of a FY 2023-2026 TIP road project is below poverty level.



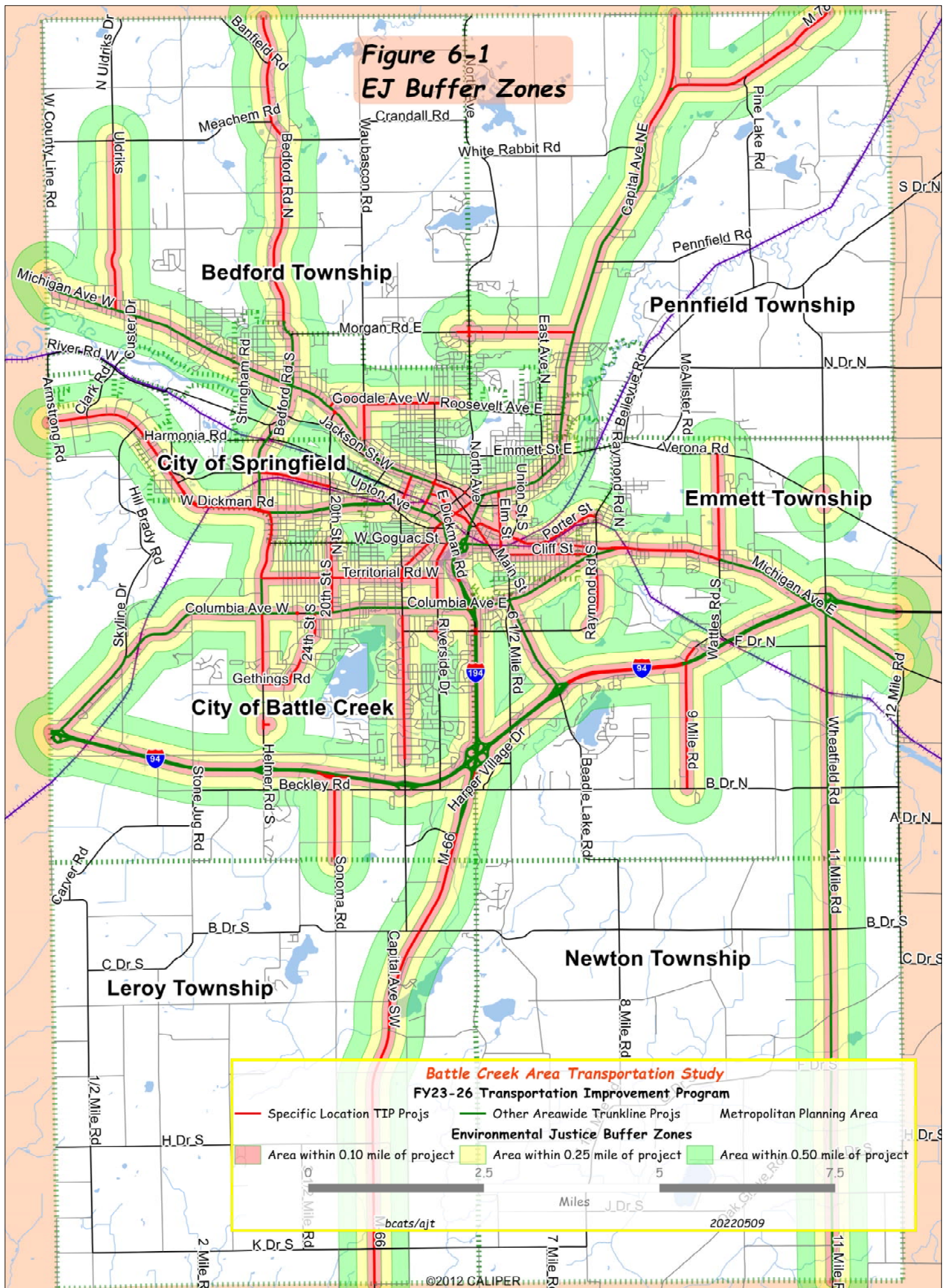
The next Table 6-2 calculates a different statistic, that is how the percentage of each subject population group in each sub-area EJ Zone compares to each EJ Zone's percentage of the total metropolitan area population. In this case, the percentages for each EJ Zone should be compared up & down rows to 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 area. For instance here, while only 52.3 % of the total metropolitan area population resides within .25 mile of a FY 2023-2026 TIP road project, 63.3% of the area's individuals of Hispanic origin do so.

TABLE 6-2	BCATS Metropolitan Area	EJ Zones - Distance from FY 2023-2026 TIP Road Project					
		within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	116.11	53.5%	63.58	29.3%	26.94	12.4%
<b><i>Total Population</i></b>	<b>94,367</b>	<b>73,920</b>	<b>78.3%</b>	<b>49,398</b>	<b>52.3%</b>	<b>22,347</b>	<b>23.7%</b>
<i>White</i>	74,606	56,288	75.4%	37,645	50.5%	16,698	22.4%
<i>African-American</i>	11,997	10,854	90.5%	6,975	58.1%	3,425	28.5%
<i>American Indian &amp; Alaska Native</i>	608	509	83.7%	360	59.2%	170	28.0%
<i>Asian, Native Hawaiian, &amp; Other Pacific Islander</i>	1,991	1,700	85.4%	1,228	61.7%	535	26.9%
<i>Other Race or 2+ Races</i>	5,166	4,568	88.4%	3,190	61.8%	1,518	29.4%
<i>Individuals of Hispanic Origin</i>	4,868	4,300	88.3%	3,079	63.3%	1,520	31.2%
<i>Individuals Below Poverty Level</i>	16,786	14,054	83.7%	9,540	56.8%	4,388	26.1%

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 may be adversely impacted during the construction phase of the projects. However, this also may indicate a proportionally higher level of investment in transportation improvements in areas of racial minority and below poverty level populations; 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.

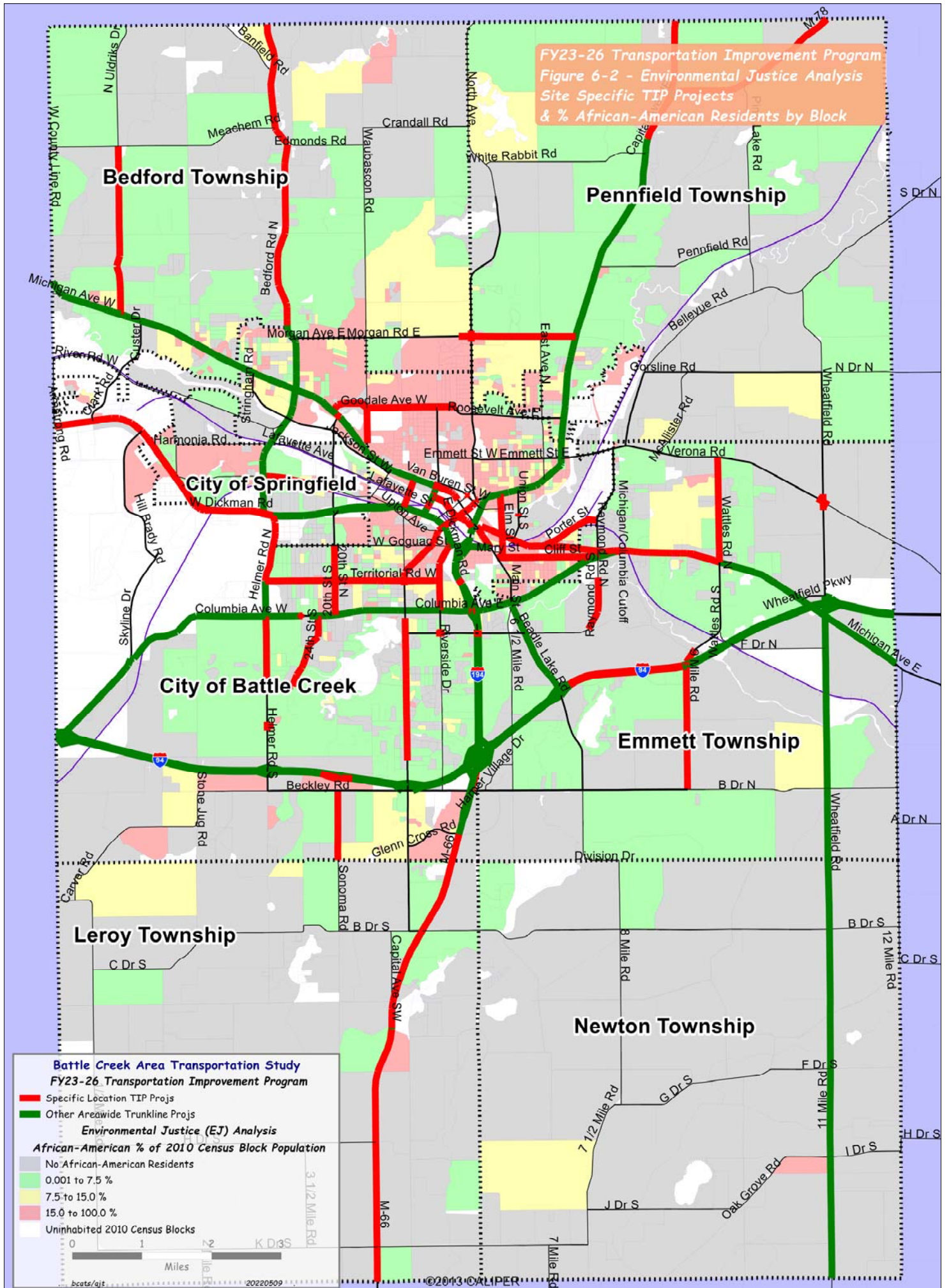


**Figure 6-1  
EJ Buffer Zones**



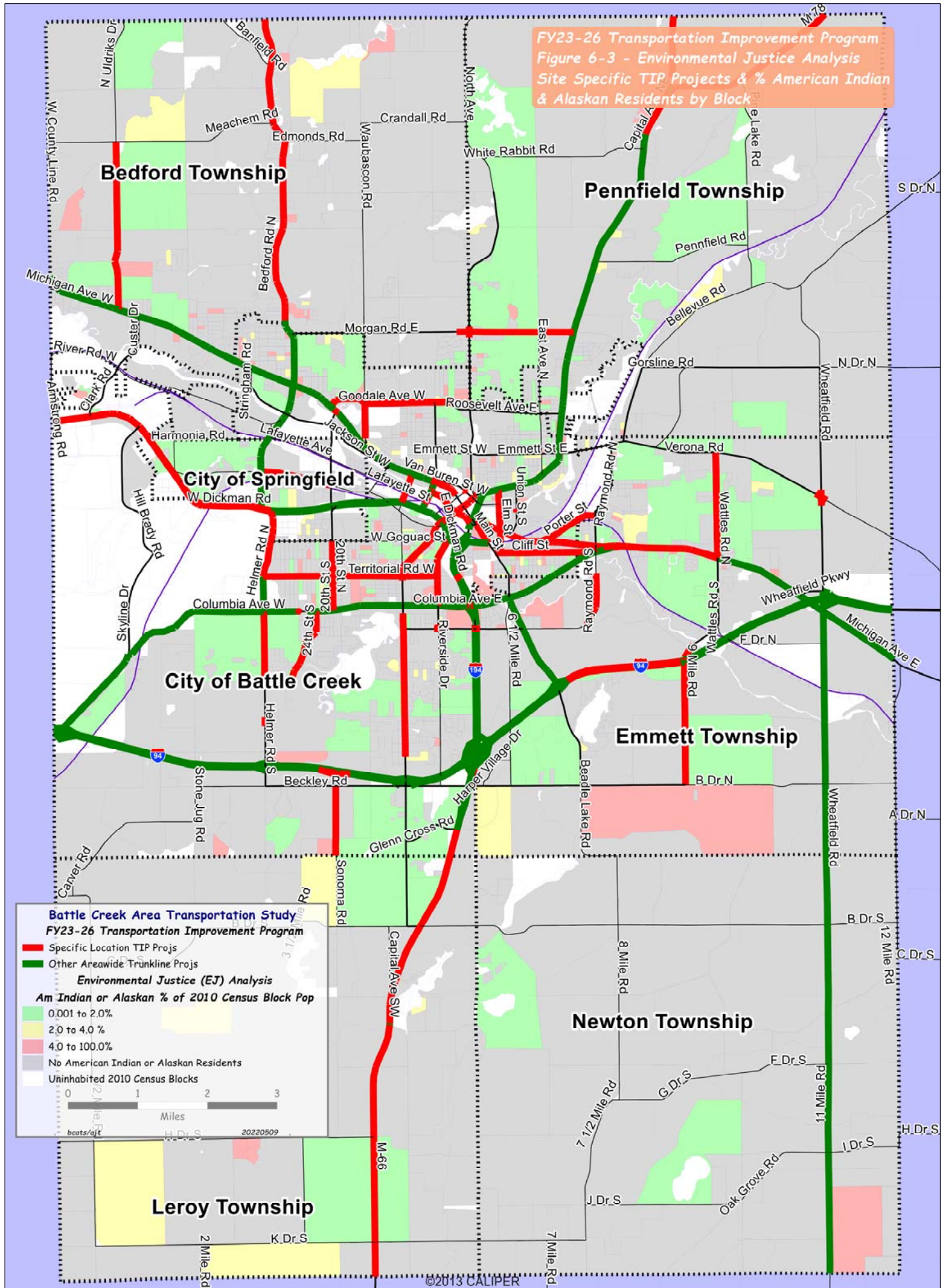


**FY23-26 Transportation Improvement Program  
Figure 6-2 - Environmental Justice Analysis  
Site Specific TIP Projects  
& % African-American Residents by Block**



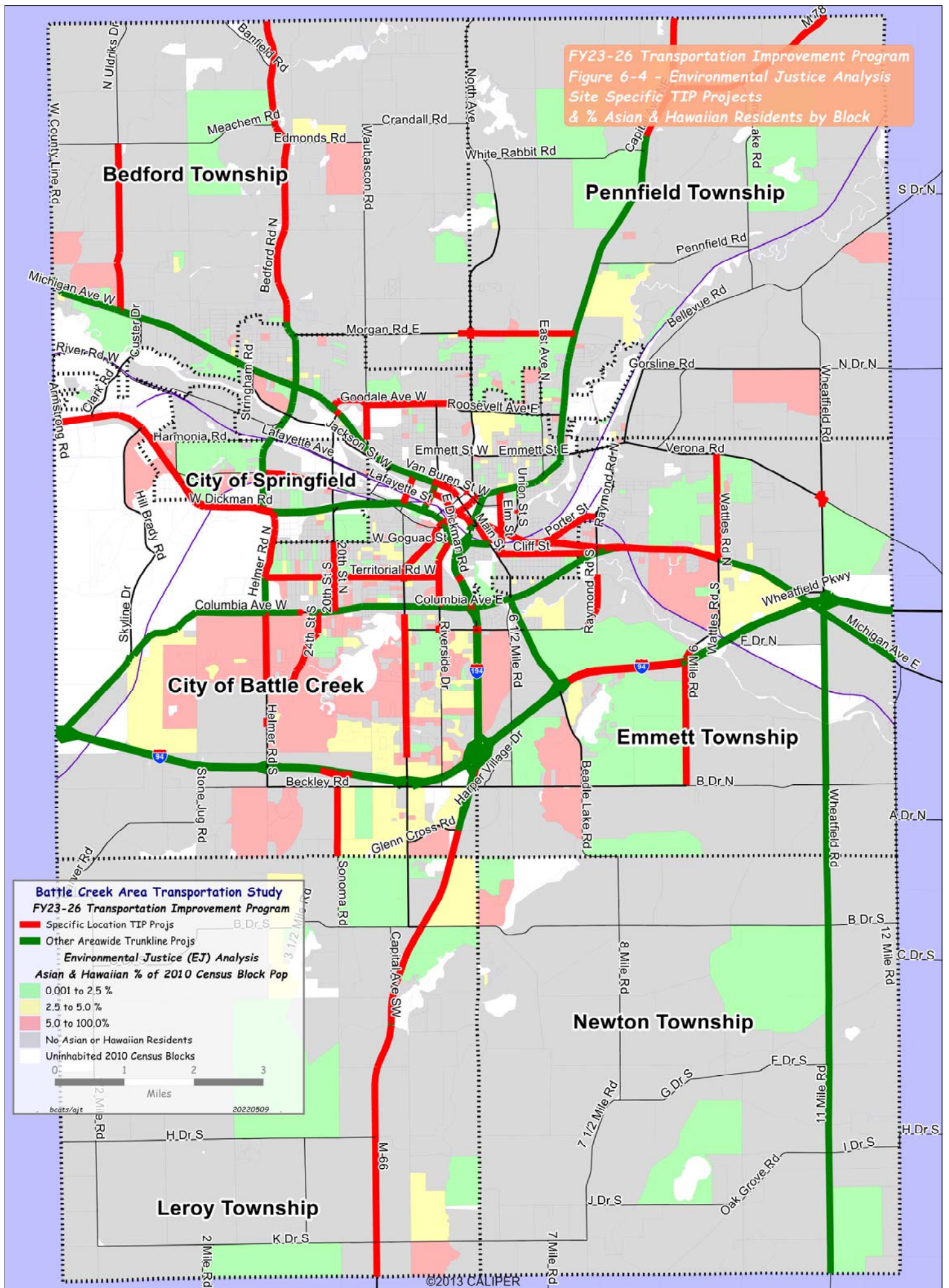


**FY23-26 Transportation Improvement Program**  
**Figure 6-3 - Environmental Justice Analysis**  
**Site Specific TIP Projects & % American Indian**  
**& Alaskan Residents by Block**



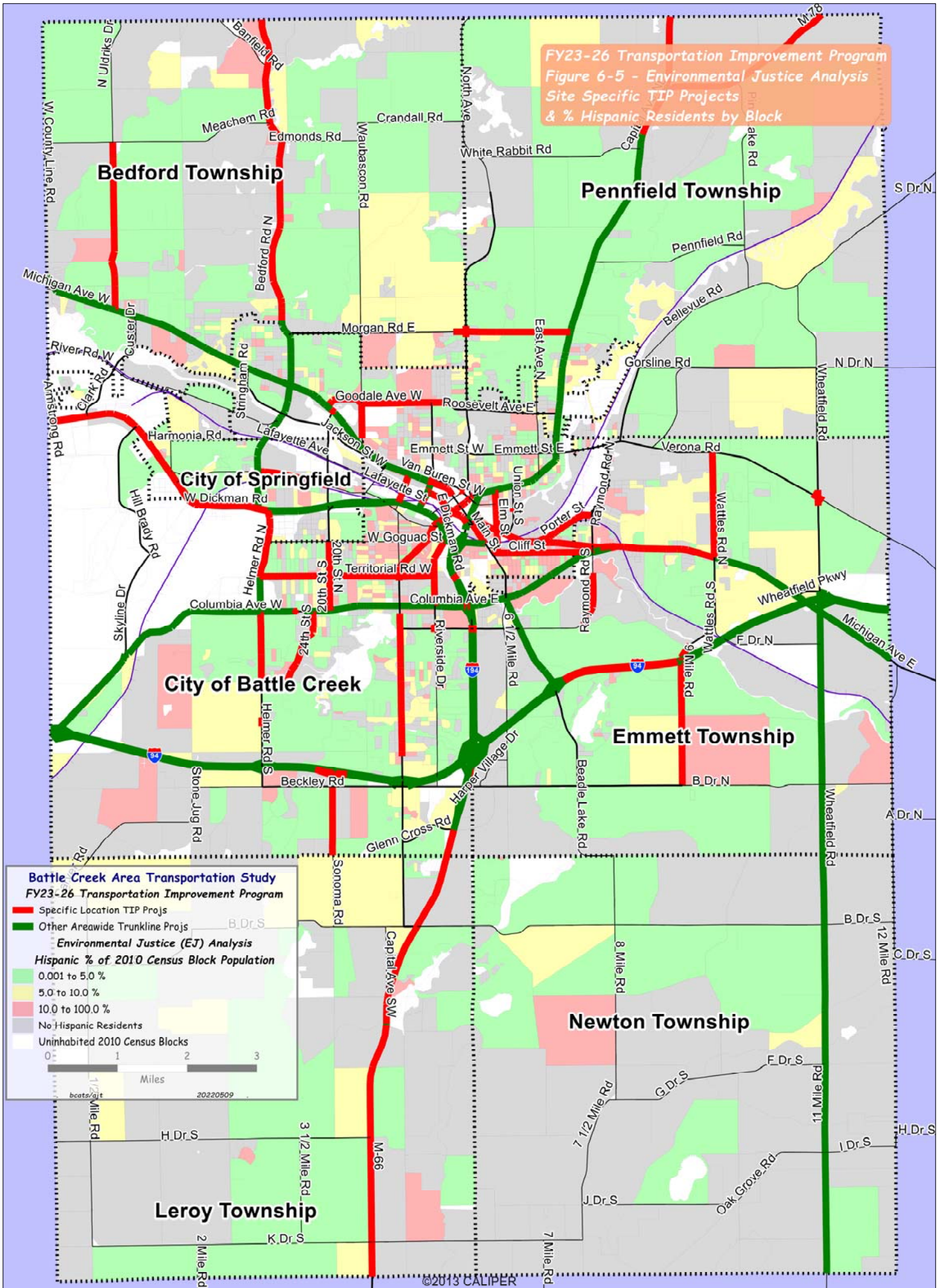


FY23-26 Transportation Improvement Program  
Figure 6-4 - Environmental Justice Analysis  
Site Specific TIP Projects  
& % Asian & Hawaiian Residents by Block





FY23-26 Transportation Improvement Program  
Figure 6-5 - Environmental Justice Analysis  
Site Specific TIP Projects  
& % Hispanic Residents by Block



**Battle Creek Area Transportation Study  
FY23-26 Transportation Improvement Program**

■ Specific Location TIP Projs

■ Other Areawide Trunkline Projs

**Environmental Justice (EJ) Analysis**

**Hispanic % of 2010 Census Block Population**

0.001 to 5.0 %

5.0 to 10.0 %

10.0 to 100.0 %

No Hispanic Residents

Uninhabited 2010 Census Blocks

0 1 2 3 Miles

bcats/git

20220509







## SECTION 7 - AIR QUALITY

As part of its transportation planning process, the Battle Creek Area Transportation Study (BCATS) has completed the transportation conformity process for BCATS' 2045 Metropolitan Transportation Plan (MTP) and the *FY2023-2026 Transportation Improvement Program (TIP)* and relevant portions of the *State Transportation Improvement Plan (STIP)*. The *Transportation Conformity Determination Report for the 1997 Ozone NAAQS (National Ambient Air Quality Standards)* demonstrates that BCATS' 2045 MTP and the new *FY2023-2026 TIP*, as well as the *State Transportation Improvement Program (STIP)* in Calhoun County, meet the federal transportation conformity requirements in 40 CFR Part 93. A brief summary of the report is below.

### **History of Transportation Conformity**

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements was first issued in November 1993 and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from LRTPs, TIPs, and projects are consistent with ("conform to") the state's air quality goals in the SIP.

The Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires federally funded or approved highway and transit activities to be consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone. 42 U.S.C. 7506(c)(1). United States Environmental Protection Agency's (EPA's) transportation conformity rule establishes the criteria and procedures for determining whether MTPs, TIPs, and federally supported highway and transit projects conform to the SIP, 40 CFR Parts 51.390 and 93.

### ***South Coast Air Quality Mgmt. District v. EPA***

On Feb. 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("South Coast II," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone NAAQS and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019.

The Kalamazoo/Battle Creek air quality area (Kalamazoo, Calhoun and Van Buren counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated

attainment for the 2008 ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the *South Coast II* decision, a conformity determination must be made for the 1997 ozone NAAQS on the LRTPs and TIPs.

### **Criteria and Procedures for Determining the Transportation Conformity**

A Transportation Determination Report was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's Transportation Conformity Guidance for the *South Coast II* Court Decision issued on Nov. 29, 2018, and followed the criteria and procedures outlined below.

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for MTPs and TIPs includes latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c)), and emissions budget and/or interim emissions (93.118 and/or 93.119). For the 1997 ozone NAAQS areas, transportation conformity for MTPs and TIPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court decision upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, budget, or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS for the BCATS 2045 MTP and the 2023-2026 TIP and the rural STIP in Calhoun County can be demonstrated by showing the following requirements have been met:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation control measures (TCMs) (93.113)
- Fiscal constraint (93.108)

#### *Latest Planning Assumptions*

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to regional emissions analyses. In the 1997 ozone NAAQS areas, the use of the latest planning assumptions requirement 198 BCATS 2045 Metropolitan Transportation Plan applies to assumptions about transportation control measures (TCMs) in an approved SIP. The Michigan SIP does not include any TCMs.

#### *Consultation*

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted by and between the Battle Creek Area Transportation Study, Kalamazoo Area Transportation Study and the Michigan Department of Transportation. A virtual Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

Transportation. A virtual Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) meeting was held from April 8-15, 2022. Interagency consultation was conducted consistent with Michigan's conformity SIP. Public consultation will be conducted consistent with planning rule requirements in 23 CFR 450. The Participation Plan adopted by the BCATS' Policy Committee establishes the procedures by which BCATS engages the public.

The same procedures were followed for this document, ensuring that the public has an opportunity to review and comment before the MPO makes a determination. A formal public comment period for the draft conformity report and the new FY 2023-2026 TIP was held from May 2, 2022 to May 25, 2022. The BCATS Policy Committee made a formal conformity determination through a resolution at its meeting on May 25, 2022.

#### *Timely Implementation of Transportation Control Measures (TCMs)*

The Michigan SIP does not include any TCMs.

#### *Fiscal Constraint*

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The MTPs and 2023-2026 TIPs are fiscally constrained, as demonstrated in:

- BCATS 2045 MTP, Chapter 15 Financial Plan
- BCATS FY 2023-2026 TIP, Section 2 Financial Plan/Financial Constraint

#### **Conformity Determination**

The transportation conformity process determined and demonstrated that the BCATS 2045 MTP, the FY2023-2026 BCATS TIP, and the FY2023-2026 STIP for Calhoun County meet the CAA and Transportation Conformity rule requirements for the 1997 ozone NAAQS. See the separate document, Transportation Conformity Determination Report for the Kalamazoo-Battle Creek Limited Orphan Maintenance Area (LOMA), prepared by the Kalamazoo Area Transportation Study (KATS), for further information about conformity of the BCATS 2045 Metropolitan Transportation Plan and FY 2023-2026 TIP. Further discussion of the air quality status for areas in Michigan is included in the state's FY 2023-2026 State Transportation Improvement Program (STIP).



## SECTION 8 - PROJECT LIST

This section presents specific transportation improvements which the State, participating local units of government, and transit agencies intend to undertake during fiscal years (FYs) 2023-2026 (October 1, 2022–September 30, 2026). Generally any transportation improvement in the BCATS area that will utilize Federal funds must be represented in the TIP. The initial list (as of 5/5/22) of planned FY 2023-2026 road and transit projects consists of 94 project phases, totaling over \$79.9 million in local, State, and Federal funds. For comparison, the initial project list for BCATS' previous TIP, for FY20-23, had 83 phases totaling over \$43.1 million. The FY23-26 TIP project list is presented at the end of this section.

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 range from 10% to 25% of the "Total Phase Cost", generally for engineering/design. None of the local projects in this original FY 2023-2026 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 **FY 2023-2026 road program** includes 69 project phases, all together proposed to utilize **\$64.0 million** in local, State, and Federal funds. Of the listed road projects, 35 have a road or road-related construction phase at specific locations, and are highlighted in Figures 8-1 and 8-2 on following pages in this section and also included in Section 6's environmental justice (EJ) analysis. While the entirety of the State trunkline system in the BCATS area will be addressed over the four years of this TIP by MDOT annual pavement marking and periodic signing upgrade projects (all individually on the project list), only trunkline projects with specifically defined limits are highlighted on Figures 8-1+2. In Section 6 however for the determination of environmental justice (EJ) zones all trunkline road segments are considered project areas and highlighted on the EJ maps Figures 6-1–6.

There are no Advance Construct or Advance Construct Conversion projects in the initial FY 2023-2026 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". However, BCATS does not utilize GPA programs in its TIP.

In 2018, the metropolitan planning organizations were requested by MDOT to establish a definition for “regionally significant” transportation projects that would need to be included in each agency’s TIP even if classified “S/TIP Exempt”, typically as a non-Fed-aid project. Projects falling under this definition are treated as requiring the same full amendment process for changes that meet the federal criteria for an amendment. On July 18, 2018, the BCATS Policy Committee adopted a “regionally significant” definition for transportation projects to be included in the BCATS TIP as follows:

A “regionally significant” project for the BCATS areas is -

- Any MDOT, or local project, or phase(s) of a project (under one job number), which exceeds \$100,000 in total cost and is funded with CTF, MRR, PRIP, local general fund, and/or any other 100% state, local, or state/local combination funding source, current or developed in the future
- Any project involving TEDF funding (indicating a significant economic impact for the community)
- Any project involving property takings or any projects involving right-of-way impacts likely to generate public interest
- Any project for which MDOT plans to host a public information meeting locally
- Any project within the MDOT Southwest Region, or statewide, that includes work in the BCATS area, (along with other MPO or rural areas) that in the aggregate, meets any of the preceding four parameters.

*Under the definition BCATS reserves the right to waive the above “regionally significant” criteria on a case by case basis due to extenuating circumstances, and require inclusion, or allow exclusion, in the BCATS Transportation Improvement Program for projects otherwise impacted by this “regionally significant” definition.*

The initial FY23-26 TIP project list has 51 MDOT phases totaling almost \$52.5 million. Specified major MDOT construction project phases (>\$500,000) include:

**In FY 2023**

- Rehabilitation of the M-96 (Columbia Ave) bridges over I-194/M-66. Total estimated construction phase cost \$2,938,647. Job Number (JN) 208435.
- Road Capital Preventive Maintenance (CPM) (resurfacing) on Calhoun County parts of M-78, of M-66 north of Wanadoga Creek, and of M-37 north of Creekview Dr. Total estimated construction phase cost \$830,000. JN-213288.

**In FY 2024**

- Replacement of the I-194/M-66 bridges over the Kalamazoo River. Total estimated construction phase cost \$25,119,207. JN-210024.
- Reconstruction of the Battle Creek rest area building off eastbound I-94 between Helmer and Capital. Total estimated construction phase cost \$4,500,000. JN-212098.
- Road CPM resurfacing of M-96 (Dickman Rd) from Armstrong Rd (west county line) eastward to M-37 (Helmer Rd) western junction. Total estimated construction phase cost \$2,709,000. JN-213296.
- Construction of auxiliary right lane on M-66 northbound from Beckley Rd northward to I-94 interchange. Total estimated construction phase cost \$670,000. JN-210822.

### **In FY 2025**

- Minor widening of I-94BL/M-96/M-37 (Helmer Rd) from Territorial Rd northward to M-96 (Dickman Rd) to convert four lanes to five lane section. Total estimated construction phase cost \$2,446,596. JN-210823.

### **In FY 2026**

- Replacement of the M-89 (Washington Ave) bridge over the Battle Creek River. Total estimated construction phase cost \$4,848,124. JN-213719.
- Intersection traffic signal modernizations at six locations in BCATS area: I-94BL, M-96 (Dickman) at M-37 W Jct (Helmer); I-94BL, M-96 (Dickman) at M-37 E Jct (Helmer); M-96 (Columbia) at 28th; M-89 (Michigan) at 20th; M-89 (Washington) at M-89 (Michigan); I-94BL (Michigan) at M-96 (Columbia). Total estimated construction phase cost \$2,248,509. JN-214181.
- Bridge Capital Preventive Maintenance on the M-89 (Washington Ave) bridge over the GTW railroad & the Kalamazoo River. Total estimated construction phase cost \$1,134,000. JN-203293.
- Construction of two crash investigation sites along I-94 between Beadle Lake Rd and 9 Mile Rd. Total estimated construction phase cost \$517,710. JN-211804.

The initial FY23-26 TIP project list has 18 local road agency phases (all construction) totaling almost \$11.6 million. BCATS' federal Surface Transportation Program (STP) - Urban Local (STUL) and STP-Flex funds will be applied to the following local projects:

### **In FY 2023**

- Rehabilitation (mill & resurface) of Morgan Rd from North Ave eastward to M-66 (Capital Ave NE). Total estimated construction phase cost \$692,380. JN-207393.
- Road CPM mill & resurface with ADA ramp upgrades on four segments of Capital Ave (from Dickman to Fairfield, from Weeks to Rebecca, from Dickman to Michigan, and from Michigan to Cherry). Total estimated construction phase cost \$1,152,000. JN-207416.

### **In FY 2024**

- Rehabilitation (cold in place recycle full pavement width) of N Wattles Rd (9½ Mile Rd) from Michigan Ave northward to Verona Rd. Total estimated construction phase cost \$877,550. JN-216512.
- Rehabilitation (HMA mill & resurface with ADA ramp upgrades & associated items) of segments of Michigan (Washington to State), Porter (Michigan to Raymond), and Sonoma (south City limits to Beckley). Total estimated construction phase cost \$481,765. JN-216527.
- Road CPM single chipseal and fog seal with associated items on segments of Territorial (Helmer to Riverside), Helmer (Gethings to Columbia), 20th (Columbia to Goguac), Hamblin (Washington to Division), and Kendall (Dickman to Michigan). Total estimated construction phase cost \$431,765. JN-216528.

### **In FY 2025**

- Rehabilitation (pulverize existing & resurface over the graded & compacted crushed asphalt) of S Wattles Rd (9 Mile Rd) from B Dr N northward to G Dr N. Total estimated construction phase cost \$1,215,638. JN-216614.
- Rehabilitation (HMA mill & resurface with ADA ramp upgrades & associated items) of segments of Limit (Parkway to Goodale), Elm (Cliff to Capital), Riverside (Columbia to Dickman), and Cliff (Main to Raymond). Total estimated construction phase cost \$610,874. JN-216615.

### **In FY 2026**

- Rehabilitation (pulverize existing & resurface over the graded & compacted crushed asphalt) of Raymond Rd S from Golden Ave northward to E River Rd. Total estimated construction phase cost \$715,944. JN-216611.
- Rehabilitation (HMA mill & resurface with ADA ramp upgrades & associated items) of segments of Goodale & Ridgemoor (Roosevelt to Limit to Michigan), 24th (Columbia to Windamere), and Gethings (Windamere to Helmer). Total estimated construction phase cost \$779,475. JN-216627.
- Rehabilitation (2" mill and fill resurfacing) of Avenue A from M-37 (Helmer Rd) eastward to 20<sup>th</sup> St. If separate State funding for water/sewer work is secured by the City of Springfield, road work will be in conjunction with \$905,000 water main & sanitary sewer improvements along same segment. Total estimated road construction phase cost \$367,746. JN-216631.

Four other projects were considered for BCATS' STP funding in this TIP, and are listed here as "illustrative" options should any selected projects fail to proceed to implementation and/or additional funding becomes available:

- 20<sup>th</sup> St, from railroad tracks south of Lafayette northward to Springfield City limits and from M-96 (Dickman Rd) southward to Springfield City limits (Goguac), 2" mill & fill resurfacing, ~\$755,000.
- Banfield Rd, from M-37 to Baseline Rd, 3" HMA overlay resurfacing, expand pavement width to provide 3' paved shoulder, ~\$450,000.
- B Dr N, from 6½ Mile Rd eastward to Beadle Lake Rd, 1.5" HMA overlay resurfacing of existing roadway and bike lane along the roadway shoulder, ~\$350,000
- North Ave, from Roosevelt northward to Morgan, mill & resurface, ADA ramps as necessary, ~\$430,000

Congestion Mitigation Air Quality (CMAQ) funds have undergone additional changes in the distribution of this funding source since the last TIP development. The BCATS area received approximately \$515,000 per year for the CMAQ program before FY 2021. However, starting in FY 2021, BCATS only received approximately \$258,000 in funding for CMAQ projects each year. Starting in FY 2023, this funding will be further reduced to approximately \$153,000, and then increased 2% per year thru FY26, when the CMAQ funding mechanism may be discontinued at the Federal level.

To offset the reduced CMAQ funding, there is a new air quality improvement funding program under the BIL called the Carbon Reduction Program from which BCATS will receive an allocation averaging \$176,500 each year thru the four years of this TIP. BCATS is planning to utilize the Carbon Reduction Program funds to augment CMAQ funds within the following individual projects:

**In FY 2023:** Morgan Rd @ North Ave intersection; upgrade/modernize existing signals, including video detection system. Total estimated construction phase cost \$361,986. JN-207469.

**In FY 2024:** Golden Ave @ Riverside Dr intersection; remove & replace signal with modernized box span configuration. Total estimated construction phase cost \$369,934. JN-216602.

**In FY 2025:** McCamly St @ VanBuren St intersection; remove & replace signal with modernized mast arm configuration & signal. Total estimated construction phase cost \$376,722. JN-216618.

**In FY 2026:** Verona Rd @ 11 Mile Rd intersection; Modernize signalization and associated items with new poles and signals. Total estimated construction phase cost \$384,794. JN-216624.



Other projects considered for BCATS' CMAQ and Carbon Reduction Program funding and listed here as "illustrative" projects include:

- Territorial Rd @ 20<sup>th</sup> St intersection, remove & replace signal with modernized box span configuration, ~\$300,000.
- B Dr S @ 6 Mile Rd intersection; construct mini-roundabout with fully mountable center island, splitter islands at the approaches, and traffic calming geometry to reduce speed entering roundabout; ~\$1,300,000.

*Proposed 2026 implementation of the B Dr S @ 6 Mile Rd roundabout by the Calhoun County Road Dept (CCRD) will be contingent on award of a safety grant funded through MDOT. Should the CCRD receive the safety grant for the B Dr S @ 6 Mile Rd roundabout, the FY 2026 Fed-aid initially designated in this TIP for the CCRD's Verona Rd @ 11 Mile Rd project will be redirected to the roundabout project.*

Another location in the area, the Skyline Dr/Hill Brady Rd intersection, is being considered for reconfiguration into a roundabout and was presented by the City of Battle Creek as an option for BCATS' CMAQ and Carbon Reduction Program funding in this TIP. The proposed Skyline/Hill Brady roundabout would also link with Logistics Dr to the southeast and a planned new entrance to the Air National Guard base to the northeast. The existing signalized "T" intersection would be changed to a two lane 4-leg roundabout, increasing level of service & safety, and reducing delay & emissions. Initial discussion of the project came to the City from the Air National Guard (ANG), which is expected to provide a substantial funding share to build the estimated \$2.0M+ project.

Given the limited CMAQ and Carbon Reduction Program funding available through BCATS and the magnitude of the Skyline/Hill Brady roundabout it was determined better for BCATS' funds to support smaller projects wholly as eligible for 100% Fed-aid. However, the City has reported anticipating success in securing State and local economic development funds, as well as a financial commitment from the ANG, that altogether may facilitate construction by 2024. Should the project proceed to implementation it may be considered for addition to this TIP, as a prominent regionally significant project, since its funding mix is likely to not include any traditional federal transportation aid that would require the project to be amended into the TIP.

The **FY 2023-2026<sup>3</sup> transit program** developed by Battle Creek Transit (BCT) requests a total of \$5.9 million in Section 5307 operating funds from the Federal Transit Administration (FTA), to be matched 100% with \$5.9 million in local funds from the City of Battle Creek. Almost \$1.6 million in farebox and other miscellaneous revenue is expected over the next four years to be part of the City's matching share to the FTA 5307 funds.

Additional federal operating assistance from the FTA New Freedom program will enable BCT to maintain expanded demand response services; New Freedom funding of \$229,995 each year will be matched 100% with \$229,995 in local funds from the City of Battle Creek. Also, FTA New Freedom - Mobility Management funds of \$66,000 annually, matched by \$16,500 from the State of Michigan Comprehensive Transportation Fund (CTF) for a total project of \$82,500 each year, will support BCT's continuing efforts to coordinate countywide transportation.

Transit operating assistance to BCT is also provided from the CTF in an estimated annual amount of \$1.4 million, or \$5.6 million over the course of this TIP. Additional State CTF support for specialized services operating assistance, in an amount of approximately \$108,400 annually, is distributed amongst BCT and several local human service agencies. These two 100% State-funded transit operating assistance annual projects are not to be officially programmed in the TIP until the CTF funding is appropriated in the State budget for the given year, according to policy of MDOT's Office of Passenger Transportation (OPT).

For transit capital improvements over FY23-26, from FTA Section 5339 BCT expects \$142,725 annually, matched by \$35,681 from the State CTF for a total project of \$178,406 each year. The Section 5339 funds would be directed by BCT to farebox upgrades in FY23, three replacement vans in FY24, replacement of furniture & technology in five offices in FY25, and to miscellaneous vehicle maintenance equipment & heavy duty diesel tools in FY26.

Other significant FY23-26 transit capital expenditures include FTA Section 5310 funds totaling \$786,720 over the four years of this TIP, to be matched by \$196,680 from the State CTF for a total 4-year expenditure of \$983,400, to replace twelve multi-passenger transit vehicles for local human service agencies. The local agencies participating in the Section 5310 transit capital funding, as well as the State specialized services operating assistance referenced previously, currently include Community Action, Community Inclusive Recreation, and the Marian Burch Adult Day Care.

BCT continues to apply for discretionary capital funding for the estimated \$13.0M+ replacement of its aging central office/bus garage facility when opportunities arise through the Federal Transit Administration.

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<sup>3</sup> The BCT fiscal year runs from July 1 through June 30.

\* \* \* \* \*

On the following map Figures 8-1 and 8-2 the TIP road projects with specific locations or defined limits are highlighted and annotated with a Map ID# listed on the Project List. The first digit of the Map ID# is the last digit of the construction phase (CON) year for the project under each unique Job Number. This is relevant mostly only for MDOT projects with multiple phases represented in the TIP. For example, an MDOT job might be listed once for a PE phase in 2023, once for for a ROW phase in 2025, and once for CON in 2026; the Map ID# would be 6XX. Several MDOT jobs are listed only with PE in 2025 or 2026 in this initial TIP, with CON phases in 2027 or beyond recorded in JobNet. Those jobs have Map ID#s beginning with 7, 8, or 9 accordingly.

\* \* \* \* \*

On the TIP Project List there appear many acronyms or abbreviations for various items. Following is a guide to deciphering those items.

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; 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; PES=Preliminary Engineering Structures (bridges); NI=Non-Infrastructure (such as Planning, Transit, Non-motorized, and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition; OPS=operations.

Federal Fund Source Codes: ST=Surface Transportation any area; ST,EMRP=Surface Transportation Earmarks Repurposed; STRH=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=Surface Transportation urban local (<200,000 population); PL=STP Planning; CM=Congestion Mitigation & Air Quality Program (CMG=100% federally funded); CRSM=Carbon Reduction Program Small MPO; ST=Surface Transportation; STG=Surface Transportation 100% federally funded; NH=National Highway System; HSIP=Highway Safety Improvement Program; TA=Transportation Alternatives; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=FTA Section 5339 - Bus and Bus Facilities.

State Fund Source Codes: TEDF=Transportation Economic Development Fund/Award Categories A thru F; CTF=Comprehensive Transportation Fund; MRR=Michigan Railroad; M=Michigan Funds Michigan Betterment; GF=General Fund (followed by year of funds utilized designation); CTFR=Comprehensive Transportation Fund Rail; RBMP=Re-Building Michigan Program (State bonding).

Other Abbreviations - CPM = Capital Preventative Maintenance; JN = Job Number; MPO=Metropolitan Planning Organization; MTP = Metropolitan Transportation Plan; MPA=Metropolitan Planning Area (the BCATS MPA covers the entireties of the Cities of Battle Creek and Springfield, and the townships of Bedford, Pennfield, Emmett, Newton, and Leroy).





**Figure 8-1**  
**BCATS Metropolitan Area**  
**FY 2023-2026 TIP Road Projects**

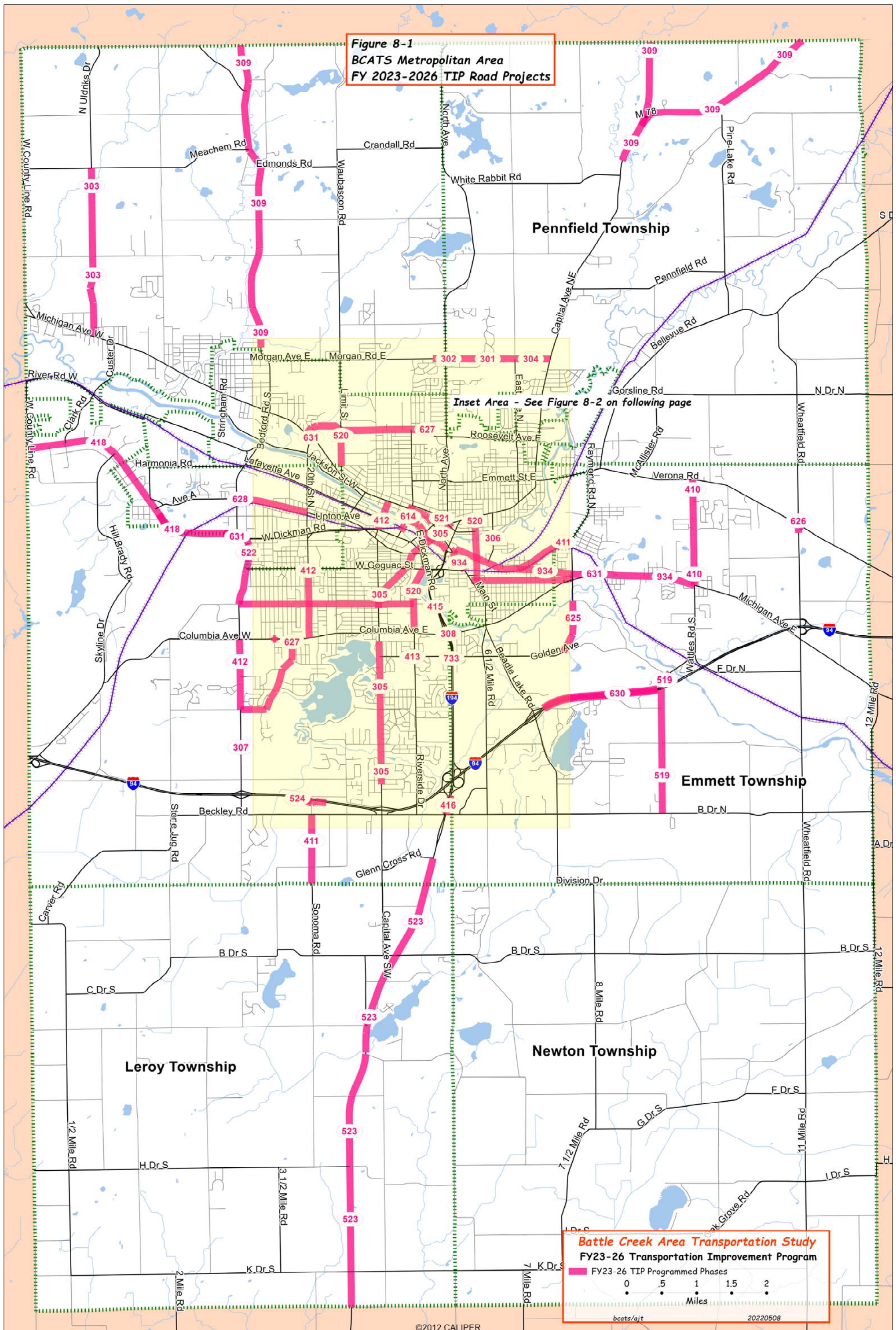
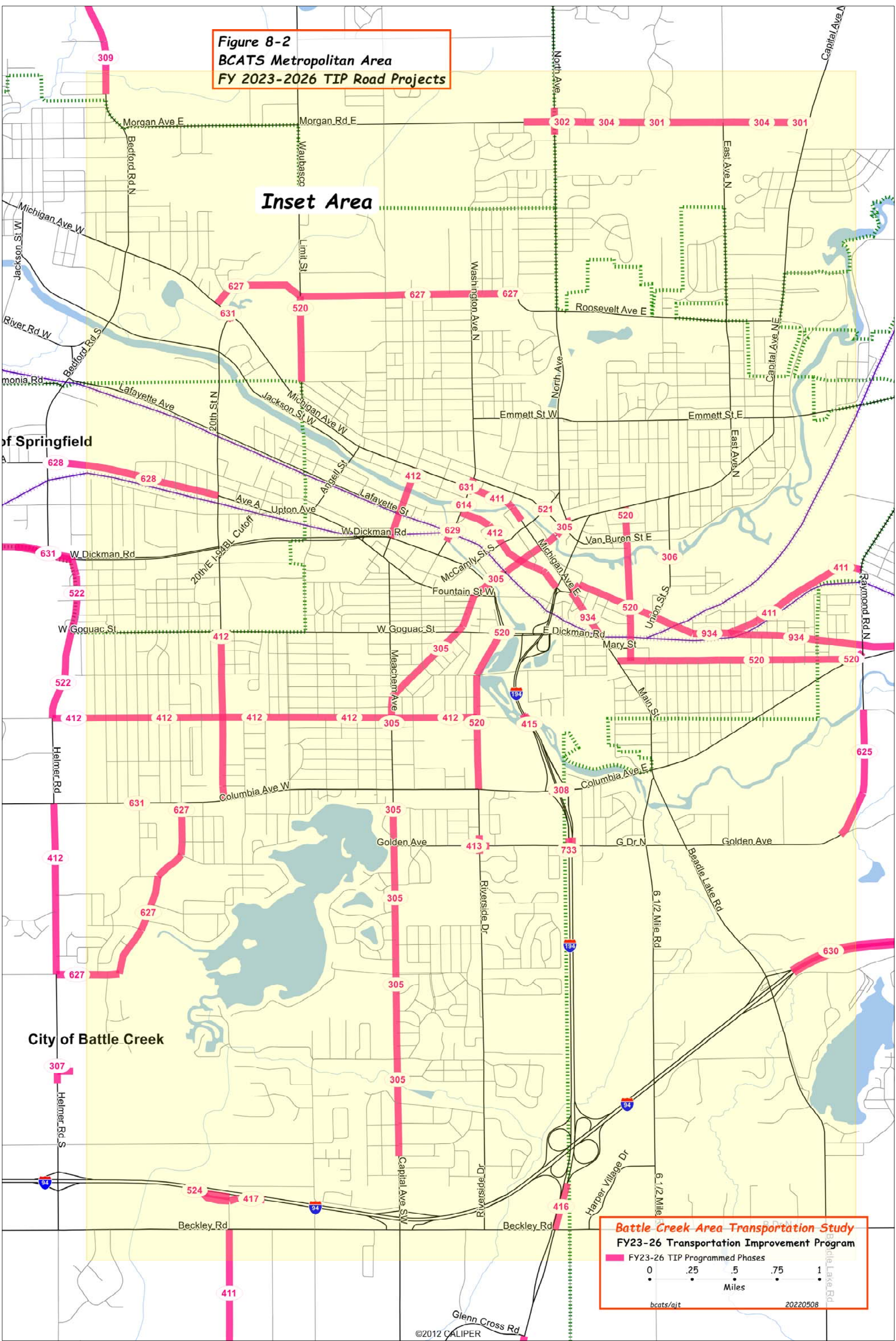




Figure 8-2  
BCATS Metropolitan Area  
FY 2023-2026 TIP Road Projects

Inset Area





FY 2023-2026 Transportation Improvement Program (TIP) Project List

(as of 5/5/22 and approved by BCATS Policy Committee 5/25/22)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Figures 8-1+2 Map ID#	Length	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost	Comments	Total Project Cost
2023	207393	CON	Calhoun County	Morgan Rd (O Dr N)	from North Ave (6 Mile Rd) eastward to M-66 (Capital Ave NE)	301	1.50	Road Rehabilitation	Mill & Resurface	\$ 566,713	STUL	\$ -	\$ 125,667	\$ 692,380	CR3, 2/7/22 - uncommitted FY23 STUL funds of \$162,910 assigned to this JN207393 (Morgan Rd) project, in response to denied TEDF-F grant app. CR4, 3/14/22 - total cost adjusted and project funded at standard 18.15% local match.	\$ 796,237
2023	207469	CON	Calhoun County	Signal Upgrade - Morgan Rd @ North Ave (6 Mile Rd)	Signalized intersection of Morgan Rd and North Ave	302	0.00	Traffic Safety	Upgrade/modernize existing signals, including video detection system	\$ 171,000	CRSM	\$ -	\$ 37,919	\$ 208,919	CR2 (submitted 5/13/21) at request of Calhoun County Road Dept (CCRD), to move this JN-207469 to FY23 to coincide with Morgan Rd construction JN-207393. This CMAQ-funded JN-207469 swapped with equal cost CMAQ-funded JN-207465, moved from FY23 to FY22. Change to better coordinate with road improvements adjacent to intersection signal work. CR5 (submitted 3/15/22) adjust funding composition post-IIJA/BIL to reduced CMAQ availability of \$153,067, offset with "new" Carbon Reduction Program \$171,000 + required local match..	\$ 361,986
2023	207469	CON	Calhoun County	Signal Upgrade - Morgan Rd @ North Ave (6 Mile Rd)	Signalized intersection of Morgan Rd and North Ave	302	0.00	Traffic Safety	Upgrade/modernize existing signals, including video detection system	\$ 153,067	CMG	\$ -	\$ -	\$ 153,067	CR2 (submitted 5/13/21) at request of Calhoun County Road Dept (CCRD), to move this JN-207469 to FY23 to coincide with Morgan Rd construction JN-207393. This CMAQ-funded JN-207469 swapped with equal cost CMAQ-funded JN-207465, moved from FY23 to FY22. Change to better coordinate with road improvements adjacent to intersection signal work. CR5 (submitted 3/15/22) adjust funding composition post-IIJA/BIL to reduced CMAQ availability of \$153,067, offset with "new" Carbon Reduction Program \$171,000 + required local match..	\$ 361,986
2023	214629	CON	Calhoun County	Uldriks Rd (1 Mile Rd)	from M-89 to U Drive N (Meachem Rd)	303	2.43	Traffic Safety	Tree removal and clearing	\$ 155,700	HSIP	\$ -	\$ 17,300	\$ 173,000		\$ 173,000
2023	214631	CON	Calhoun County	Morgan Rd (O Dr N)	from North Ave (6 Mile Rd) eastward to M-66 (Capital Ave NE)	304	1.50	Traffic Safety	Pavement markings	\$ 47,402	HSIP	\$ -	\$ 5,267	\$ 52,669		\$ 52,669
2023	207416	CON	City of Battle Creek	Capital Ave SW+NE, four segments	Dickman--Fairfield, Weeks--Rebecca, Dickman--Michigan, Michigan--Cherry	305	3.74	Road Capital Preventive Maintenance	HMA mill & resurface with ADA ramp upgrades	\$ 732,548	STUL	\$ -	\$ 326,281	\$ 1,058,829	CR2 (submitted 3/15/22) adjusted composition of Fed-aid post-IIJA/BIL with replacement of STUL funds with STP-Flex (\$51,000) and HIPS (\$25,260) funds to allow STUL funds to be redirected to another project.	\$ 1,151,999
2023	207416	CON	City of Battle Creek	Capital Ave SW+NE, four segments	Dickman--Fairfield, Weeks--Rebecca, Dickman--Michigan, Michigan--Cherry	305	3.74	Road Capital Preventive Maintenance	HMA mill & resurface with ADA ramp upgrades	\$ 51,000	ST	\$ -	\$ 11,309	\$ 62,309	CR2 (submitted 3/15/22) adjusted composition of Fed-aid post-IIJA/BIL with replacement of STUL funds with STP-Flex (\$51,000) and HIPS (\$25,260) funds to allow STUL funds to be redirected to another project.	\$ 1,151,999
2023	207416	CON	City of Battle Creek	Capital Ave SW+NE, four segments	Dickman--Fairfield, Weeks--Rebecca, Dickman--Michigan, Michigan--Cherry	305	3.74	Road Capital Preventive Maintenance	HMA mill & resurface with ADA ramp upgrades	\$ 25,260	HIPS	\$ -	\$ 5,601	\$ 30,861	CR2 (submitted 3/15/22) adjusted composition of Fed-aid post-IIJA/BIL with replacement of STUL funds with STP-Flex (\$51,000) and HIPS (\$25,260) funds to allow STUL funds to be redirected to another project.	\$ 1,151,999
2023	212288	CON	City of Battle Creek	Union Street S	Union Street S, Str #1408 over the Battle Creek River, City of Battle Creek	306	0.00	Bridge Rehabilitation	Bridge Rehabilitation	\$ 1,986,400	BHT	\$ 372,450	\$ 124,150	\$ 2,483,000		\$ 2,483,000
2023	214633	CON	City of Battle Creek	Helmer Rd S	Helmer Road S at Potters Dr, city of Battle Creek	307	0.07	Traffic Safety	Overhead flashing beacon	\$ 24,000	HSIP	\$ -	\$ 6,000	\$ 30,000		\$ 30,000
2023	208191	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Fed+Local, FY23	Areawide - Battle Creek Transit		0.00	SP3000-operating except JARC and New Freedom	Operating Assistance - FTA Sec5307 and Local	\$ 1,432,585	5307	\$ -	\$ 1,432,585	\$ 2,865,170	This Fed + Local operating assistance is complemented annually by ~\$1.4M in "Local Bus Operating (LBO)" funds from the State of Michigan Comprehensive Transportation Fund (CTF) directed to Battle Creek Transit.	\$ 2,865,170
2023	208238	NI	City of Battle Creek - Transit	Transit Capital - Battle Creek Transit, Sec5339	Areawide - Battle Creek Transit		0.00	SP1402-fare collection	Farebox upgrade (qty up to 25)	\$ 142,725	5339	\$ 35,681	\$ -	\$ 178,406	BCT's farebox system has surpassed its useful life (purchased in 2004) and is outdated.	\$ 178,406
2023	208269	NI	City of Battle Creek - Transit	Transit Operating - Specialized Services FY23	Areawide/Battle Creek/Calhoun County		0.00	SP09-Specialized Service	Services for elderly & individuals w/disabilities under FY23 SpecSrvcs Prog. Funds to BCT and passed thru to local human service agencies.	\$ -		\$ 108,434	\$ -	\$ 108,434	Regionally Significant per BCATS discretion, request, and historic use of the TIP. 100% State CTF "Specialized Services" operating funding for local transit had always been listed in every year of the BCATS TIP as a line item, pre-JobNet.	\$ 92,624
2023	216518	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Sec5310 New Freedom FY23 - JN-216518	Areawide - Battle Creek Transit		0.00	6470-5310 - New Freedom Operating	New Freedom annual operating assistance for expanded demand response service beyond pre-existing route hours & boundaries.	\$ 229,995	5310	\$ -	\$ 229,995	\$ 459,990	FY23 project to be added to current FY20-23 TIP in May 2022 by Amendment #16.	\$ 459,990
2023	216521	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, Sec5310 New Freedom Mobility Management FY23 - JN-216521	Areawide/Battle Creek/Calhoun County		0.00	6410-5310 Projects - New Freedom mobility management	Continuation of mobility management to coordinate countywide transportation efforts and centralized dispatch coordinating service between multiple providers.	\$ 66,000	5310	\$ 16,500	\$ -	\$ 82,500	FY23 project to be added to current FY20-23 TIP in May 2022 by Amendment #16.	\$ 82,500

FY 2023-2026 Transportation Improvement Program (TIP) Project List

(as of 5/5/22 and approved by BCATS Policy Committee 5/25/22)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Figures 8-1+2 Map ID#	Length	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost	Comments	Total Project Cost
2023	215195	NI	Community Action Agency of South Central MI, Inc	Transit Capital - Community Action, Sec5310, computer equipment	Areawide services, computer equipment in CA central office		0.00	1140-Bus Support Equip / Facilities	FY 2023 Sec5310 Transit Capital, computer equipment in CA central office	\$ 4,800	5310	\$ 1,200	\$ -	\$ 6,000	FY23 Sec5310 app from CA for computer equipment. No vehicles eligible for replacement. Asking for 3 computers and 9 monitors. Requesting \$6,000 total.	\$ 6,000
2023	216491	NI	Marian E. Burch Adult Care & Rehabilitation Center	Transit Capital - MBADC, Sec5310, bus replacement	Areawide/Calhoun County		0.00	6410-5310 Projects	FY23 Sec5310 replacement of vehicle ending in 4762 "Mr. Reid"	\$ 69,200	5310	\$ 17,300	\$ -	\$ 86,500	Replacement vehicle Small Bus, 158 in. wheelbase, w/lift, gas engine.	\$ 86,500
2023	207365	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		0.98	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 1,990,000
2023	207365	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		0.98	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 160,380	HSIP	\$ 17,820	\$ -	\$ 178,200		\$ 1,990,000
2023	207367	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		1.19	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 520,000
2023	207367	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		1.19	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 41,310	HSIP	\$ 4,590	\$ -	\$ 45,900		\$ 520,000
2023	207378	CON	MDOT	MDOT Southwest Region-wide pvmt mrkg retro readings	All trunkline routes of BCATS MPO		1.72	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	\$ 891	HSIP	\$ 99	\$ -	\$ 990		\$ 11,000
2023	207433	CON	MDOT	I-94 E	I-94 Existing DMS		0.00	ITS Applications	Install seventeen (17) CCTV cameras on existing DMS.	\$ 49,326	NH	\$ 10,938	\$ -	\$ 60,264		\$ 411,723
2023	208435	CON	MDOT	I-194	under M-96 (Columbia Avenue)	308	0.23	Bridge Rehabilitation	Full Depth Deck Patching, Concrete Deep Overlay, Full Paint, Beam Repairs	\$ 2,634,990	IM,ST	\$ 279,263	\$ 24,394	\$ 2,938,647		\$ 3,296,647
2023	210822	PE	MDOT	M-66 N	Beckley Road to I-94 in Calhoun County	416	0.28	Minor Widening	Construct auxiliary lane on M-66 NB between Beckley Rd. and I-94.	\$ -		\$ 115,000	\$ -	\$ 115,000	JN-210822 PE phase changed to 100% State funding June/2021. MPO requests "Regionally Significant" tag on PE phase to reverse S/TIP Exempt status. Pending in TIP Amendment #16 May 2022.	\$ 785,000
2023	210823	PE	MDOT	M-96 (Helmer Rd)	from Territorial Road to Dickman Road	522	0.96	Minor Widening	Convert 4 lanes to 5 lane section.	\$ 323,410	NH	\$ 62,751	\$ 8,964	\$ 395,125		\$ 2,841,721
2023	213288	CON	MDOT	M-37, M-66, M-78 Capital Preventive Maintenance (CPM)	on Calhoun County parts of M-78, of M-66 north of Wanadoga Creek, and of M-37 north of Creekview Dr.	309	8.94	Road Capital Preventive Maintenance	Single course chip seal with fog seal	\$ 679,355	ST	\$ 150,645	\$ -	\$ 830,000		\$ 860,000
2023	213296	ROW	MDOT	M-96 (Dickman Rd)	Calhoun County portion of the M-96 project, from Armstrong Rd eastward to Helmer Rd	418	4.45	Road Capital Preventive Maintenance	Milling and one course asphalt overlay	\$ -	M	\$ -	\$ -	\$ -		\$ 3,070,000
2023	213719	PES	MDOT	M-89 (Washington Avenue)	Bridge over Battle Creek River, Battle Creek, Calhoun County	614	0.00	Bridge Replacement	Superstructure Replacement	\$ -	M	\$ 636,458	\$ 90,923	\$ 727,381		\$ 5,649,924
2023	213719	PE	MDOT	M-89 (Washington Avenue)	Bridge over Battle Creek River, Battle Creek, Calhoun County	614	0.00	Bridge Replacement	Superstructure Replacement	\$ -	M	\$ 65,117	\$ 9,302	\$ 74,419		\$ 5,649,924
2023	214181	PE	MDOT	Marshall TSC-wide Signal Modernizations	Six locations in BCATS area: I-94BL, M-96 (Dickman) at M-37 W Jct (Helmer); I-94BL, M-96 (Dickman) at M-37 E Jct (Helmer); M-96 (Columbia) at 28th; M-89 (Michigan) at 20th; M-89 (Washington) at M-89 (Michigan); I-94BL (Michigan) at M-96 (Columbia)	631	0.00	Traffic Safety	Modernize signalized intersections	\$ 340,217	STG	\$ -	\$ -	\$ 340,217	PE 2023, ROW 2025, CON 2026	\$ 3,461,636
2023	214871	PE	MDOT	I-94BL (Michigan Ave E)	I-94BL aka Main St at Dickman Rd, northwest to Hamblin Ave northeast to Michigan Ave southeast to Wattles Rd (9 1/2 Mile Rd)	934	3.92	Road Rehabilitation	Milling and two course asphalt overlay	\$ 652,754	NH	\$ 136,604	\$ 8,142	\$ 797,500	2023 PE, 2025 ROW, 2029 CON	\$ 8,000,000
2023	214947	PES	MDOT	I-94BL (Michigan Ave E)	over MDOT RR Corridor, 0.2 miles east of M-96 (Columbia)	632	0.00	Bridge CSM	Joint Repair, Approach Patching, Slope Repair, Silane Rail	\$ 6,957	BFP	\$ 1,543	\$ -	\$ 8,500		\$ 127,500
2023	214947	PE	MDOT	I-94BL (Michigan Ave E)	over MDOT RR Corridor, 0.2 miles east of M-96 (Columbia)	632	0.00	Bridge CSM	Joint Repair, Approach Patching, Slope Repair, Silane Rail	\$ 3,274	BFP	\$ 726	\$ -	\$ 4,000		\$ 127,500
2024	216512	CON	Calhoun County	N. Wattles Rd (9 1/2 Mile Rd) - JN-216512	from Michigan Ave (I-94BL/M-96) northward to Verona Rd	410	1.51	Road Rehabilitation	Cold in place recycle the full width of pavement, including bike lanes. New signs and pavement markings.	\$ 666,275	STUL	\$ -	\$ 147,744	\$ 814,019	Total project CON phase cost \$877,550 (\$718,275 Fed, \$159,275 CCRD).	\$ 982,856
2024	216512	CON	Calhoun County	N. Wattles Rd (9 1/2 Mile Rd) - JN-216512	from Michigan Ave (I-94BL/M-96) northward to Verona Rd	410	1.51	Road Rehabilitation	Cold in place recycle the full width of pavement, including bike lanes. New signs and pavement markings.	\$ 52,000	STP-Flex	\$ -	\$ 11,531	\$ 63,531	Total project CON phase cost \$877,550 (\$718,275 Fed, \$159,275 CCRD).	\$ 982,856



FY 2023-2026 Transportation Improvement Program (TIP) Project List

(as of 5/5/22 and approved by BCATS Policy Committee 5/25/22)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Figures 8-1+2 Map ID#	Length	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost	Comments	Total Project Cost
2024	216527	CON	City of Battle Creek	City of BC 2024 Road Rehabilitations - JN-216527	Segments of Michigan (Washington to State), Porter (Michigan to Raymond), Sonoma (south City limits to Minges to Beckley).	411	2.17	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$ 394,325		\$ -	\$ 87,440	\$ 481,765		\$ 539,577
2024	216528	CON	City of Battle Creek	City of BC 2024 Road Capital Preventive Maintenance (CPM) - JN-216528	Segments of Territorial (Helmer to Riverside), Helmer (Gethings to Columbia), 20th (Columbia to Goguac), Hamblin (Washington to Division), Kendall (Dickman to Michigan).	412	5.67	Road CPM	Single chipseal and fog seal with associated items	\$ 353,400		\$ -	\$ 78,365	\$ 431,765		\$ 483,577
2024	216602	CON	City of Battle Creek	Intersection-Signal Modernization - Golden @ Riverside - JN-216602	intersection of Golden Ave and Riverside Dr and approaches	413	--	Traffic Safety	Remove and replace signal with modernized box span configuration.	\$ 175,000	Carbon Reduction Program (CRSM)	\$ -	\$ 38,806	\$ 213,806	Total project CON phase cost \$369,934 (\$331,128 Fed, \$38,806 City of BC).	\$ 414,326
2024	216602	CON	City of Battle Creek	Intersection-Signal Modernization - Golden @ Riverside - JN-216602	intersection of Golden Ave and Riverside Dr and approaches	413	--	Traffic Safety	Remove and replace signal with modernized box span configuration.	\$ 156,128	CMAQ 100% (CMG)	\$ -	\$ -	\$ 156,128	Total project CON phase cost \$369,934 (\$331,128 Fed, \$38,806 City of BC).	\$ 414,326
2024	216643	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Fed+Local, FY24 - JN-216643	Areawide - Battle Creek Transit		0.00	SP3000-operating except JARC and New Freedom	Operating Assistance - FTA Sec5307 and Local - JN-216643	\$ 1,461,237	5307	\$ -	\$ 1,461,237	\$ 2,922,474	This Fed + Local operating assistance is complemented annually by ~\$1.4M in "Local Bus Operating (LBO)" funds from the State of Michigan Comprehensive Transportation Fund (CTF) directed to Battle Creek Transit.	\$ 2,922,474
2024	216648	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Sec5310 New Freedom FY24 - JN-216648	Areawide - Battle Creek Transit		0.00	6470-5310 - New Freedom Operating	New Freedom annual operating assistance for expanded demand response service beyond pre-existing route hours & boundaries.	\$ 229,995	5310	\$ -	\$ 229,995	\$ 459,990		\$ 459,990
2024	216653	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, FY24 Sec5339. 3 (three) replacement vans. JN-216653	Areawide - Battle Creek Transit		0.00	SP1105 - van replacement	Replace three vehicles which have met their useful life based on age, with three 6-passenger accessible mini-vans w/ramp, etc.	\$ 142,725	5339	\$ 35,681	\$ -	\$ 178,406		\$ 178,406
2024	216654	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, Sec5310 New Freedom Mobility Management FY24 - JN-216654	Areawide/Battle Creek/Calhoun County		0.00	6410-5310 Projects - New Freedom mobility management	Continuation of mobility management to coordinate countywide transportation efforts and centralized dispatch coordinating service between multiple providers.	\$ 66,000	5310	\$ 16,500	\$ -	\$ 82,500		\$ 82,500
2024	216659	NI	Community Action Agency of South Central MI, Inc	Transit Capital - Community Action, Sec5310, bus replacements (2) - JN-216659	Areawide/Calhoun County		0.00	6410-5310 Projects	Replace passenger van #CA158 and wheel chair van #CA157.	\$ 118,640		\$ 29,660	\$ -	\$ 148,300	Replacement vehicles Light-Duty Bus, 138 in. wheelbase, gas engine; passenger van replacement w/o lift, total \$71,650; wheel chair van replacement w/lift, total \$76,650.	\$ 148,300
2024	210666	NI	Community Inclusive Recreation	Transit Capital - Community Inclusive Rec, Sec5310, bus replacement	Areawide/Calhoun County		0.00	6410-5310 Projects	Purchase 1 (one) replacement bus for 2017 small light duty bus VIN ending -1949.	\$ 63,200	5310	\$ 15,800	\$ -	\$ 79,000	Replacement vehicle Small Bus, 158 in. wheelbase, w/lift, gas engine.	\$ 79,000
2024	207391	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.88	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 2,265,000
2024	207391	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.88	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 182,655	HSIP	\$ 20,295	\$ -	\$ 202,950		\$ 2,265,000
2024	207392	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		3.82	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 395,000
2024	207392	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		3.82	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 31,185	HSIP	\$ 3,465	\$ -	\$ 34,650		\$ 395,000
2024	207403	CON	MDOT	MDOT Southwest Region-wide pvmt mrkg retro readings	All trunkline routes of BCATS MPO		1.69	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	\$ 891	HSIP	\$ 99	\$ -	\$ 990		\$ 11,000
2024	210024	CON	MDOT	I-194	over Kalamazoo River, Calhoun County	415	0.00	Bridge Replacement	Bridge Replacement, Approaches	\$ -	RBMP	\$ 25,119,207	\$ -	\$ 25,119,207		\$ 27,791,207
2024	210822	CON	MDOT	M-66 N	Beckley Road to I-94 in Calhoun County	416	0.28	Minor Widening	Construct auxiliary lane on M-66 NB between Beckley Rd. and I-94.	\$ 548,395	CM	\$ 121,605	\$ -	\$ 670,000		\$ 785,000
2024	211892	PE	MDOT	M-66	M-66 from Glenn Cross Road South to Athens Twp Border	523	13.72	Traffic Safety	Fixed Object Removal	\$ 65,903	HSIP	\$ 6,407	\$ 915	\$ 73,225		\$ 744,000
2024	212098	CON	MDOT	I-94	The Battle Creek Rest Area	417	0.00	Roadside Facilities - Improve	Reconstruct the Battle Creek Rest Area Building	\$ 3,785,344	NH	\$ 714,656	\$ -	\$ 4,500,000		\$ 5,020,000
2024	213296	CON	MDOT	M-96	Calhoun County portion of the M-96 project, from Armstrong Rd eastward to Helmer Rd	418	4.45	Road Capital Preventive Maintenance	Milling and one course asphalt overlay	\$ -	M	\$ 2,709,000	\$ -	\$ 2,709,000		\$ 3,070,000

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Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Figures 8-1+2 Map ID#	Length	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost	Comments	Total Project Cost
2025	216614	CON	Calhoun County	S. Wattles Rd (9 Mile Rd) - JN-216614	from B Dr N northward to northernmost G Dr N intersection	519	2.02	Road Rehabilitation	Pulverize existing roadway and resurface over the graded and compacted crushed asphalt. Roadway also to be trenched and expanded to provide 6' shoulder (3' paved, 3' gravel).	\$ 995,000		\$ 220,638	\$ -	\$ 1,215,638		\$ 1,361,515
2025	216615	CON	City of Battle Creek	City of BC 2025 Road Rehabilitations - JN-216615	Segments of Limit (Parkway to Goodale), Elm (Cliff to Capital), Riverside (Columbia to Dickman), and Cliff (Main to Raymond). (including a CCRD portion of Cliff St).	520	3.85	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$ 447,000	STUL	\$ -	\$ 99,121	\$ 546,121	Total project CON phase cost \$610,874 (\$500,000 Fed, \$110,874 City of BC).	\$ 684,179
2025	216615	CON	City of Battle Creek	City of BC 2025 Road Rehabilitations - JN-216615	Segments of Limit (Parkway to Goodale), Elm (Cliff to Capital), Riverside (Columbia to Dickman), and Cliff (Main to Raymond). (including a CCRD portion of Cliff St).	520	3.85	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$ 53,000	STP-Flex	\$ -	\$ 11,753	\$ 64,753	Total project CON phase cost \$610,874 (\$500,000 Fed, \$110,874 City of BC).	\$ 684,179
2025	216618	CON	City of Battle Creek	Intersection-Signal Modernization - McCamly @ VanBuren - JN-216618	intersection of McCamly St and VanBuren St and approaches	521	--	Traffic Safety	Modernize signalization and associated items with removal and replacement of mast arm signal components.	\$ 178,000	Carbon Reduction Program (CRSM)	\$ -	\$ 39,741	\$ 217,741	Total project CON phase cost \$376,722 (\$337,251 Fed, \$39,471 City of BC).	\$ 421,929
2025	216618	CON	City of Battle Creek	Intersection-Signal Modernization - McCamly @ VanBuren - JN-216618	intersection of McCamly St and VanBuren St and approaches	521	--	Traffic Safety	Modernize signalization and associated items with removal and replacement of mast arm signal components.	\$ 159,251	CMAQ 100% (CMG)	\$ -	\$ -	\$ 159,251	Total project CON phase cost \$376,722 (\$337,251 Fed, \$39,471 City of BC).	\$ 421,929
2025	216646	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Fed+Local, FY25 - JN-216646	Areawide - Battle Creek Transit		0.00	SP3000-operating except JARC and New Freedom	Operating Assistance - FTA Sec5307 and Local - JN-216646	\$ 1,490,462	5307	\$ -	\$ 1,490,462	\$ 2,980,924	This Fed + Local operating assistance is complemented annually by ~\$1.4M in "Local Bus Operating (LBO)" funds from the State of Michigan Comprehensive Transportation Fund (CTF) directed to Battle Creek Transit.	\$ 2,980,924
2025	216651	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Sec5310 New Freedom FY25 JN-216651	Areawide - Battle Creek Transit		0.00	6470-5310 - New Freedom Operating	New Freedom annual operating assistance for expanded demand response service beyond pre-existing route hours & boundaries.	\$ 229,995	5310	\$ -	\$ 229,995	\$ 459,990		\$ 459,990
2025	216655	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, Sec5310 New Freedom Mobility Management FY25 - JN-216655	Areawide/Battle Creek/Calhoun County		0.00	6410-5310 Projects - New Freedom mobility management	Continuation of mobility management to coordinate countywide transportation efforts and centralized dispatch coordinating service between multiple providers.	\$ 66,000	5310	\$ 16,500	\$ -	\$ 82,500		\$ 82,500
2025	216657	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, FY25 Sec5339. Replace 5 (five) office suites. JN-216657	at BCT central office, 339 W Michigan Ave.		0.00	SP1403 - office equipment	Replace five complete office suites, including furniture and related computers, monitors, and computer accessories.	\$ 142,725	5339	\$ 35,681	\$ -	\$ 178,406		\$ 178,406
2025	216679	NI	Community Action Agency of South Central MI, Inc	Transit Capital - Community Action, Sec5310, bus replacements (4) - JN-216679	Areawide/Calhoun County		0.00	1110-5310 Bus Rolling Stock	Replace wheel chair vans #CA166 and #CA167, and passenger vans #CA165 and #CA168.	\$ 237,280		\$ 59,320	\$ -	\$ 296,600	Replacement vehicles Light-Duty Bus, 138 in. wheelbase, gas engine; passenger van replacement w/o lift, \$71,650 ea; wheel chair van replacement w/lift, \$76,650 ea.	\$ 296,600
2025	216681	NI	Community Inclusive Recreation	Transit Capital - Community Inclusive Rec, Sec5310, bus replacements (2) - JN-216681	Areawide/Calhoun County		0.00	1110-5310 Bus Rolling Stock	Purchase 2 (two) replacement buses for 2018 light duty buses 18-1 and 18-2.	\$ 126,400		\$ 31,600	\$ -	\$ 158,000	Replacement vehicle Small Bus, 158 in. wheelbase, w/lift, gas engine, \$79,000 ea.	\$ 158,000
2025	216682	NI	Marian E. Burch Adult Care & Rehabilitation Center	Transit Capital - MBADC Sec5310, bus replacements (2) JN-216682	Areawide/Calhoun County		0.00	1110-5310 Bus Rolling Stock	Planned FY25 Sec5310 replacement of vehicles ending in 8021 "Miss Jean" and 7791 "Miss Kris" due to ages of vehicles.	\$ 172,000		\$ 43,000	\$ -	\$ 215,000	Replacement vehicle Medium Class 1, 26 ft. with lift, gas engine, \$107,500 ea.	
2025	202655	CON	MDOT	Non-Freeway Trunkline Signing Upgrade	Various trunkline routes in BCATS area		137.12	Traffic Safety	Non-freeway signing	\$ 1,046,500	STG	\$ -	\$ -	\$ 1,046,500		\$ 2,725,000
2025	209623	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.79	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 2,115,000
2025	209623	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.79	Traffic Safety	Longitudinal pavement marking application on trunklines in Southwest Region	\$ 170,505	HSIP	\$ 18,945	\$ -	\$ 189,450		\$ 2,115,000
2025	209624	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.84	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 320,000
2025	209624	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes of BCATS MPO		2.84	Traffic Safety	Special pavement marking application on trunklines in Southwest Region	\$ 25,110	HSIP	\$ 2,790	\$ -	\$ 27,900		\$ 320,000
2025	209634	CON	MDOT	MDOT Southwest Region-wide pvmt mrkg retro readings	All trunkline routes of BCATS MPO		2.03	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	\$ 891	HSIP	\$ 99	\$ -	\$ 990		\$ 11,000
2025	210823	CON	MDOT	M-96 (Helmer Rd)	Territorial Road to Dickman Road	522	0.96	Minor Widening	Convert 4 lanes to 5 lane section.	\$ 2,002,538	NH	\$ 388,550	\$ 55,508	\$ 2,446,596		\$ 2,841,721

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2025	211804	PE	MDOT	I-94	Design two crash investigation sites along I-94 between Beadle Lake Rd and 9 Mile Rd	630	4.07	Roadside Facilities - Improve	Construct crash investigation sites on I-94	\$ 60,806	NH	\$ 13,484	\$ -	\$ 74,290		\$ 2,386,326
2025	211892	CON	MDOT	M-66	M-66 from Glenn Cross Rd south to Athens Twp Border	523	13.72	Traffic Safety	Fixed Object Removal	\$ 258,184	HSIP	\$ 25,101	\$ 3,586	\$ 286,871		\$ 744,000
2025	212773	PE	MDOT	I-94	Battle Creek Rest Area	524	0.00	Roadside Facilities - Preserve	Battle Creek Rest Area Landscaping after Rebuild	\$ -		\$ 25,000	\$ -	\$ 25,000	2024 CON rebuilding of rest area JN-202098 prior to this landscaping. This phase S/TIP Exempt.	\$ 90,000
2025	212773	CON	MDOT	I-94	Battle Creek Rest Area	524	0.00	Roadside Facilities - Preserve	Battle Creek Rest Area Landscaping after Rebuild	\$ -		\$ 65,000	\$ -	\$ 65,000	2024 CON rebuilding of rest area JN-202098 prior to this landscaping. This phase S/TIP Exempt.	\$ 90,000
2025	213631	PES	MDOT	I-194 NB & SB	over Golden Avenue, City of Battle Creek, Calhoun County	733	0.00	Bridge Rehabilitation	Shallow Overlay	\$ -		\$ 91,301	\$ -	\$ 91,301	2025 PE & PES, 2027 CON. This phase S/TIP Exempt, request for "Regionally Significant" tag pending.	\$ 2,035,250
2025	213631	PE	MDOT	I-194 NB & SB	over Golden Avenue, City of Battle Creek, Calhoun County	733	0.00	Bridge Rehabilitation	Shallow Overlay	\$ -		\$ 43,219	\$ -	\$ 43,219	2025 PE & PES, 2027 CON. This phase S/TIP Exempt, request for "Regionally Significant" tag pending.	\$ 2,035,250
2025	214181	ROW	MDOT	Marshall TSC-wide Signal Modernizations	Six locations in BCATS area: I-94BL, M-96 (Dickman) at M-37 W Jct (Helmer); I-94BL, M-96 (Dickman) at M-37 E Jct (Helmer); M-96 (Columbia) at 28th; M-89 (Michigan) at 20th; M-89 (Washington) at M-89 (Michigan); I-94BL (Michigan) at M-96 (Columbia)	631	0.00	Traffic Safety	Modernize signalized intersections	\$ 7,500	STG	\$ -	\$ -	\$ 7,500	PE 2023, ROW 2025, CON 2026	\$ 3,461,636
2025	214871	ROW	MDOT	I-94BL (Michigan Ave E)	I-94BL aka Main St at Dickman Rd, northwest to Hamblin Ave northeast to Michigan Ave southeast to Wattles Rd (9 1/2 Mile Rd)	934	3.92	Road Rehabilitation	Milling and two course asphalt overlay	\$ 20,463	NH	\$ 4,283	\$ 254	\$ 25,000	2023 PE, 2025 ROW, 2029 CON	\$ 8,000,000
2026	216611	CON	Calhoun County	Raymond Rd - JN-216611	Golden Ave to E. River Rd	625	0.77	Road Rehabilitation	Pulverize existing roadway and resurface over the graded and compacted crushed asphalt. Roadway also to be trenched and expanded to provide 6' shoulder (3' paved, 3' gravel).	\$ 586,000		\$ 129,944	\$ -	\$ 715,944		\$ 801,857
2026	216624	CON	Calhoun County	Intersection-Signal Modernization - 11 Mile Rd @ Verona Rd - JN-216624	intersection of 11 Mile Rd (Wheatfield) and Verona Rd and approaches	626	--	Traffic Safety	Modernize signalization and associated items with new poles and signals heads installed on a box span, and vehicle detection.	\$ 182,000	Carbon Reduction Program (CRSM)	\$ -	\$ 40,358	\$ 222,358	Total project CON phase cost \$384,794 (\$344,436 Fed, \$40,358 CCRD).	\$ 430,969
2026	216624	CON	Calhoun County	Intersection-Signal Modernization - 11 Mile Rd @ Verona Rd - JN-216624	intersection of 11 Mile Rd (Wheatfield) and Verona Rd and approaches	626	--	Traffic Safety	Modernize signalization and associated items with new poles and signals heads installed on a box span, and vehicle detection.	\$ 162,436	CMAQ 100% (CMG)	\$ -	\$ -	\$ 162,436	Total project CON phase cost \$384,794 (\$344,436 Fed, \$40,358 CCRD).	\$ 430,969
2026	216627	CON	City of Battle Creek	City of BC 2026 Road Rehabilitations - JN-216627	Segments of Goodale & Ridgemoor (Roosevelt to Limit to Michigan), 24th (Columbia to Windamere), and Gethings (Windamere to Helmer).	627	3.34	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	\$ 638,000		\$ 141,475	\$ -	\$ 779,475		\$ 873,012
2026	216631	CON	City of Springfield	Avenue A - JN-216631	Helmer Rd to 20th St	628	1.03	Road Rehabilitation	2" mill and fill resurfacing	\$ 247,000	STUL	\$ -	\$ 54,772	\$ 301,772	If State funding for water/sewer work is secured, road work will be in conjunction with \$905,000 water main & sanitary sewer improvements along same segment. Total road project CON phase cost \$367,746 (\$301,000 Fed, \$66,746 City of Springfield).	\$ 411,876
2026	216631	CON	City of Springfield	Avenue A - JN-216631	Helmer Rd to 20th St	628	1.03	Road Rehabilitation	2" mill and fill resurfacing	\$ 54,000	STP-Flex		\$ 11,974	\$ 65,974	If State funding for water/sewer work is secured, road work will be in conjunction with \$905,000 water main & sanitary sewer improvements along same segment. Total road project CON phase cost \$367,746 (\$301,000 Fed, \$66,746 City of Springfield).	\$ 411,876
2026	215959	NI	Battle Creek Area Transportation Study	MichiVan	Areawide		0.00	Operation Improvements	FY2027 MichiVan program using FY2026 funds	\$ 128,592	CMG	\$ -	\$ -	\$ 128,592		\$ 128,592
2026	216647	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Fed+Local, FY26 - JN-216647	Areawide - Battle Creek Transit		0.00	SP3000-operating except JARC and New Freedom	Operating Assistance - FTA Sec5307 and Local	\$ 1,520,271	5307	\$ -	\$ 1,520,271	\$ 3,040,542	This Fed + Local operating assistance is complemented annually by ~\$1.4M in "Local Bus Operating (LBO)" funds from the State of Michigan Comprehensive Transportation Fund (CTF) directed to Battle Creek Transit.	\$ 3,040,542
2026	216652	NI	City of Battle Creek - Transit	Transit Operating - Battle Crk Transit, Sec5310 New Freedom FY26 - JN-216652	Areawide - Battle Creek Transit		0.00	6470-5310 - New Freedom Operating	New Freedom annual operating assistance for expanded demand response service beyond pre-existing route hours & boundaries.	\$ 229,995	5310	\$ -	\$ 229,995	\$ 459,990		\$ 459,990

FY 2023-2026 Transportation Improvement Program (TIP) Project List

(as of 5/5/22 and approved by BCATS Policy Committee 5/25/22)

Fiscal Year	Job Number	Phase	Responsible Agency	Project Name	Limits	Figures 8-1+2 Map ID#	Length	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	Local Cost	Total Phase Cost	Comments	Total Project Cost
2026	216656	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, Sec5310 New Freedom Mobility Management FY26 - JN-216656	Areawide/Battle Creek/Calhoun County		0.00	6410-5310 Projects - New Freedom mobility management	Continuation of mobility management to coordinate countywide transportation efforts and centralized dispatch coordinating service between multiple providers.	\$ 66,000	5310	\$ 16,500	\$ -	\$ 82,500		\$ 82,500
2026	216658	NI	City of Battle Creek - Transit	Transit Capital - Battle Crk Transit, FY26 Sec5339. Misc. shop equipment. JN-216658	at BCT central garage, 339 W Michigan Ave.		0.00	SP1408 - maintenance equipment	Replace vehicle hoist, heavy duty diesel tools, etc.	\$ 142,725	5339	\$ 35,681	\$ -	\$ 178,406		\$ 178,406
2026	203293	CON	MDOT	M-89 (Washington Avenue)	Bridge over GTW RR & Kalamazoo River	629	0.00	Bridge CPM	Epoxy Overlay, Dk Patch, Full depth patch, substructure Repr, Jts, Appr	\$ 928,180	ST	\$ 205,822	\$ -	\$ 1,134,000		\$ 1,290,000
2026	211804	CON	MDOT	I-94	Construct two crash investigation sites along I-94 between Beadle Lake Rd and 9 Mile Rd	630	4.07	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	\$ 423,746	NH	\$ 93,964	\$ -	\$ 517,710		\$ 2,386,326
2026	213341	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes in BCATS MPO		3.61	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 2,090,000
2026	213341	CON	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes in BCATS MPO		3.61	Traffic Safety	Application of longitudinal pavement markings on Southwest Region trunkline	\$ 168,480	HSIP	\$ 18,720	\$ -	\$ 187,200		\$ 2,090,000
2026	213342	PE	MDOT	MDOT Southwest Region-wide Pavement Markings	All trunkline routes in BCATS MPO		2.97	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	\$ 810	HSIP	\$ 90	\$ -	\$ 900		\$ 395,000
2026	213342	CON	MDOT	Regionwide	All trunkline routes in BCATS MPO		2.97	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	\$ 31,185	HSIP	\$ 3,465	\$ -	\$ 34,650		\$ 395,000
2026	213371	CON	MDOT	MDOT Southwest Region-wide pvmt mrkg retro readings	All of BCATS MPO		19.43	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	\$ 891	HSIP	\$ 99	\$ -	\$ 990		\$ 11,000
2026	213719	CON	MDOT	M-89 (Washington Avenue)	Bridge over Battle Creek River, Battle Creek, Calhoun County	614	0.00	Bridge Replacement	Superstructure Replacement	\$ 3,968,190	ST	\$ 769,942	\$ 109,992	\$ 4,848,124		\$ 5,649,924
2026	214181	CON	MDOT	Marshall TSC-wide Signal Modernizations	Six locations in BCATS area: I-94BL, M-96 (Dickman) at M-37 W Jct (Helmer); I-94BL, M-96 (Dickman) at M-37 E Jct (Helmer); M-96 (Columbia) at 28th; M-89 (Michigan) at 20th; M-89 (Washington) at M-89 (Michigan); I-94BL (Michigan) at M-96 (Columbia)	631	0.00	Traffic Safety	Modernize signalized intersections	\$ 2,248,509	STG	\$ -	\$ -	\$ 2,248,509	PE 2023, ROW 2025, CON 2026	\$ 3,461,636
2026	214947	CON	MDOT	I-94BL (Michigan Ave E)	over MDOT RR Corridor, 0.2 miles east of M-96 (Columbia)	632	0.00	Bridge CSM	Joint Repair, Approach Patching, Slope Repair, Silane Rail	\$ 94,129	BFP	\$ 20,874	\$ -	\$ 115,000		\$ 127,500

## 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 federal and state highway system in the Battle Creek metropolitan area. These facilities include Interstate highways I-94, I-94 Business Loop (BL), and I-194; and State highways M-66, M-78, M-37, M-89, M-96, M-294, and M-311. Together the Interstate and State highways are commonly referred to as "trunklines".

**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 within the BCATS' study area, with the exception of the roadways under the jurisdiction of MDOT. The CC/CCRD is also responsible for local roadways in the remainder of Calhoun County outside of the five named townships and pursues funding for projects on those roads through other funding programs not managed under the BCATS process.

**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 also 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/State Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration. After these requirements have been met, the appropriate units of government may begin work on the transportation improvements for which they are responsible. The units of government work directly with MDOT Local Agency Programs staff to develop and bid their federal-aid projects

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

MDOT's federal-aid transportation and transportation-related improvements are initiated and coordinated through the MDOT Transportation Service Center (TSC) office (the Marshall TSC includes the BCATS area), in concert with the MDOT Southwest Region office in Kalamazoo and MDOT staff in Lansing. Federally assisted transit improvements are developed through MDOT's Office of Passenger 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.

In May 2018, the Federal Highway Administration and the Federal Transit Administration jointly issued updated guidance to states and metropolitan planning organizations regarding the requirements for STIP and TIP amendments and administrative modifications. This guidance was incorporated into the transportation project database tracking system developed by MDOT called JobNet. All projects are entered into the JobNet system and all changes to a project are initiated via a "change request". The scope and nature of the change request dictates, as monitored by JobNet, whether the change can be accommodated with an administrative modification or must be accomplished through a formal STIP/TIP amendment. This guidance from the federal agencies, along with the initiation of JobNet, is now the accepted practice for determining any necessary action related to project changes.

## **Administrative Modification**

Projects changes may be approved through the administrative modification process providing that:

- the change is minor as it relates to cost (increase or decrease less than 25% of the total project phase cost)
- there is only a minor change in funding source
- projects are shifted between fiscal years in the current TIP while maintaining financial constraint
- the change involves switching a project/phase from regular federal aid to Advance Construct or vice versa
- the change involves the addition of a project or phase that uses 100% state or local funding, unless the project is deemed “regionally significant” by the MPO (*see Section 8 for a description of the definition of “regionally significant” for the BCATS MPO*)
- the changes are in non-federal project/phase costs
- the addition of a project/phase is for emergency repairs to roads or bridges
- the addition, deletion, and/or scope changes to projects/phases are within General Program Accounts
- the changes are deemed “technical corrections”, such as typos, misspellings, descriptive language, and other data entry issues

An administrative modification can be made by BCATS staff and approved through a change request by MDOT staff. Administrative modifications do not require federal approval. MDOT may choose to make available to FHWA and FTA information about any modifications for review and comment. BCATS makes information about administrative modifications available to its Policy Committee at the next occasion of a report to the Committee about the status of the TIP.

## **Administrative Adjustment**

Another level of project management is termed “administrative adjustment”, which falls between Administrative Modification and Federal Amendment. This situation occurs when a project change is made that does not qualify for a full amendment process, but is more significant than the “modification” category. These situations call for more public and BCATS Committee awareness. This can involve project changes which “fall through the cracks” of the JobNet system and are not categorized as amendments even though the changes involved may be significant to the area. Projects falling into this category are scheduled for BCATS Policy Committee approval at the next meeting opportunity, but do not get submitted to MDOT or the federal funding sources as a formal amendment. Once considered by the Policy Committee, change requests for these projects are acted upon in JobNet. These projects are also publicized.

Two examples of these types of changes are:

- When the federal share changes by 10 or more percentage points, regardless of any % cost change, or no cost change; including changing from Federal-aid to all state/local
- When the scope and/or distinct locations of a multi-segment or multi-site project in the BCATS area change significantly, or the scope and/or distinct locations of BCATS area work within a multiple MPO/rural job changes significantly, regardless of the % cost change of the overall job

Similar to projects in the “regionally significant” category, BCATS reserves the right to waive inclusion as an Administrative Adjustment (and act upon the project solely under the Administrative Modification guidelines) on a case by case basis if extenuating circumstances exist that would impact the viability and/or timely implementation of the project.

### **Federal Amendment**

A formal TIP amendment is needed, before federal approval for funding can be obtained, when changes occur to a project which are identified as requiring an amendment under the May 2018 FHWA/FTA guidance, as noted above. Formal TIP amendments involve public involvement and notice, financial constraint analysis, and air quality conformity determination (if required, see Section 7), and, if applicable, environmental justice considerations, the same as for the original TIP.

Based on a set TIP amendment schedule, BCATS allows for six possible TIP amendments each fiscal year (every other month). Extenuating circumstances can result in additional amendment opportunities in any given fiscal year. Projects to be included in each amendment are identified in the JobNet system. The projects are then compiled by the MPO and the formal amendment process is followed. After approval by the MPO Policy Committee, each TIP amendment results in a transmittal package being prepared within the JobNet system, submitted for review by MDOT, and ultimately sent for approval by the federal funding sources. Changes in a formal amendment are not officially approved until federal approval is granted.

Some examples of changes requiring the formal TIP amendment process under the federal guidance are:

- any project or project phase change that affects air quality conformity or requires a conformity determination, regardless of the cost of the project or the funding source
- a project or project phase change that requires public review and comment and/or re-demonstration of financial constraint
- the addition of a new project/phase or moving a project/phase from an illustrative list to the financially constrained list
- the deletion of a project/phase or moving a project/phase to an illustrative list
- a major change in project/phase cost defined as an increase or decrease greater than 25% of the total phase cost
- changing a non-federally funded project/phase to a federally funded project/phase (except when “advance construct” is involved)
- a major change in design concept or design scope impacting: air quality conformity; work type or project/phase description; change in project phase length by a ½ mile or more
- addition/increase/decrease of a travel lane by ½ mile or more
- addition of new project items, such as a sidewalk, bike lane, ADA enhancements, that are a ½ mile or more in length



## Pro Rata Policy for TIP Projects

The BCATS policy is the following regarding the consideration of percent federal participation in projects involving Surface Transportation Program Urban Local (STUL) funding for areas under 200,000 population.

*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 81.85% of eligible project costs) unless specifically noted otherwise in the TIP document or subsequent TIP amendment action, which shall constitute notice to MDOT of an exception. This is considered to be an “uncapped policy.”*

Project applications from local road agencies to MDOT Local Agency Programs (LAP) should indicate the Federal STP - Urban funding amount to be NOT capped (at 81.85%), and the minimum required Local Match, also NOT capped (at 18.15%). As the project proceeds to implementation, should the project cost estimate increase (up to 25%), the Fed and Local shares will be recalculated by LAP “pro rata” at the same percentage rates. The necessary added funds will be drawn from accumulated unused STP-Urban funds from past BCATS projects. If extra local funds i.e. “overmatch” are included as participating funds, they should be listed as “Other” and noted as capped so any cost increase will access BCATS balance of unused STP-Urban funds before the local road agency.

*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. (Note: This 25% criteria coincides with the threshold for TIP amendments, as noted in the prior discussion of amendments)*

*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 federal 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.*



# **APPENDICES**

## **A-F**

- A. MITC-IAWG Meeting Notes - April 2022
- B. Sample Project Submittal Forms
- C. Draft minutes of May 25, 2022 BCATS Policy Committee meeting
- D. TIP Approval Resolution
- E. Air Quality Conformity Determination Report Acceptance Resolution
- F. Metropolitan Transportation Planning Process Certification Resolution
- G. Glossary



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## Appendix A: Meeting Summary of Interagency Workgroups

### Summary of Meeting

**Michigan Transportation Conformity Interagency Workgroups  
Kalamazoo – Battle Creek 1997 Ozone Orphan Maintenance Area  
(Calhoun, Kalamazoo and Van Buren counties)  
For New FY 2023-2036 Transportation Improvement Programs**

**Friday, April 8, 2022 – Friday, April 15, 2022**

<b><u>Name</u></b>	<b><u>Agency</u></b>
<b>In attendance:</b>	
Michael Leslie	Environmental Protection Agency (EPA)
Andrew Sibold	Federal Highway Administration (FHWA)
Susan Weber	Federal Transit Administration (FTA)
Rena Redic	FTA
Breanna Bukowski	Michigan Department of Environment, Great Lakes, and Energy (EGLE)
Donna Wittl	Michigan Department of Transportation (MDOT)
Luke Walters	MDOT
Jeff Franklin	MDOT
Pat Karr	Battle Creek Area Transportation Study (BCATS)
Andy Tilma	BCATS
Steve Stepek	Kalamazoo Area Transportation Study (KATS)
Ali Townsend	KATS
Megan Mickelson	KATS
Mark Kloha	MDOT
Amy Lipset	MDOT
Brian Sanada	MDOT
Daniela Khavajian	MDOT
Ryan Gladding	MDOT
Fred Featherly	MDOT

Attendance at the meeting was over email only.

Both MPOs in the Kalamazoo – Battle Creek 1997 Ozone Orphan Maintenance Area have developed new Transportation Improvement Programs (TIP) for 2023-2026.

On April 8, 2022, an email of was sent out to members and partners of MITC-IAWG for Kalamazoo-Battle Creek Limited Orphan Maintenance Area. Projects for each area were included in the email.

Projects for KATS 2023-2026 Transportation Improvement Program were reviewed. All projects were deemed exempt, except for one. Projects are included in Appendix D.

The BCATS 2023-2026 projects were reviewed. All projects were deemed exempt. See list in Appendix D.

Rural projects for Kalamazoo, Van Buren, and Calhoun counties were all reviewed and deemed exempt. The list of projects are included in Appendix D.

Members and partners of MITC-IAWG for Kalamazoo-Battle Creek Limited Orphan Maintenance Area were asked to review the projects and reply to the email with “concur” if they agreed with the recommendations by close of business Friday, April 15, 2022.

Agency	Name	Concur	No response
<i>Required one response per agency</i>			
EPA	Michael Leslie		X
FHWA	Andrew Sibold	X	
FTA	Susan Weber	X	
EGLE	Breanna Bukowski	X	
MDOT	Luke Walters	X	
MDOT	Jeff Franklin	X	
MPO	Steve Stepek	X	
MPO	Pat Karr	X	
MDOT	Mark Kloha		
MDOT-Region	Amy Lipset		X
MDOT	Dana Reinke		X
MDOT	Daniela Khavajian		X
MDOT	Ryan Gladding		X
MDOT	Donna Wittl	X	
MDOT	Fred Featherly	X	

**Battle Creek Area Transportation Study (BCATS)**  
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**  
**FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM**  
**ROAD/STREET (PROJECT YEARS 2023-2026)**

Agency Name: \_\_\_\_\_

Priority amongst projects submitted by this jurisdiction: \_\_\_\_\_

Proposed Project Description: \_\_\_\_\_

Project Limits (if applicable): \_\_\_\_\_

Total Participating Cost      \$ \_\_\_\_\_      Total Federal      \$ \_\_\_\_\_

Total Non-Participating Cost \$ \_\_\_\_\_      Total State      \$ \_\_\_\_\_

Total Local      \$ \_\_\_\_\_

Year Requested: 2023 \_\_\_\_\_ 2024 \_\_\_\_\_ 2025 \_\_\_\_\_ 2026 \_\_\_\_\_ Any Year \_\_\_\_\_

Federal Funding Category Requested: STP \_\_\_\_\_ CMAQ \_\_\_\_\_ NHS \_\_\_\_\_ Other \_\_\_\_\_

In BCATS Long Range Plan? Yes \_\_\_\_\_ No \_\_\_\_\_ Not Applicable \_\_\_\_\_

Road/Street Project

Length (in mi.) \_\_\_\_\_ National Functional Class \_\_\_\_\_

Traffic Volume \_\_\_\_\_ Estimated % Commercial Traffic \_\_\_\_\_

Year of last improvement: \_\_\_\_\_ Description of last improvement: \_\_\_\_\_

Would this project add or reduce capacity on this facility for a distance of greater than ½ mile?  
Explain - \_\_\_\_\_

Are traffic crashes an issue in the project area? \_\_\_\_\_ If yes, provide crash data

Work Description: Include a basic description of the project and any additional non-participating costs or work components. Indicate if the project will include any non-motorized components, pedestrian improvements, signage upgrades, etc. (add additional pages if necessary).

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## Additional Project Information

Explain below how this project will contribute toward “supporting” performance-based planning targets for safety, pavement, bridge, and/or travel time reliability. The project can be supportive of more than one performance category – please give specific information. To assist you with this section, a general description of the Performance Measure categories is found on page 3 of this form. The specific state targets supported by BCATS for these categories can be found on the BCATS webpage at [www.bcatsmpo.org](http://www.bcatsmpo.org) if you would like additional information. Also please note if this project is expected to improve air quality and therefore may be eligible for CMAQ funding.

[illegible]



## **Performance Measures (for reference in preparing the previous page)**

### Safety -

- the number/rate of fatalities on all public roads
- the number/rate of serious injuries on all public roads
- the number of non-motorized (bike/pedestrian) fatalities and serious injuries on all public roads

### Pavement and Bridge -

- the percentage of good/poor pavement on the Interstate system
- the percentage of good/poor pavement on the non-Interstate system
- the percentage of good/poor National Highway System (NHS) bridges

### System Performance -

- the percentage of person-miles traveled on the interstate that are reliable
- the percentage of person-miles traveled on the non-interstate system NHS system that are reliable
- impact on truck travel time reliability

## **Contribution to Metropolitan Transportation Plan Goals**

This project contributes to meeting the goals of the BCATS 2045 Metropolitan Transportation Plan (MTP) in the follow way(s). Please check all boxes that apply:

- ☐ Safety – to minimize the loss of life, injuries, and property damage resulting from travel on all modes within the BCATS area
- ☐ Accessibility – to provide all travelers in the community with reasonable access to important destinations such as: residence, employment, recreation, community facilities and commercial centers
- ☐ Preservation – to preserve the investment in the area’s transportation system
- ☐ Efficiency – to achieve maximum efficiency, utilization, and performance from the transportation system
- ☐ Financial – to minimize the financial costs of the transportation system to travelers and the community as a whole
- ☐ Comprehensive Planning – to coordinate the planning and development of transportation facilities within the metropolitan area and in conjunction with countywide and statewide planning efforts
- ☐ Public Involvement – to provide for public involvement in the planning and development of transportation facilities and services
- ☐ Environmental Impacts – to avoid disrupting social and economic life or creating a less attractive or less healthy living environment for Battle Creek area residents due to unintended harmful effects of transportation on the immediate and global environment
- ☐ Community Impact – to avoid and reduce conflicts between transportation facilities and land use

**Battle Creek Area Transportation Study (BCATS)**  
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**  
**FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM**  
**TRANSIT (PROJECT YEARS 2023-2026)**

Agency Name: \_\_\_\_\_

Priority amongst projects submitted by this jurisdiction: \_\_\_\_\_

Proposed Project Description: \_\_\_\_\_

Total Participating Cost      \$ \_\_\_\_\_      Total Federal      \$ \_\_\_\_\_

Total Non-Participating Cost \$ \_\_\_\_\_      Total State      \$ \_\_\_\_\_

Total Local      \$ \_\_\_\_\_

Year Requested: 2023 \_\_\_\_\_ 2024 \_\_\_\_\_ 2025 \_\_\_\_\_ 2026 \_\_\_\_\_ Any Year \_\_\_\_\_

Federal Funding Category Requested: STP \_\_\_\_\_ CMAQ \_\_\_\_\_ 5307 \_\_\_\_\_ 5310 \_\_\_\_\_ 5337 \_\_\_\_\_  
5339 \_\_\_\_\_ Other \_\_\_\_\_

In BCATS Long Range Plan? Yes \_\_\_\_\_ No \_\_\_\_\_ Not Applicable \_\_\_\_\_

Transit Project

Check which of the following apply:

Operating \_\_\_\_\_ Capital \_\_\_\_\_

BCT \_\_\_\_\_ Human Service Agency (name) \_\_\_\_\_ Other (name) \_\_\_\_\_

For Capital Projects:

Vehicles (#, expansion or replacement, size, purpose)

\_\_\_\_\_

Facilities (describe project(s))

\_\_\_\_\_

\_\_\_\_\_

Other Type of Transit Project (specify)

\_\_\_\_\_

\_\_\_\_\_

How will this project address “State of Good Repair” performance targets for transit?

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How will this project address Public Transportation Agency Safety Performance Targets, as set by Battle Creek Transit?

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### **Contribution to Metropolitan Transportation Plan Goals**

This project contributes to meeting the goals of the BCATS 2045 Metropolitan Transportation Plan (MTP) in the follow way(s). Please check all boxes that apply:

- ☐ Safety – to minimize the loss of life, injuries, and property damage resulting from travel on all modes within the BCATS area
- ☐ Accessibility – to provide all travelers in the community with reasonable access to important destinations such as: residence, employment, recreation, community facilities and commercial centers
- ☐ Preservation – to preserve the investment in the area’s transportation system
- ☐ Efficiency – to achieve maximum efficiency, utilization, and performance from the transportation system
- ☐ Financial – to minimize the financial costs of the transportation system to travelers and the community as a whole
- ☐ Comprehensive Planning – to coordinate the planning and development of transportation facilities within the metropolitan area and in conjunction with countywide and statewide planning efforts
- ☐ Public Involvement – to provide for public involvement in the planning and development of transportation facilities and services
- ☐ Environmental Impacts – to avoid disrupting social and economic life or creating a less attractive or less healthy living environment for Battle Creek area residents due to unintended harmful effects of transportation on the immediate and global environment
- ☐ Community Impact – to avoid and reduce conflicts between transportation facilities and land use

**Battle Creek Area Transportation Study (BCATS)**  
**FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**  
**FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM**  
**OTHER (PROJECT YEARS 2023-2026)**

Agency Name: \_\_\_\_\_

Priority amongst all projects submitted by this jurisdiction: \_\_\_\_\_

Proposed Project Description: \_\_\_\_\_

Project Limits (if applicable): \_\_\_\_\_

Total Participating Cost      \$ \_\_\_\_\_      Total Federal    \$ \_\_\_\_\_

Total Non-Participating Cost \$ \_\_\_\_\_      Total State      \$ \_\_\_\_\_

Total Local      \$ \_\_\_\_\_

Year Requested: 2023 \_\_\_\_\_ 2024 \_\_\_\_\_ 2025 \_\_\_\_\_ 2026 \_\_\_\_\_ Any Year \_\_\_\_\_

Federal Funding Category Requested: STP \_\_\_\_\_ CMAQ \_\_\_\_\_ TAP \_\_\_\_\_ Safety \_\_\_\_\_  
Bridge \_\_\_\_\_ Other \_\_\_\_\_

In BCATS Long Range Plan? Yes \_\_\_\_\_ No \_\_\_\_\_ Not Applicable \_\_\_\_\_

Project Information:

Is this project?    \_\_\_\_\_ intersection    \_\_\_\_\_ safety    \_\_\_\_\_ non-motorized    \_\_\_\_\_ bridge    \_\_\_\_\_ other

Description of project: \_\_\_\_\_  
\_\_\_\_\_

Work Description: Include a basic description of the project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Add any other information pertinent about the project:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Additional Project Information

Explain below how this project will contribute toward “supporting” performance-based planning targets for safety, pavement, bridge, and/or travel time reliability. The project can be supportive of more than one performance category – please give specific information. To assist you with this section, a general description of the Performance Measure categories is found on page 3 of this form. The specific state targets supported by BCATS for these categories can be found on the BCATS webpage at [www.bcatsmpo.org](http://www.bcatsmpo.org) if you would like additional information. Also, please note if this project is expected to improve air quality and therefore may be eligible for CMAQ funding.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## **Performance Measures (for reference in preparing the previous page)**

### Safety -

- the number/rate of fatalities on all public roads
- the number/rate of serious injuries on all public roads
- the number of non-motorized (bike/pedestrian) fatalities and serious injuries on all public roads

### Pavement and Bridge -

- the percentage of good/poor pavement on the Interstate system
- the percentage of good/poor pavement on the non-Interstate system
- the percentage of good/poor National Highway System (NHS) bridges

### System Performance -

- the percentage of person-miles traveled on the interstate that are reliable
- the percentage of person-miles traveled on the non-interstate system NHS system that are reliable
- impact on truck travel time reliability

## **Contribution to Metropolitan Transportation Plan Goals**

This project contributes to meeting the goals of the BCATS 2045 Metropolitan Transportation Plan (MTP) in the follow way(s). Please check all boxes that apply:

- ☐ Safety – to minimize the loss of life, injuries, and property damage resulting from travel on all modes within the BCATS area
- ☐ Accessibility – to provide all travelers in the community with reasonable access to important destinations such as: residence, employment, recreation, community facilities and commercial centers
- ☐ Preservation – to preserve the investment in the area’s transportation system
- ☐ Efficiency – to achieve maximum efficiency, utilization, and performance from the transportation system
- ☐ Financial – to minimize the financial costs of the transportation system to travelers and the community as a whole
- ☐ Comprehensive Planning – to coordinate the planning and development of transportation facilities within the metropolitan area and in conjunction with countywide and statewide planning efforts
- ☐ Public Involvement – to provide for public involvement in the planning and development of transportation facilities and services
- ☐ Environmental Impacts – to avoid disrupting social and economic life or creating a less attractive or less healthy living environment for Battle Creek area residents due to unintended harmful effects of transportation on the immediate and global environment
- ☐ Community Impact – to avoid and reduce conflicts between transportation facilities and land use

# **BATTLE CREEK AREA TRANSPORTATION STUDY**

## **Policy Committee**

### **Minutes of May 25, 2022 Meeting**

VOTING MEMBERS PARTICIPATING: Mallory Avis, Deb Belles, Harry Burdett, Jeff Franklin, Annjanette Kremer, Derek King, Kevin Leiter, Kristine Parsons (for John Midgley), and Kara Dougherty (for Bill Scutt)

NON-VOTING MEMBERS PARTICIPATING: None

VOTING MEMBERS NOT PARTICIPATING: Carl Fedders and Laveta Hardish

NON-VOTING MEMBERS NOT PARTICIPATING: Andrew Sibold (FHWA) and Southcentral Michigan Planning Council

OTHERS PARTICIPATING: Charles Burnett, Vester Davis Jr., Brian Kernstock, Pat Karr and Andrew Tilma

Chair Burdett called the meeting to order at 1:30 p.m. in the Council Room of the Susan L. Anderson Municipal Building (Springfield City Hall), 601 Avenue A, Springfield, MI 49037.

### **ROLL CALL**

All in attendance introduced themselves and their affiliations. There was a quorum of voting members.

### **APPROVAL OF THE AGENDA**

**It was moved by Parsons, supported by Kremer, to approve the agenda. MOTION CARRIED UNANIMOUSLY to approve the agenda.**

**Res.  
22-25**

### **PUBLIC COMMENTS**

There were no public comments.

### **APPROVAL OF THE MINUTES**

**It was moved by Parsons, supported by Kremer, to approve the minutes of the April 27, 2022 meeting, as presented, subject to any additions, corrections or changes. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-26**

### **COMMUNICATIONS**

Karr reported the following items of communication:

- A public notice for the FY 2023-2026 TIP and the Transportation Conformity Determination (TCD) Report was published in the Battle Creek Enquirer on May 4<sup>th</sup>.
- Both the draft TIP and the TCD Report have been posted on the BCATS website for review. During the comment period, hard copies of both reports have been available at the BCATS staff office.
- A public notice was published for Amendment #16 to the current TIP, also earlier this month. This item will be addressed later on today's agenda.
- As authorized at the April Policy Committee meeting, a letter of support was provided to Battle Creek Transit for its application to the Federal Transit Administration for new facility funding.
- Per action of the Battle Creek City Commission, one of the permanent alternate representatives to the BCATS Policy Committee for the City of Battle Creek has been changed from Greg Rickmar to Carl Fedders. Fedders is the Public Works Director for the City. Fedders had a conflict for today's meeting date.

- MDOT is in the process of updating Performance Measure targets for a variety of categories and the Metropolitan Planning Organizations in Michigan are involved in ongoing meetings about these topics. The BCATS Committees will see new, updated targets for consideration in the future.
- Calendar year 2021 traffic crash statistics have been released from the federal government and the results are distressing. Fatalities for 2021 are up 10.5% over the 2020 total fatalities - which were already high. Fatalities increased in most categories for which statistics are kept.
- Karr is working on updating the Reference Guides for Policy Committee members. When members who have not had the information updated find their Guides, please contact Karr for the updated information.
- A bill was recently passed and signed by the Governor, requiring newspapers to post public notices online. BCATS was being charged for online listing previously and declined the service. This new requirement will be investigated to see how it will impact BCATS with the type of notice/ad BCATS utilizes.
- BCATS received one comment from MDOT about the draft FY 2023-2026 TIP.

### UNFINISHED BUSINESS

There was no unfinished business.

### NEW BUSINESS

#### A. FY 2020-2023 Transportation Improvement Program (TIP) Amendment #16

Tilma stated that May is a scheduled amendment month for the TIP. There are numerous changes being presented as part of Amendment #16 to the current TIP. This is the last amendment opportunity for changes to the FY 2023 projects since the current TIP projects for 2023 and the new TIP projects for 2023 need to match exactly before the new TIP is submitted for processing.

Tilma also indicated some items with changes to projects that were provided to BCATS recently are also being addressed with this amendment. He highlighted several project adjustments as well.

**It was moved by Kremer, supported by Parsons, to approve Amendment #16 to the FY 2020-2023 Transportation Improvement Program (TIP), as presented. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-27**

#### B. FY 2023 Unified Work Program (UWP) Final

Karr indicated that a final draft of the FY 2023 Unified Work Program was provided in the advance material. The only change since the April draft is the addition of language in the Short Range Transit Planning item to include mention of the countywide transportation efforts of Battle Creek Transit (BCT). Adding this information will assist BCT in receiving funding for its efforts with those services. Karr noted that the UWP establishes the agency budget for BCATS for the next fiscal year.

**It was moved by King, supported by Belles, to approve the FY 2023 Unified Work Program, as presented. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-28**

#### C. FY 2023 Local Share Resolution

Karr stated that Schedule D in the new FY 2023 UWP lays out the process for assessing the local share needed to match the federal planning program for the new year. A sample resolution was provided to the members in the advance material. This resolution is the same format as prior years and has been updated to reflect the information for the 2023 BCATS fiscal year. If approved, resolutions specific to each of the three local funding agencies will be forwarded to them for their separate actions.



**It was moved by Parsons, supported by Kremer, to approve the proposed FY 2023 Local Share Resolution for distribution to the local funding agencies, as presented. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-29**

**D. FY 2023-2026 Transportation Improvement Program (TIP) and Resolution**

Tilma indicated that he had a few copies of the draft document in case any of the members wanted to look at that at the meeting. Karr discussed that final FY 2023-2026 TIP document that was made available in the advance material for the meeting, including the various chapters that are included. The document has been out for comment for most of the month. Karr stated that the air quality requirements have been added with separate consideration of this topic under the next Agenda item as well. Franklin added that the Kalamazoo Area Transportation Study also adopted its new TIP and air quality documentation at a meeting this morning. Tilma noted that there will be some changes to the financial tables in the document after the current Amendment #16 is processed. Tilma will be working with Franklin over the next several weeks to finalize all of the necessary information for a truly final document to be submitted to MDOT as well as “freezing” the FY 2023 projects in the JobNet database at MDOT.

**It was moved by Parsons, supported by Kremer, to approve the FY 2023-2026 Transportation Improvement Program (TIP) with Resolution #22-30, which is to be signed by the Policy Committee chairperson, subject to any necessary minor changes to the document before submittal to MDOT. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-30**

**E. Transportation Conformity Determination Report for the Kalamazoo-Battle Creek Limited Orphan Maintenance Area (LOMA) Resolution**

Karr explained the need for this Resolution in conjunction with the development of the FY 2023-2026 TIP. BCATS does not need to do emissions modeling, but does have to go through this process to meet the air quality requirements. The approved Resolution will be provided to the Kalamazoo Area Transportation Study (KATS) for inclusion in the final Determination Report, which KATS drafted. The report includes the whole Limited Orphan Maintenance Area (LOMA) which is Kalamazoo, Calhoun and Van Buren counties. The public notice for the TIP also included a notice for comment on this Report. No comments were received.

**It was moved by Kremer, supported by Belles, to approve Resolution #22-31 to accept the Transportation Conformity Determination Report, which is to be signed by the Policy Committee chairperson, as presented. MOTION CARRIED UNANIMOUSLY.**

**Res.  
22-31**

**F. Staff Attendance at Annual Michigan Transportation Planning Association Conference**

Karr indicated that a memo about this request had been provided to the members. This is the first time since 2019 that this event has been held in-person, due to the pandemic. The conference will be held in Flint this year at the end of July. The registration period for the conference has recently opened.

**It was moved by King, supported by Avis, to approve staff attendance at the annual Michigan Transportation Planning Association conference July 26-29, 2022, as presented.**

**Res.  
22-32**

## COMMENTS

### A. Next Meeting

The next Policy Committee meeting is scheduled for Wednesday, June 22, 2022, 1:30 p.m. (Under Comments, Karr added that the June BCATS Committee meetings may be cancelled due to a lack of agenda items. The status will be posted a week in advance of the scheduled meeting dates.)

### B. Committee Member Comments

Kremer provided an update on MDOT projects. The M-37 project has been delayed but now looks to commence on June 6<sup>th</sup>. The work will start at the north terminus of the project at Creekview. The work on I-94 at I-69 is ongoing and is impacting traffic as the area of the interchange has been reduced to one-lane in each direction. The lane closures will be removed for the upcoming holiday weekend. I-94 will be completely closed down during the night on June 3, 2022 as portions of the 15 Mile Road bridge over I-94 are removed. The bridge is being totally replaced as part of the overall interchange upgrade. The total amount of days that there can be lane closures on I-94 under the road contract for the project is about 73 days. There was discussion about the work on I-94 and its duration. Kremer announced two new hires for the Marshall Transportation Service Center, an operations manager and a traffic and safety engineer.

Parsons updated the group about Calhoun County Road Department (CCRD) projects. Phase 3 of the Emmett Charter Township local road program is close to being finished. A bridge on 15 Mile Road just south of the CCRD office is also going to be closed soon for preventative maintenance work for approximately four to six weeks. Other work is expected soon on Beadle Lake Road and the Union City Road project. Work will also be done in Leroy Township later this summer. Parsons also noted issues with one of the tree contractors for the safety grant. This is being worked on to get the situation resolved.

Belles reported that Emmett Charter Township is almost done with lead pipe replacement in the Township and should be done by the end of the summer.

Dougherty informed the Committee that Supervisor Scutt is currently out-of-the-office and any questions about Bedford Charter Township issues can be addressed to her.

Avis' update was that Battle Creek Transit's request for a fare increase was approved by the Battle Creek City Commission and the changes go into effect on July 1<sup>st</sup>.

Leiter noted a recent water main break in Pennfield Charter Township that will be expensive to repair.

### C. Public Comments

Charles Burnett asked a question about any multi-county plans for I-94, since so much work is going on in Jackson and Kalamazoo counties on this facility as well. Kremer indicated that the work is all independent with state bonding funds and additional federal funding available. Interstate routes are the highest priority for maintaining road condition.

## ADJOURNMENT

Chair Burdett adjourned the meeting at 2:34 p.m.

**BATTLE CREEK AREA TRANSPORTATION STUDY**  
**Approval of the**  
***FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM***  
**Res. 22-30**

**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

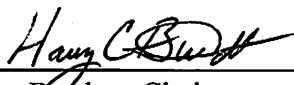
**WHEREAS**, the Battle Creek Area Transportation Study *FY 2023-2026 TIP* has been developed pursuant to Section 134 of title 23, United States Code, and

**WHEREAS**, the Battle Creek Area Transportation Study *FY 2023-2026 TIP* includes a "Fiscal Constraint Demonstration" that lists anticipated revenue and estimated funding amounts for the identified commitments 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

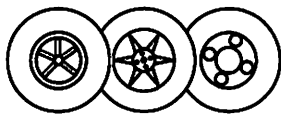
**WHEREAS**, the Battle Creek Area Transportation Study *FY 2023-2026 TIP* was developed with the opportunity for public input and comment as provided for by the Battle Creek Area Transportation Study;

**NOW THEREFORE BE IT RESOLVED**, it is the finding of the Battle Creek Area Transportation Study that its *FY 2023-2026 Transportation Improvement Program* is consistent with its *2045 Metropolitan Transportation Plan*, and

**BE IT FURTHER RESOLVED**, that the Battle Creek Area Transportation Study approves its *FY 2023-2026 Transportation Improvement Program*.

  
\_\_\_\_\_  
Harry Burdett, Chair  
Battle Creek Area Transportation Study Policy Committee

DATE: May 25, 2022

**BCATS****BATTLE CREEK AREA TRANSPORTATION STUDY**

601 Avenue A • Springfield, MI 49037 • 269-963-1158 • Fax 269-963-4951

**Resolution #22-31****Resolution to Accept the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo-Battle Creek Limited Orphan Maintenance Area for the Battle Creek Area Transportation Study**

**WHEREAS**, per the decision in South Coast II, beginning February 16, 2019, transportation conformity determinations for the 1997 ozone national ambient air quality standard (NAAQS) will be needed for those areas that were maintenance areas when the 1997 ozone NAAQS was revoked and then attainment for the 2008 and 2015 NAAQSs, referred to as "orphan" areas; and

**WHEREAS**, in November 2018, the United States Environmental Protection Agency (EPA) promulgated guidance to assist in implementing the court decision in South Coast II, providing the requirements to demonstrate transportation conformity for areas that were "orphan" areas; and

**WHEREAS**, the EPA designated the Kalamazoo-Battle Creek non-attainment area of Kalamazoo, Calhoun and Van Buren counties as a maintenance area for the 1997 ozone NAAQS in May 2007 and attainment in July 2012 for the stricter 2008 ozone NAAQS and in January 2018 for the 2015 ozone NAAQS and in April 2020 created a limited second maintenance plan for the 1997 ozone NAAQS; and

**WHEREAS**, the Kalamazoo-Battle Creek MI maintenance area is deemed an "orphan" area, and the Battle Creek Area Transportation Study (BCATS) is wholly contained in the Kalamazoo-Battle Creek limited orphan maintenance area; and

**WHEREAS**, the Battle Creek Area Transportation Study (BCATS) is the designated Policy Committee and Metropolitan Planning Organization for the Battle Creek, Michigan urban area; and

**WHEREAS**, the conformity of BCATS' FY 2023-2026 Transportation Improvement Program (TIP), including the 2045 Metropolitan Transportation Plan, will be pending approval by the Federal Highway Administration after local action on the conformity report by the Battle Creek Area Transportation Study;

**NOW THEREFORE BE IT RESOLVED**, that the Policy Committee of the Battle Creek Area Transportation Study accepts the conclusions of the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo-Battle Creek limited orphan maintenance area for the FY 2023-2026 Transportation Improvement Program (TIP) and the BCATS 2045 Metropolitan Transportation Plan; and

**BE IT FURTHER RESOLVED**, that the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo-Battle Creek limited orphan maintenance area demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS to conform to the State Implementation Plan as required by provisions of Title 40 CFR 51.390 and 93 Subpart A, and the South Coast II decision.

Harry Burdett, Chairperson  
Battle Creek Area Transportation Study Policy Committee

Date: May 25, 2022


## METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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, 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 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. 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;
- VII. 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;
- VIII. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. *(applicable to Non-Attainment and Maintenance Areas only)* 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

  
\_\_\_\_\_  
Harry Burdett, Chairperson  
Battle Creek Area Transportation Study

April 27, 2022  
\_\_\_\_\_  
Date

Todd White  
Jul 6 2022 9:14 AM  
  
\_\_\_\_\_  
Todd White, Director  
Bureau of Transportation Planning

\_\_\_\_\_  
Date



## **GLOSSARY**

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3-C AGENCY - The local agency or group responsible for the conduct of the Continuing, Cooperative, Comprehensive transportation planning process.

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

BCATS - Battle Creek Area Transportation Study

CBC - City of Battle Creek

CCRD - Calhoun County Road Department, a department within Calhoun County government

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.

FTA - Federal Transit Administration

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.

MDOT - Michigan Department of Transportation

METROPOLITAN PLANNING ORGANIZATION (MPO) - The organization designated by the Governor 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 decisionmaking 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 Long Range Transportation Plan)

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

SOUTHCENTRAL MICHIGAN PLANNING COUNCIL (SMPC) - A regional planning organization located in Kalamazoo, MI. It is responsible for transportation planning in the rural areas outside of Battle Creek and Kalamazoo in a four county area.

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 (ie; by the end of the long range planning period) and is the area for which forecasts of travel are made (see also METROPOLITAN PLANNING AREA).

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.





Battle Creek Area Transportation Study (BCATS)  
FY 2023–2026  
Transportation Improvement Program (TIP)