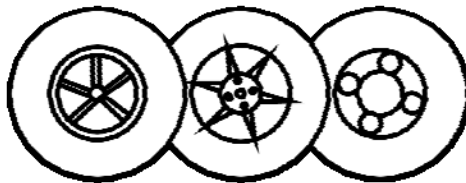


FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

Battle Creek Area Transportation Study

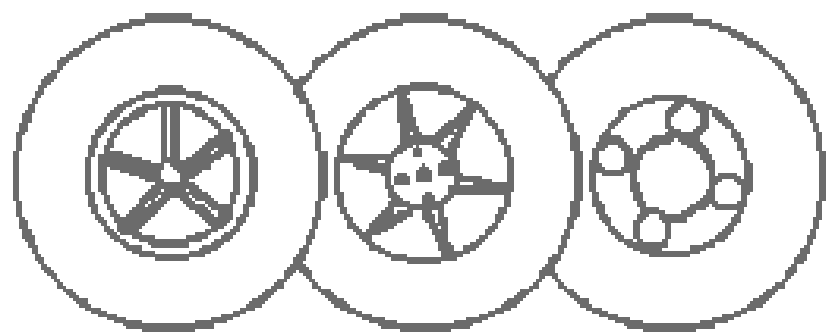
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BCATS

June 2019



BCATS

ACKNOWLEDGMENTS

This document partially fulfills work item 2.0501 of BCATS' annual Unified Work Program (UWP) for FY 2019.

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 2020-2023 Transportation Improvement Program was approved by the Battle Creek Area Transportation Study Policy Committee on June 19, 2019 (Resolution #19-31). The draft minutes of the June 19th Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix of this document.

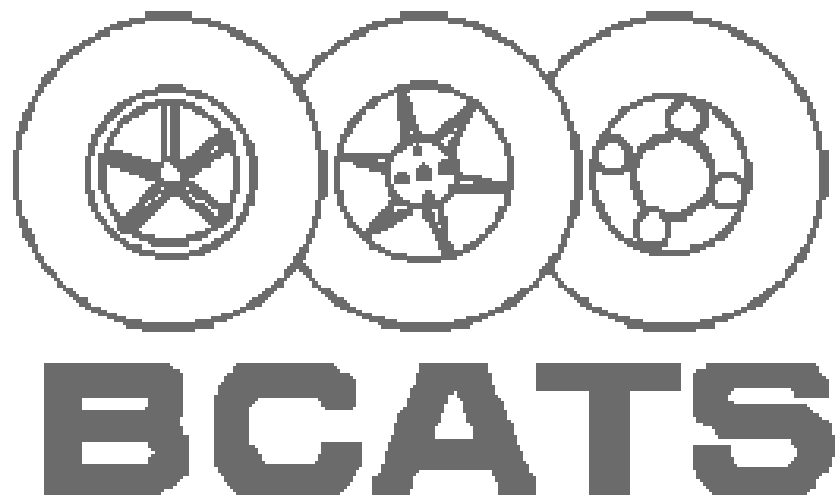
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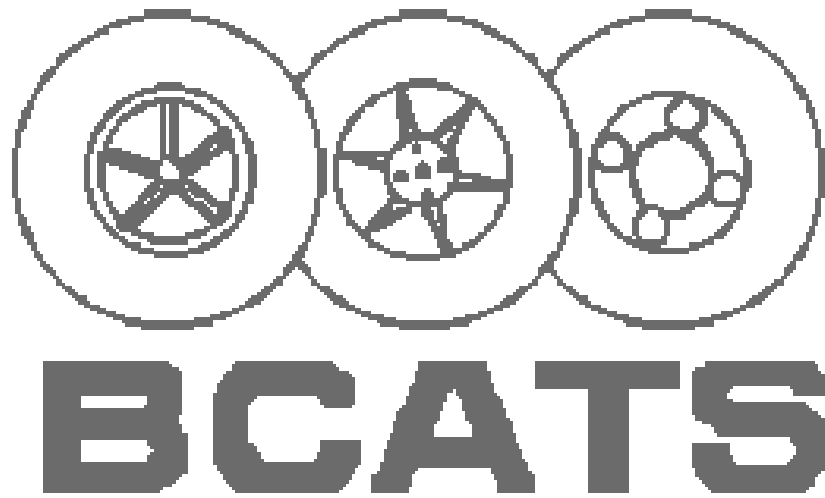
website: www.bcatsmpo.org



BATTLE CREEK AREA TRANSPORTATION STUDY FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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EXECUTIVE SUMMARY

This document represents the Transportation Improvement Program (TIP) for the Battle Creek Area Transportation Study (BCATS) for Fiscal Years 2020-2023 (October 1, 2019 - September 30, 2023). The TIP is a prioritized listing or program of transportation projects covering a 4-year period that is developed and adopted by the metropolitan planning agency (MPO) for an urbanized area over 50,000 in population, per federal regulations. BCATS is the MPO for the greater Battle Creek, Michigan urbanized area. The TIP is to be consistent with the MPO's 20-year long range plan and must, at a minimum, include all transportation projects proposed to use federal monies in order for the implementing state and local agencies to use those funds. The TIP must be financially constrained to reasonably expected revenues.

FINANCIAL PLAN

While evaluating the reasonably expected revenues against proposed project costs, the TIP must show financial constraint for the overall program of projects. The financial constraint table from Section 2 is shown below which demonstrates that the FY 2020-2023 TIP meets this requirement. (The figures shown are based on the TIP project list as of May 31, 2019.)

Demonstration of Financial Constraint, FY 2020-2023 TIP Summary

	2020	2021	2022	2023
Highway Funding	\$11,260,239	\$3,356,118	\$5,432,817	\$3,277,156
Highway Programmed	\$11,260,238	\$3,356,118	\$5,432,817	\$3,277,156
Transit Funding	\$4,807,661	\$4,315,246	\$4,315,246	\$4,315,246
Transit Programmed	\$4,807,661	\$4,315,246	\$4,315,246	\$4,315,246
Total Funding	\$16,067,901	\$7,671,364	\$9,748,063	\$7,592,402
Total Programmed	\$16,067,900	\$7,671,364	\$9,748,063	\$7,592,402
Difference (funding - programmed)	\$1	\$0	\$0	\$0

PERFORMANCE-BASED PLANNING

The federal Fixing America's Surface Transportation (FAST) Act of 2015 established a performance and outcome based program which was originally introduced in the prior federal transportation legislation termed the MAP-21 Act. The objective of a performance based program is for states and MPOs to invest resources in projects that collectively will make progress toward achieving nationally set goals. State and/or local targets are to be

established in response to those goals. There are performance areas related to roads and for transit. Performance measures and targets have been established for the required areas and BCATS has acted to address target setting as shown in the table from Section 3, below:

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 2019 statewide targets (October 24, 2018), next MPO targets due Feb., 2020
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 and bridge (October 24, 2018)
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 (2019) adopted/supported (October 24, 2018) Transit TAM Plan completed September, 2018; Transit Safety Plan due July, 20, 2020

The TIP document details the target setting action by BCATS and indicates projects programmed within the TIP which are addressing each target area. Detailed tables with this information are contained in Section 3. In summary, the FY 2020-2023 TIP has eighteen (18) projects listed as addressing safety, three (3) projects listed as addressing National Highway System (NHS) pavement condition, and three (3) projects listed as addressing NHS bridge condition. Transit projects to address the State of Good Repair targets are possible if discretionary funding from the Federal Transit Administration (FTA) is received by the local transit operator.

PUBLIC PARTICIPATION

The development of the FY 2020-2023 TIP provided opportunity for the public to provide input to the process and to comment on the draft document. The TIP development process was begun in November 2018 and an initial informational newsletter about the new TIP was distributed in January, 2019 to BCATS extensive e-list of persons, agencies, and groups. Once a project list was nearing completion, a second newsletter was distributed to the same list, requesting input on into the process. This process yielded one comment from a public official which was commending the inclusion of certain projects in their unit of government.

Two public notices were published in the general circulation (7-day/week) local newspaper, the Battle Creek Enquirer. A notice was published on May 8, 2019 when it was thought that final action would occur on the FY 2020-2023 TIP at the May BCATS Policy Committee meeting. Once it was determined that the action would have to be rescheduled for June, another notice (indicating the Committee meeting dates) was published in the same

newspaper on June 4, 2019. The notice encouraged comments on the TIP before or at the June 19, 2019 Policy Committee meeting. Copies of the newsletter and public notices are included in Section 4 of the document.

CONSULTATION

The Federal legislation requires that MPOs consult with federal, state and local entities that are responsible for a wide range of planning, development, transportation, and conservation plans and programs. The goal is to eliminate or minimize conflicts with other agencies' plans. A listing of the organizations that received the January and April newsletters is provided in Section 5 of the document. There was no input from the Consultation agencies to BCATS about the development of BCATS' FY 2020-2023 TIP. Given the high percentage of the TIP projects that are minor reconstruction, resurfacing and the like, there are few projects which would impact the issues of concern to this group of agencies.

ENVIRONMENTAL JUSTICE

In accordance with Federal guidelines on Environmental Justice (EJ) that amplify Title VI of the Civil Rights Act of 1964, an environmental justice review of proposed project in the TIP is conducted as part of the TIP development process. The process evaluates the impacts of transportation improvements included in the TIP on racial minority and Hispanic populations, as well as populations below poverty level (as determined by the 2010 U.S. Census). A detailed description of this analysis, along with tables and maps, is included in Section 6 of the document.

While the table data (Table 6-2) shows that several racial minority groups and individuals below the poverty level are located at higher percentages within the .10, .25, and .50 mile buffer zones around the proposed projects, these residents will benefit at a higher level than the general population once the improvements are completed. None of the projects are major in scope and therefore no disproportional impact to any of the identified groups is expected as compared to the area as a whole. The projects in the FY 2020-2023 TIP are widely distributed across the BCATS area.

AIR QUALITY

Due to a court case involved the U.S. Environmental Protection Agency (EPA), the Federal Highway Administration (FHWA) is requiring areas in the country that were maintenance areas for the 1997 ozone standard and attainment for the 2008 ozone standard to conduct air quality conformity analysis. BCATS is one of those areas. The Kalamazoo-Battle Creek Michigan Transportation Conformity Interagency Work Group (MITC-IAWG) reviewed the projects proposed for the BCATS FY 2020-2023 TIP and concluded that all of the projects are considered exempt relative to modeling for air quality conformity. Section 7 provides information about how to access the complete air quality conformity analysis material for the Kalamazoo-Battle Creek MITC-IAWG.

PROJECT LIST

As of May 31, 2019, there are **83 programmed project phases** in the BCATS FY 2020-2023 TIP, totaling over **\$43.1 million** in local, State and Federal funds.

The total road program includes 52 project phases, together proposed to use \$25.4 million in local, State and Federal funds.

Major MDOT projects include:

- FY 2020 – Resurfacing M-96 (Columbia Ave) from Helmer Rd. to Riverside Dr.
- Rehabilitation of I-94 Business Loop (Dickman Rd.) from Helmer Rd. to the southbound entrance ramp at I-194 in downtown Battle Creek
- FY 2022 – Bridge preventative maintenance on I-194 bridge over I-94 and I-94 bridge over Riverside Drive
- Traffic signal modernization at four intersections in the BCATS area
- FY 2023 – Rehabilitation of Michigan Ave. bridge over I-94 in Charter Township of Emmett
- Non-Freeway signage updates along MDOT trunkline routes in the BCATS area

Local road projects include mainly resurfacing projects on various roads in the BCATS area, to be conducted by the City of Battle Creek and the Calhoun County Road Department. Local projects will utilize Federal Surface Transportation Program - Local (STUL) funds, Congestion Mitigation Air Quality (CMAQ) funds, Safety funds, and Bridge funds.

A complete listing of road projects, and a map of the project locations, is included in Section 8 of the document.

Transit projects include annual operating assistance from the Federal Transit Administration (FTA), local matching funds and State operating assistance for Battle Creek Transit as well as state operating assistance for local specialized services operators. Transit capital funding for Battle Creek Transit is primarily available through competitive discretionary grants from FTA. Capital funding for the specialized services agencies is also available through FTA, with state matching funds.

IMPLEMENTATION

Once the TIP document is approved, changes are made through various provisions provided for in the federal legislation. Minor changes can be made through the Administrative Modification process. Projects with changes meeting a level dictated as requiring a Federal Amendment are noticed to the public and reviewed for approval by the BCATS Technical and Policy Committee, followed by State and Federal approval.

A complete discussion of the Implementation process for the TIP is included in Section 9.

SECTION 1 - INTRODUCTION

This document represents the Transportation Improvement Program for the Battle Creek Area Transportation Study (BCATS) for Fiscal Years (FYs) 2020-2023 (October 1, 2019 through September 30, 2023) and has been prepared in accordance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations.¹ These joint regulations establish the Transportation Improvement Program (TIP) as an integral component of the overall transportation planning process.

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

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

A TIP 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 development of the TIP 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' *2040 Metropolitan Transportation Plan* (November, 2016); 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 2017-2020 Transportation Improvement Program*².

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

² FY 2017-2020 Transportation Improvement Program, Battle Creek Area Transportation Study, June, 2016, as amended.

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 2017-2020 TIP* that were obligated in FY 2017 or FY 2018 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 2017 and 2018 have proceeded through to implementation.

At present, it appears that all FY 2019 state and local projects in the *FY 2017-2020 TIP* are progressing toward implementation during the FY 2019 construction season. The FY 2020 program of projects in the current TIP is expected to transfer to the new TIP with changes that are being made through 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) generally rests with MDOT.

For the development of the FY 2020-2023 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, and MDOT, along with BCATS staff. The TIP Sub-Committee utilized the project nomination forms 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. As the parameters of the federal performance-based program under MAP-21/FAST Act became delineated, the selection process utilized by BCATS considered the performance measures and targets in selecting projects for inclusion in this TIP.

The entire TIP project list (including the selected Federal-aid projects and recommendations established by the TIP Sub-Committee and staff) is forwarded to the Technical and Policy Committees for review 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. 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.

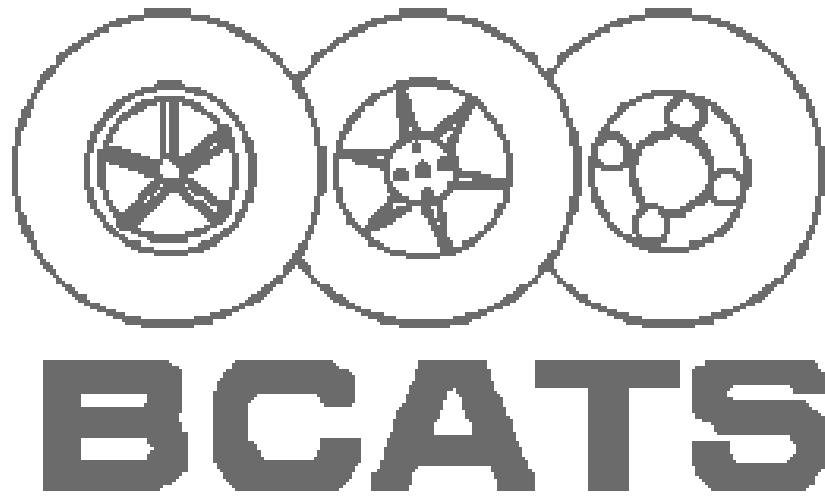
Transportation for the Elderly and Persons with Disabilities - Battle Creek Transit (BCT) and BCATS are aware of the need for specialized transportation facilities and services for the elderly and persons with disabilities, and

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'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. Battle Creek Transit serves as a pass-through agency for state funds for several local non-profit transit providers.





Battle Creek Area Transportation Study

Did you know . . .

- A total of approximately \$3.8 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2017 - this is lower than the \$5.4 million obligated in 2016. This is due to fewer major MDOT projects being obligated in the BCATS' area during this fiscal year.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives (formerly transportation enhancement), safety, congestion mitigation air quality improvement (CMAQ), rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. This represents federal gas tax revenues coming back to the local community.
- A total of about \$440,000 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.36 million in federal funds in 2017, a small decrease from the \$1.7 million for transit in FY 2016, largely due to fewer vehicle purchases.

See the listing on the reverse side for project details.

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BCATS Reports Obligated Federal Transportation Projects From FY 2017

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.

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 2017 (which ended September 30, 2017). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2017 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2017 may not be constructed until 2018. The listing of 2017 obligated projects for the BCATS area appears on the reverse of this sheet. Also included in the listing, for general information, are several projects which were solely funded with State of Michigan funds. These projects show \$0 in the federal funding columns. 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 new 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. 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.

December 2017

Obligated FY 2017 Federally Funded Transportation Projects*

Implementing Agency	Phase of Project	Project Name	Improvement(s)	Programmed Total Phase Cost	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Federal Funds Remaining (3)	Actual Total Phase Cost (4)
LOCAL									
BCATS	EPE	Metropolitan Area-wide Transportation Planning/Fed Highway	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	\$ 268,479	PL	\$ 219,750	\$ 219,750	\$ -	\$ 193,860
CBC	CON	Gogucac Street, McCamly Street and Roosevelt Avenue	Resurfacing Gogucac from Capital Avenue Ave. SW to Carl Street, McCamly Street from VanBuren St. to North Ave. and Roosevelt Ave. from East Ave. to Garrison Ave. (1.4 mile total all projects)	\$ 325,000	STUL	\$ 266,000	\$ 266,201	\$ (201)	\$ 325,230
CBC	CON	BC Areawide Roadway Preventative Maintenance	Capital preventative maintenance treatments to multiple roadway segments in the BCATS area	\$ 383,000	STUL	\$ 313,000	\$ 313,380	\$ (380)	\$ 382,871
CCRD	CON	B Drive S and Capital Avenue SW	Resurface B Drive S from 3 1/2 Mile Road east to M-66 (1.7 miles), and resurface Capital Avenue SW at the B Drive S intersection	\$ 570,000	STUL	\$ 467,000	\$ 466,756	\$ 244	\$ 570,257
CCRD	CON	Wattles Road at Verona Road	Minor widening and adding a left turn lane at the intersection	\$ 178,000	CM	\$ 138,000	\$ 137,798	\$ 202	\$ 177,840
CCRD	CON	Guardrail Upgrades	Guardrail installation and upgrade at 5 locations in Calhoun County within the BCATS area	\$ 224,000	HSIP	\$ 164,000	\$ 164,392	\$ (392)	\$ 224,411
TRANSIT									
CBC/BCT	T-Cap	Community Action - Capital Assistance pass-through	Replacement of computers and furniture for 3 workstations at the CA central office	\$ 6,226	5310	\$ 4,981	\$ 4,981	\$ -	\$ 6,226
CBC/BCT	T-Cap	Community Action - Capital Assistance pass-through	Acquisition of new dispatch/vehicle maintenance software with mobile vehicle data devices	\$ 99,152	5310	\$ 79,322	\$ 79,322	\$ -	\$ 99,152
CBC/BCT	T-Ops	BCT Transit Operating Assistance	Federal operating assistance to Battle Creek Transit (BCT)	\$ 3,442,463	5307	\$ 1,056,508	\$ 1,056,508	\$ -	\$ 3,442,463
CBC/BCT	T-Cap	BCT Transit Intermodal Facility Improvements	Roof replacement project	\$ 125,000		\$ 0	\$ 0	\$ -	\$ 125,000
CBC/BCT	T-Cap	BCT Heavy-Duty Transit Vehicle	Replacement of 1 transit vehicle	\$ 388,584	CM	\$ 222,321	\$ 222,321	\$ -	\$ 388,584
STATE									
MDOT	PE	M-66 over I-94	Bridge railing replacement and epoxy overlay (.04 miles)	\$ 24,000		\$ 0	\$ 0	\$ -	\$ 24,154
MDOT	SUB	M-66 over I-94	Bridge railing replacement and epoxy overlay (.04 miles)	\$ 120,000		\$ 0	\$ 0	\$ -	\$ 120,000
MDOT	CON	M-66 at Glenn Cross Road	Minor widening to accommodate the addition of a right-turn lane (.51 miles)	\$ 97,000	CM	\$ 80,000	\$ 79,664	\$ 336	\$ 97,329
MDOT	CON	M-66 south of D Drive S north to north of Glenn Cross Rd.	Capital Preventative Maintenance mill and hot mix asphalt overlay (2.7 miles)	\$ 509,000	ST	\$ 417,000	\$ 416,781	\$ 219	\$ 509,201
MDOT	ROW	M-66 from Division Street north to Frey Drive	Capital Preventative Maintenance mill and hot mix asphalt overlay (2.54 miles)	\$ 15,000		\$ 0	\$ 0	\$ -	\$ 15,000
MDOT	PE	M-37 - 5 locations in Calhoun County	Hot Mix Asphalt crack treatment (10.83 miles)	\$ 25,000		\$ 0	\$ 0	\$ -	\$ 24,704
MDOT	PE	M-311 from M-60 north to B Drive S	Fixed object removal (8.94 miles)	\$ 229,000	HSIP	\$ 206,000	\$ 205,650	\$ 350	\$ 228,500
MDOT	PE	M-311 from B Drive S north to I-94BL (Michigan Avenue)	Fixed object removal (4.49 miles)	\$ 30,000	HSIP	\$ 27,000	\$ 26,550	\$ 450	\$ 29,500
MDOT	PE	I-94 Westbound entrance ramp from M-311 to I-94	Reconstruction of the loop entrance ramp	\$ 160,000	HSIP	\$ 144,000	\$ 144,000	\$ -	\$ 160,000

* other non-federally funded 2017 projects also included for informational purposes - these projects show \$0 in federal funds

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 or Planning funds; SUB=special preliminary engineering for bridge projects; CON=construction or purchase; ROW=right-of-way acquisition; T-Ops=Transit Operations; T-Cap=Transit Capital **Federal Fund Source Codes:** STP=Surface Transportation any area; STRH=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=STP urban local (<200,000 population); STL= STP Local (Rural); PL=STP Planning; CM=Congestion Mitigation & Air Quality Program; ST=Surface Transportation - SAFETEA-LU; NH=National Highway System - SAFETEA-LU; HSIP=Highway Safety Improvement Program; IM=Interstate Maintenance - No Added Lanes; 5303=Federal Transit planning funds; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=Federal Transit Section 5339 - Bus and Bus Facilities

(1) "Federal Funds Programmed" is the amount of Federal \$ programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project. (3) "Federal Funds Remaining" is the programmed \$ amount less the obligated \$ amount; dollar figures in () indicate a higher value of the obligated \$ in excess of the programmed \$. Small variances, positive or negative, are generally due to the rounding of project costs to the nearest thousand in the programming document. (4) "Actual Total Phase Cost" is all Federal, State, & Local \$ allocated to this phase of the project. --- All figures are to the best of BCATS' knowledge at the time of publication.



Battle Creek Area Transportation Study

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Did you know . . .

- A total of approximately \$25.5 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2018 - this is significantly higher than the \$3.8 million obligated in 2017, primarily due to large MDOT projects, including the almost \$19 million I-94 project that will be constructed in 2019.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives (formerly transportation enhancement), safety, congestion mitigation air quality improvement (CMAQ), rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. This represents federal gas tax revenues coming back to the local community.
- A total of about \$484,000 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.21 million in federal funds in 2018, a decrease from the \$1.36 million for transit in FY 2017, largely due to fewer vehicle purchases and no facility improvements.

BCATS Reports Obligated Federal Transportation Projects From FY 2018

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.

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 2018 (which ended September 30, 2018). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2018 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2018 may not be constructed until 2019. The listing of 2018 obligated projects for the BCATS area appears on the reverse of this sheet. Also included in the listing, for general information, are some projects which were solely funded with State of Michigan funds. These projects show \$ 0 in the federal funding columns. 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 new 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. 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.

November 2018

Obligated FY 2018 Federally Funded Transportation Projects

Implementing Agency	Phase of Project	Project Name	Improvement(s)	Programmed Total Phase Cost	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Federal Funds Remaining (3)	Actual Total Phase Cost (4)
LOCAL									
BCATS	NI	FY 2018 Battle Creek Consolidated Planning Funds	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	\$ 268,819	PL	\$ 220,029	\$ 220,029	\$ -	\$ 268,819
BCATS	NI	Traffic Counting Equipment for Battle Creek MPO area	Purchase of 5 traffic counters with computer and software	\$ 9,796	STUL	\$ 8,018	\$ 8,018	\$ -	\$ 9,796
CBC	EPE	City of Battle Creek Propane Conversions	Vehicle conversions to propane for 15-18 light to medium duty vehicles	\$ 159,246	CM	\$ 127,397	\$ 127,397	\$ -	\$ 159,246
CBC	CON	BC Areawide Roadway Preventative Maintenance	Capital preventative maintenance on multiple road segments incl. Helmer Rd., Kendall St., Hamblin Ave., 24th St. & Gethings Road (totaling 3.675 miles)	\$ 796,440	STUL	\$ 651,886	\$ 609,203	\$ 42,683	\$ 744,292
CBC	CON	Capital Avenue at Jackson Street	Intersection traffic signal modernization project	\$ 325,000	CM	\$ 325,000	\$ 336,041	\$ (11,041)	\$ 336,041
CBC	CON	River Road at Clark Road	Safety project - flashing beacon installation	\$ 12,040	HSIP	\$ 10,836	\$ 10,836	\$ -	\$ 12,040
CCRD	CON	McAllister Road	Resurfacing from Verona Road to N Drive N (1.348 miles)	\$ 357,500	STUL	\$ 292,614	\$ 249,671	\$ 42,943	\$ 305,034
CCRD	CON	East Avenue	Resurfacing from Roosevelt Avenue to Morgan Road (1.168 miles)	\$ 247,115	STUL	\$ 202,264	\$ 184,285	\$ 17,979	\$ 225,150
TRANSIT									
CBC/BCT	NI	Community Action - Capital Assistance pass-through	Purchase one (1) replacement van and one (1) cutaway bus	\$ 119,572	5310	\$ 95,658	\$ 95,658	\$ -	\$ 119,572
CBC/BCT	NI	Marion Burch Adult Day Care pass-through	Purchase one (1) replacement van	\$ 36,632	5310	\$ 29,306	\$ 29,306	\$ -	\$ 36,632
CBC/BCT	NI	BCT Transit Operating Assistance	Federal operating assistance to Battle Creek Transit (BCT)	\$ 3,447,048	5307	\$ 1,089,708	\$ 1,089,708	\$ -	\$ 3,447,048
CBC/BCT	NI	BCT Bus Replacement	Replace one full-size bus (this project was 100% state funded, but is included for information purposes)	\$ 400,000	-	\$ -	\$ -	\$ -	\$ 400,000
STATE									
MDOT	CON	I-94 from 6 1/2 Mile Road to 11 Mile Road	HMA overlay, partial reconstruction, drainage work and ramp improvements (4.807 miles) (construction in 2019)	\$ 19,000,000	STI	\$17,100,000	\$ 18,924,578	\$ (1,924,578)	\$ 18,924,578
MDOT	CON	M-66 from Division Street north to Frey Drive	Mill and one course hot mix asphalt overlay (2.535 miles)	\$ 1,884,407	NH	\$ 1,542,388	\$ 1,405,711	\$ 139,677	\$ 1,717,423
MDOT	CON	I-194/M-66 Bridge over I-94	Bridge rehabilitation—railing replacement epoxy overlay	\$ 1,778,000	IM	\$ 1,600,200	\$ 1,494,645	\$ 105,555	\$ 1,600,717
MDOT	CON	M-66 south of D Drive S north to north of Glenn Cross Rd.	Preventative Maintenance crack sealing (.886 miles)	\$ 26,528	ST	\$ 21,713	\$ 21,713	\$ -	\$ 26,528
MDOT	CON	I-194 North / Dickman Road Ramp	I-194 NB Exit Ramp to Dickman Road - install wrong-way traffic detection system (.198 miles)	\$ 33,500	HSIP	\$ 30,150	\$ 30,150	\$ -	\$ 33,500
MDOT	PE	I-194 South / Dickman Road Ramp	Freeway Interchange Lighting Upgrades to LED lights	\$ 2,722	NH	\$ 2,217	\$ 2,217	\$ -	\$ 2,722
MDOT	ROW	M-89 at Jackson St., and M-37 at M-89	Traffic signal modernization projects	\$ 95,000	STG	\$ 95,000	\$ 95,000	\$ -	\$ 95,000
MDOT	CON	M-89 at Jackson St., and M-37 at M-89	Traffic signal modernization projects	\$ 402,338	STG	\$ 402,338	\$ 402,338	\$ -	\$ 402,338
MDOT	PE	I-94 eastbound from Exit 97 on ramp to Riverside Dr. bridge	Longitudinal pavement marking application (.31 miles)	\$ 400	HSIP	\$ 360	\$ 360	\$ -	\$ 400
MDOT	CON	I-94 eastbound from Exit 97 on ramp to Riverside Dr. bridge	Longitudinal pavement marking application (.31 miles)	\$ 171,365	HSIP	\$ 154,228	\$ 154,228	\$ -	\$ 171,365
MDOT	PE	I-94 eastbound from 6 1/2 Mile Rd. to a point .38 miles east	Special pavement marking application (.38 miles)	\$ 100	HSIP	\$ 90	\$ 90	\$ -	\$ 100
MDOT	CON	I-94 eastbound from 6 1/2 Mile Rd. to a point .38 miles east	Special pavement marking application (.38 miles)	\$ 1,250	HSIP	\$ 1,125	\$ 1,125	\$ -	\$ 1,250
MDOT	CON	M-96 (Helmer Rd.) from Columbia Ave. to Dickman Rd.	Resurface with 2" overlay (1.671 miles) (this project was 100% state funded, but is included for information purposes)	\$ 995,000	-	\$ -	\$ -	\$ -	\$ 1,270,773

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; CSPP=City of Springfield; BCATS=Battle Creek Area Transportation Study; MDOT=Michigan Department of Transportation. **Phase of Project Codes:** PE=preliminary engineering; EPE=early PE; NI=non-infrastructure (such as Planning or Transit); SUB=special preliminary engineering for bridge projects; CON=construction or purchase; ROW=right-of-way acquisition; **Federal Fund Source Codes:** STP=Surface Transportation any area; STRH=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=STP urban local (<200,000 population); STL= STP Local (Rural); PL=STP Planning; CM=Congestion Mitigation & Air Quality Program; ST=Surface Transportation; STI=Surface Transportation Interstate; STG=Surface Transportation 100% federally funded; NH=National Highway System - SAFETEA-LU; HSIP=Highway Safety Improvement Program; IM=Interstate Maintenance - No Added Lanes; 5303=Federal Transit planning funds; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=Federal Transit Section 5339 - Bus and Bus Facilities

(1) "Federal Funds Programmed" is the amount of Federal \$ programmed for the project in BCATS' Transportation Improvement Program (TIP). **(2)** "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project. **(3)** "Federal Funds Remaining" is the programmed \$ amount less the obligated \$ amount; dollar figures in () indicate a higher value of the obligated \$ in excess of the programmed \$. Small variances, positive or negative, are generally due to the rounding of project costs to the nearest thousand in the programming document. **(4)** "Actual Total Phase Cost" is all Federal, State, & Local \$ allocated to this phase of the project. — All figures are to the best of BCATS' knowledge at the time of publication.

SECTION 2 - FINANCIAL PLAN/FINANCIAL CONSTRAINT

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)

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 \$1.15 million in federal-aid highway funding under the Surface Transportation Urban Local 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 \$1.4 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, and as ex-officio members, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to forecast federal funding levels increasing at a two percent annual rate of increase for 2018-2027, which includes all four years of the FY 2020-2023 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 2020-2023 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 2020 through 2023. 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 2020-2023**

FY	ST Urban Local	CMAQ	Safety	Bridge	Local Match	TOTAL
2020	\$1,228	\$515	\$91	\$0	\$699	\$2,533
2021	\$1,253	\$258	\$0	\$618	\$849	\$2,978
2022	\$1,278	\$258	\$0	\$0	\$310	\$1,846
2023	\$1,304	\$258	\$0	\$0	\$480	\$2,042
TOTAL	\$5,063	\$1,289	\$91	\$618	\$2,338	\$9,399

Source: MDOT JobNet Fiscal Constraint Table as of 5/31/19

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 \$13.9 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 2020-2023**

FY	Federal	State	Local	TOTAL
2020	\$6,766	\$1,899	\$62	\$8,727
2021	\$200	\$178	\$0	\$378
2022	\$3,227	\$360	\$0	\$3,587
2023	\$1,107	\$128	\$0	\$1,235
TOTAL	\$11,300	\$2,565	\$62	\$13,927

Source: MDOT JobNet Fiscal Constraint Table as of 5/31/19

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)**

	2020	2021	2022	2023
MDOT	5,475	5,541	5,656	5,775
Local	2,073	2,084	2,127	2,172
TOTAL	7,548	7,625	7,783	7,947

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 2020 through FY 2023 (thousands of dollars)**

2020	2021	2022	2023
\$ 4,808	\$ 4,315	\$ 4,315	\$ 4,315

Source: MDOT JobNet Fiscal Constraint Table as of 5/31/19

**Table 2-4
DEMONSTRATION OF FINANCIAL CONSTRAINT
FY 2020--2023 TIP Summary**

	2020	2021	2022	2023
Highway Funding	\$11,260,239	\$3,356,118	\$5,432,817	\$3,277,156
Highway Programmed	\$11,260,238	\$3,356,118	\$5,432,817	\$3,277,156
Transit Funding	\$4,807,661	\$4,315,246	\$4,315,246	\$4,315,246
Transit Programmed	\$4,807,661	\$4,315,246	\$4,315,246	\$4,315,246
Total Funding	\$16,067,901	\$7,671,364	\$9,748,063	\$7,592,402
Total Programmed	\$16,067,900	\$7,671,364	\$9,748,063	\$7,592,402
Difference (Funding - Programmed)	\$1	\$0	\$0	\$0

Source: MDOT JobNet Fiscal Constraint Table as of 5/31/19

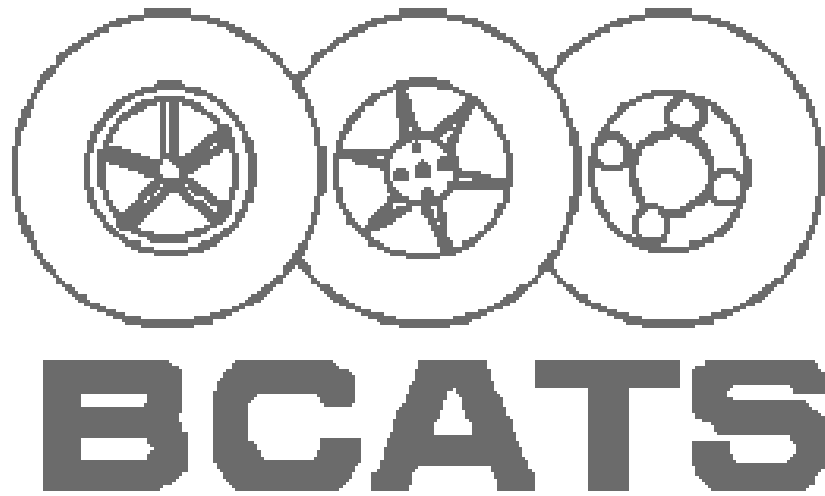




Table 2-5 -- FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023 TIP
Battle Creek Area Transportation Study (BCATS)

Date: 05/31/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
Fiscal Year - 2020, Local MPO Based Constraint						
CMAQ	\$515,426	\$515,426	\$515,426	\$0	\$0	\$515,426
STP - Small MPO	\$1,916,771	\$1,228,000	\$1,227,999	\$0	\$688,771	\$1,916,770
FY 2020, Local MPO Based Constraint Total	\$2,432,197	\$1,743,426	\$1,743,425	\$0	\$688,771	\$2,432,196
Fiscal Year - 2020, Local Projects from Statewide Sources						
Safety	\$101,086	\$90,977	\$90,977	\$0	\$10,109	\$101,086
FY 2020, Local Projects from Statewide Sources Total	\$101,086	\$90,977	\$90,977	\$0	\$10,109	\$101,086
Fiscal Year - 2020, MDOT Project Templates						
Bridge Preservation	\$651,140	\$0	\$0	\$651,140	\$0	\$651,140
Road - Capital Preventive Maintenance	\$1,654,002	\$1,353,800	\$1,353,800	\$300,202	\$0	\$1,654,002
Road - Rehabilitation and Reconstruction	\$4,691,152	\$3,839,708	\$3,839,708	\$789,714	\$61,730	\$4,691,152
Traffic & Safety	\$1,479,818	\$1,346,890	\$1,346,890	\$132,928	\$0	\$1,479,818
Other	\$250,845	\$225,761	\$225,761	\$25,084	\$0	\$250,845
FY 2020, MDOT Project Templates Total	\$8,726,957	\$6,766,159	\$6,766,159	\$1,899,068	\$61,730	\$8,726,957
Fiscal Year - 2020, Transit Project Categories						
5307	\$4,151,993	\$1,362,313	\$1,362,313	\$1,427,367	\$1,362,313	\$4,151,993
5310	\$399,791	\$319,833	\$319,833	\$79,958	\$0	\$399,791
5339	\$163,253	\$130,602	\$130,602	\$32,651	\$0	\$163,253
CTF	\$92,624	\$0	\$0	\$92,624	\$0	\$92,624

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2020						
FY 2020, Transit Project Categories Total	\$4,807,661	\$1,812,748	\$1,812,748	\$1,632,600	\$1,362,313	\$4,807,661
Fiscal Year - 2020 Grand Total	\$16,067,901	\$10,413,310	\$10,413,309	\$3,531,668	\$2,122,923	\$16,067,900
Fiscal Year - 2021						
Fiscal Year - 2021, Local MPO Based Constraint						
CMAQ	\$750,000	\$257,713	\$257,713	\$0	\$492,287	\$750,000
STP - Small MPO	\$1,577,728	\$1,253,000	\$1,252,997	\$0	\$324,728	\$1,577,725
FY 2021, Local MPO Based Constraint Total	\$2,327,728	\$1,510,713	\$1,510,710	\$0	\$817,015	\$2,327,725
Fiscal Year - 2021, Local Projects from Statewide Sources						
STP - Flexible (Bridge)	\$650,000	\$520,000	\$520,000	\$97,500	\$32,500	\$650,000
FY 2021, Local Projects from Statewide Sources Total	\$650,000	\$520,000	\$520,000	\$97,500	\$32,500	\$650,000
Fiscal Year - 2021, MDOT Project Templates						
Bridge Preservation	\$156,000	\$0	\$0	\$156,000	\$0	\$156,000
Traffic & Safety	\$222,390	\$200,151	\$200,151	\$22,239	\$0	\$222,390
FY 2021, MDOT Project Templates Total	\$378,390	\$200,151	\$200,151	\$178,239	\$0	\$378,390
Fiscal Year - 2021, Transit Project Categories						
5307	\$4,151,993	\$1,362,313	\$1,362,313	\$1,427,367	\$1,362,313	\$4,151,993
5339	\$163,253	\$130,602	\$130,602	\$32,651	\$0	\$163,253
FY 2021, Transit Project Categories Total	\$4,315,246	\$1,492,915	\$1,492,915	\$1,460,018	\$1,362,313	\$4,315,246
Fiscal Year - 2021 Grand Total	\$7,671,364	\$3,723,779	\$3,723,776	\$1,735,757	\$2,211,828	\$7,671,361
Fiscal Year - 2022						



Table 2-5 -- FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023 TIP
Battle Creek Area Transportation Study (BCATS)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2022						
Fiscal Year - 2022, Local MPO Based Constraint						
CMAQ	\$285,000	\$257,713	\$257,713	\$0	\$27,287	\$285,000
STP - Small MPO	\$1,561,391	\$1,278,000	\$1,278,000	\$0	\$283,391	\$1,561,391
FY 2022, Local MPO Based Constraint Total	\$1,846,391	\$1,535,713	\$1,535,713	\$0	\$310,678	\$1,846,391
Fiscal Year - 2022, MDOT Project Templates						
Bridge Preservation	\$3,246,000	\$2,921,401	\$2,921,401	\$324,599	\$0	\$3,246,000
Traffic & Safety	\$328,033	\$295,230	\$295,230	\$32,803	\$0	\$328,033
Other	\$12,393	\$10,162	\$10,162	\$2,231	\$0	\$12,393
FY 2022, MDOT Project Templates Total	\$3,586,426	\$3,226,793	\$3,226,793	\$359,633	\$0	\$3,586,426
Fiscal Year - 2022, Transit Project Categories						
5307	\$4,151,993	\$1,362,313	\$1,362,313	\$1,427,367	\$1,362,313	\$4,151,993
5339	\$163,253	\$130,602	\$130,602	\$32,651	\$0	\$163,253
FY 2022, Transit Project Categories Total	\$4,315,246	\$1,492,915	\$1,492,915	\$1,460,018	\$1,362,313	\$4,315,246
Fiscal Year - 2022 Grand Total	\$9,748,063	\$6,255,421	\$6,255,421	\$1,819,651	\$1,672,991	\$9,748,063
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraint						
CMAQ	\$285,000	\$257,713	\$257,713	\$0	\$27,287	\$285,000
STP - Small MPO	\$1,757,000	\$1,304,000	\$1,304,000	\$0	\$453,000	\$1,757,000
FY 2023, Local MPO Based Constraint Total	\$2,042,000	\$1,561,713	\$1,561,713	\$0	\$480,287	\$2,042,000



Table 2-5 -- FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2020 - Fiscal Year 2023 TIP
Battle Creek Area Transportation Study (BCATS)

Date: 05/31/2019

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, MDOT Project Templates						
Bridge Preservation	\$930,002	\$837,001	\$837,001	\$93,001	\$0	\$930,002
Traffic & Safety	\$244,890	\$220,401	\$220,401	\$24,489	\$0	\$244,890
Other	\$60,264	\$49,416	\$49,416	\$10,848	\$0	\$60,264
FY 2023, MDOT Project Templates Total	\$1,235,156	\$1,106,818	\$1,106,818	\$128,338	\$0	\$1,235,156
Fiscal Year - 2023, Transit Project Categories						
5307	\$4,151,993	\$1,362,313	\$1,362,313	\$1,427,367	\$1,362,313	\$4,151,993
5339	\$163,253	\$130,602	\$130,602	\$32,651	\$0	\$163,253
FY 2023, Transit Project Categories Total	\$4,315,246	\$1,492,915	\$1,492,915	\$1,460,018	\$1,362,313	\$4,315,246
Fiscal Year - 2023 Grand Total	\$7,592,402	\$4,161,446	\$4,161,446	\$1,588,356	\$1,842,600	\$7,592,402

Disclaimer: A Template Local Boundary (e.g., Toledo for the MPO of SEMCOG) funding source and its associated revenues will not display if the revenue data is in the MAP Management System (MMS) and there are no associated projects in JobNet. Also, at least one job phase must be associated to a Template Local Boundary in order for it display in the Fiscal Constraint Report.

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 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 authorizes \$305 billion in federal funding for the nation's surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$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 next five fiscal years are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion.

Although the FAST Act has increased funding stability over the next five fiscal years, funding increases are modest at best. In keeping with the modest increase outlined in the FAST Act, MDOT has recommended two percent per year funding increases between FY 2020 and FY 2023.

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, in cooperation with the Michigan Transportation Planning Association (representing the MPOs), will use the following Year of Expenditure (YOE) factors for TIP projects:

With 2019 as the base year, the MDOT YOE rates are:

- 2020 - 4.0 percent above 2019;
- 2021 - 4.2 percent above 2020;
- 2022 - 4.3 percent above 2021;
- 2023 - 4.5 percent above 2022

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.

The following standardized methodology has been developed by MDOT for determining O&M costs on the federal-aid highway system:

1. MDOT's estimate of total O&M funding available for the state trunkline system throughout Michigan is approximately \$583 million annually over the time-span of this TIP. This is based on a spreadsheet received from MDOT which included the four years (2020-2023) in this TIP.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator to determine a per-lane-mile cost in 2016 as a base year. However, MDOT adds in the costs of its administration, buildings and facilities, and grants to other departments as part of its O&M costs. For determination of a local O&M figure, only the actual highway maintenance total for MDOT facilities is used in the initial calculation of costs per mile (see 5. below).
3. Approximately 1.0% (.96%) of the lane miles on the state trunkline system are located in the BCATS area.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$5.5 million to \$5.8 million annually in the BCATS area on these types of activities over the period of the FY 2020-2023 TIP (see Table 2-2) using its figures. The 2016 base year figure on the spreadsheet is increased over the years, and the years for the TIP are taken directly from this 2016-2045 spreadsheet provided by MDOT.
5. A per-lane-mile cost for miles of locally-owned roads in the BCATS area on the federal-aid highway system is based on a cost per-lane-mile which only considers the part of the costs related to actual highway maintenance on the MDOT system and applying the cost per-lane-mile to the number of miles on the local system (see 2. above).
6. 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.

SECTION 3 - PERFORMANCE-BASED PLANNING

A key feature of the Fixing America's Surface Transportation (FAST) Act of December, 2015 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. 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 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 must certify they have a safety plan in place meeting the requirements of the rule by July 20, 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 2019 statewide targets (October 24, 2018), next MPO targets due Feb., 2020
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 and bridge (October 24, 2018)
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 (2019) adopted/supported (October 24, 2018) Transit TAM Plan completed September, 2018; Transit Safety Plan due July, 20, 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 is 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 set its second year of safety targets for 2019 in August 2018, and BCATS again opted to “support” the state targets on October 24, 2018. 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 on the BCATS website.

The following tables provide Michigan Crash Trends (3-3) and the Michigan State Safety Targets for Calendar Year 2019 (3-4):

Table 3-3: Michigan State Crash Trends - 2013 - 2017

	2013	2014	2015	2016	2017
Fatalities	947	901	967	1064	1028
Serious Injuries	5283	4909	4865	5634	6084
Non-Motorized Fatalities & Serious Injuries	743	687	755	736	797

Table 3-4: Michigan State Safety Targets - Calendar Year 2019

Safety Performance Measure	Baseline through Calendar Year 2017	Calendar Year 2019 State Safety Target
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355.0	5,406.8
Serious Injury Rate	5.47	5.41
Non-motorized Fatalities & Serious Injuries	743.6	759.8

The MDOT state safety targets for calendar year 2019 were set by the state by August 31, 2018 and the MPOs had 180 days following that date to set their 2019 targets. BCATS acted to “support” the state targets on October 24, 2018.

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.

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 2020-2023 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 below and continuing on the next page:

Table 3-5: FY 2020-2023 TIP Specific Safety Related Projects

Year	Project	Description	Safety Benefit
2020	Calhoun County Road Department - Dual Stop Sign Installation	Install dual stop signs and stop ahead signs at 11 intersection approaches	Reduce the potential for crashes with drivers not stopping at stop controlled intersections
2020	Banfield Road from M-37 north to Baseline Road	Tree removal within 10' of the edge of the roadway	Reduce fixed object crash potential along this road segment
2020	N Drive N from 9½ Mile Road east to 12 Mile Road	Tree removal within 10' of the edge of the roadway	Reduce fixed object crash potential along this road segment
2020	Calhoun County Road Department - Installation of Flashing Beacons at 3 intersections - D Drive N @ Sonoma Rd., H Drive S @ 2½ Mile Rd., and D Drive N @ 9 Mile Road	Install overhead flashing beacons at 3 intersections	Provide better awareness of the intersection and reduce the potential for crashes
2020	Main Street @ Cliff Street Signal Modernization	Modernization of signals at this intersection	Reduce the potential for crashes at the intersection

Year	Project	Description	Safety Benefit
2020	Capital Avenue @ VanBuren Street Signal Modernization	Modernization of signals at this intersection	Reduce the potential for crashes at the intersection, pedestrian safety
2020	I-194 Freeway Sign Upgrades at Exits 1 and 2	Freeway sign replacements with cantilevers	Provide clear direction for drivers, upgraded reflectivity
2020	I-94 BL (Michigan Ave.) and Kendall Street GTW Rail crossings	Railroad crossing surface and safety improvements including addition of right-turn lane on I-94BL (Dickman Rd) on the westbound approach to Kendall Street	Improve safety of rail crossings on Michigan and Kendall and increase safety of vehicles waiting to turn right onto Kendall Street when the RR crossing is active with a train
2021	North Avenue @ Emmett Street, change signalized intersection to roundabout	Install roundabout intersection, signal removal, ADA improvements	Reduce conflict points for traffic at the intersection, pedestrian safety
2022	Signal Upgrade at 6½ Mile Road and Harper Village Drive	Upgrade and modernize the traffic signal, including video detection system	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2022	MDOT Signalization Upgrades at M-37 @ Jackson St., M-89 @ 20 th St., and M-89 @ Kendall St.	Signal Upgrades for installation of detection for actuation	Provide for better traffic flow, thereby reducing the potential for crashes at the intersections
2022	MDOT Traffic Signal Modernizations at 4 intersections (M-89 @ Stringham, M-89 @ VanBuren, I-94BL @ Charlton, and M-89 @ Kimber	Traffic signal modernization at M-89 @ Stringham, flashing beacon at M-89 @ VanBuren and emergency traffic signals at twofire station locations	Improve traffic flow, intersection recognition and safety of fire department personnel and the driving public at the station locations
2023	Signal Upgrade Project at Morgan Road and North Avenue	Upgrade and modernize the traffic signal, including video detection system	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2023	Signal Upgrade Project at Morgan Road and North Avenue	Upgrade and modernize the traffic signal, including video detection system	Provide for better traffic flow, thereby reducing the potential for crashes at the intersection
2023	MDOT Trunkline Non-Freeway Signing Updates	Non-freeway sign replacement throughout the BCATS area	Provide clear direction for drivers, upgraded reflectivity
2020, 2021, 2022, 2023	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
2020, 2021, 2022, 2023	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
2020,2021, 2022,2023	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: Percent of Interstate road pavement in "Good" condition; Percent of Interstate road pavement in "Poor" condition; Percent of Non-interstate NHS pavement in "Good" condition; and Percent 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

Pavement Performance Measure	Baseline Condition Calendar Year 2017	2-Year Targets	4-Year Targets
% 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 2020-2023 TIP include the following in Table 3-7 based upon year of scheduled construction:

Table 3-7: NHS Pavement Projects in the FY 2020-2023 TIP

Year	Project	Description	Impact on Condition
2020	I-94 WB entrance ramp at Exit 104 interchange (JN-127639)	Reconstruction of loop entrance ramp	Improve surface condition and IRI, eliminate any cracking and rutting or faulting issues
2020	M-96 (Columbia Ave.) from Helmer Road to Riverside Drive (JN-203667)	Milling & one course asphalt overlay with sidewalk improvements	Improve surface condition and IRI
2020	I-94BL (Dickman Rd.) from M-96/M-37 (Helmer Rd.) east to southbound I-194/M-66 entrance ramp (JN-204743)	Road Rehabilitation - 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 20th, 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: Percent of National Highway System (NHS) bridges in "Good Condition"; and Percent of NHS bridges in "Poor Condition."

The MPOs will 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 both 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. In 2016, only 89 of 363 submitted local bridge projects could be funded due to budget constraints. As of June, 2017, approximately 2 million square feet of locally owned bridges in Michigan have deck area in poor, serious, or critical condition. This translates to the local agencies in Michigan having 17% of NHS bridge deck area under their jurisdictions in poor condition. This exceeds the penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. MDOT's NHS bridge condition by deck area is only slightly under the 10% threshold, at 9% poor condition.

MDOT is projecting “condition improvement” for the NHS bridges in the state based on projects programmed through the MDOT and local bridge programs described above. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure.

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 was done on October 24, 2018, before the November, 2018 deadline for MPO action regarding this target area.

The adopted MDOT 2-year and 4-year bridge targets are shown below in Table 3-8.

Table 3-8: Michigan State Bridge Targets

Bridge Performance Measure	Baseline Condition Calendar Year 2017	2-Year Targets	4-Year Targets
% National Highway System Deck Area in Good Condition	32.7%	27.2%	26.2%
% National Highway System Deck Area in Poor Condition	9.8%	7.2%	7.0%

NHS Bridge projects included in the BCATS FY 2020-2023 TIP are shown in Table 3-9.

Table 3-9: NHS Bridge Projects in the FY 2020-2023 TIP

Year	Project	Description	Bridge Impact
2022	I-94 Bridge over Riverside Drive	Bridge Capital Preventative Maintenance: epoxy overlay, sleeper slab replacement, approach replacement, expansion joint replacement, end joint reseal, waterproofing barrier	Maintenance to maintain bridge
2022	I-194/M66 Bridges over I-94, northbound and southbound	Bridge Capital Preventative Maintenance: full paint, substructure horizontal surface coating, elastomeric bearing replacement, joint reseal	Maintenance to maintain bridge
2023	I-94BL/M-96 (Michigan Ave.) Bridge over I-94	Bridge Rehabilitation: barrier replacement, deck patching, healer/sealer, beam repairs, beam, wrap, substructure patching, concrete surface coating	Bridge rehabilitation to maintain bridge

There were three non-NHS local bridges identified as structurally deficient in the BCATS 2040 Metropolitan Transportation Plan. One of those bridges, the Raymond Road bridge over the Kalamazoo River, was replaced in

2016 and is no longer on that list. The Calhoun County Road Department has applied for replacement of another of the structurally deficient bridges within the BCATS area, the Raymond Road bridge over the Conrail tracks, through the Michigan Local Bridge Program. However, funding has not yet been received for this bridge from that program.

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: Percent of person-miles traveled on the Interstate that are reliable
- Level of Travel Time Reliability on the Non-Interstate National Highway System (NHS): Percent 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 50th percentile and the 80th percentile being below 1.5). For trucks, due to the higher federal threshold of comparing the 95th percentile to the 50th 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

Travel Time Reliability Performance Measure	Baseline from Jan. 2017 to May 2018 (Source: NPMRDS-RITIS)	Recommended 2-Year Target(s) CYE 12/31/2019	Recommended 4-Year Target(s) CYE 12/31/2021
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

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 next update of the BCATS MTP is scheduled to commence in the latter months of FY 2019, with Policy Committee approval planned by November 30, 2021.

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). BCATS acted to “support” BCT’s 2019 State of Good Repair targets on October 24, 2018, which are shown as follows in the TAM:

Table 3-12: Transit State of Good Repair Targets for 2019

Asset Category - Performance Measure	Asset Class	2019 Target
REVENUE VEHICLES % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus MB - Mini-bus	33% 43%
EQUIPMENT % of vehicles/equipment that has met its Useful Life Benchmark (ULB)	Non-revenue/Service Automobile Maintenance Equipment	75% 0%
FACILITIES % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration Maintenance Parking Structures Passenger Facilities	0% 0% 0% 0%

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 becomes effective on July 19, 2019 and transit agencies are required to certify that they have a safety plan meeting the requirements of the rule in place by July 20, 2020.

Table 3-13: Transit Capital Projects in FY 2020-2023 TIP

Year	Project	Description	Condition Impact
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
2020, 2021, 2022, 2023	5310 Capital Projects for various non-BCT transit providers	Replacement of vehicles and equipment	Replace vehicles and equipment based on MDOT replacement criteria

PROJECT SELECTION IN THE FY 2020-2023 TIP

For the development of the FY 2020-2023 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.

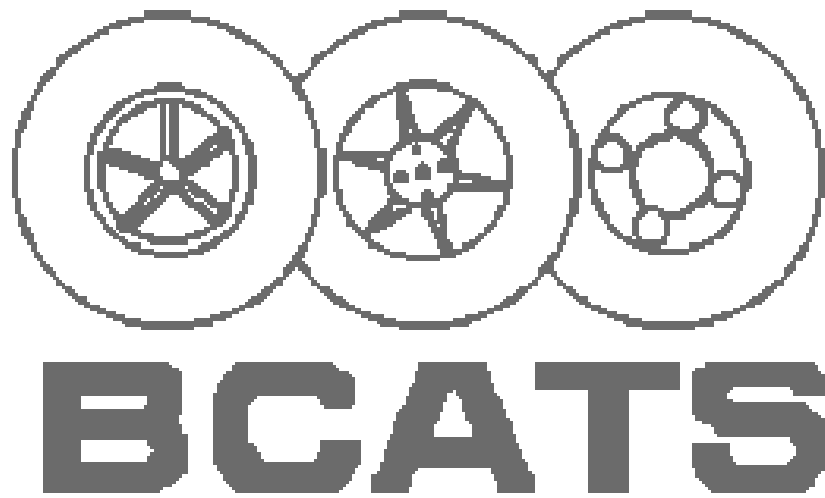
The Road/Street Project and Other Project forms included a second page which asked the following:

“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. The state targets supported by BCATS for these categories can be found on the BCATS webpage at www.bcatsmpo.org.”

The transit form asked for the following information:

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

The information on the submitted forms was utilized in compiling a listing of projects to be considered for inclusion in the FY 2020-2023 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 2040 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 July, 2014, BCATS adopted an update to its Transportation Participation Plan, (TPP). The TPP outlines who will be notified of BCATS activities. The next update of the BCATS TPP will take place in conjunction with the development of BCATS' 2045 Metropolitan Transportation Plan (MTP).

The development of the 2020-2023 TIP was the subject of two special newsletter/flyer sheets which were distributed to an extensive listing of persons, agencies, and groups (including the City of Battle Creek Neighborhood Planning Councils), as well as additional agencies identified with the Consultation process, see Section 5. The newsletters were published in January, 2019 and April, 2019. Copies of the newsletters are included at the end of this section. BCATS also made copies available to the local units of government for distribution. The January publication included a time line for the development and adoption of the new TIP. The distribution of the newsletters resulted in one public comments being received. The one comment was from a government official commending the inclusion of certain projects in their unit of government in the four-year program.

On May 8, 2019, BCATS published a formal notice (reprinted below) of "request for comments" on the proposed new TIP in the general circulation daily newspaper, the *Battle Creek Enquirer*. The public notice listed the dates of the BCATS' Committee meetings in May, 2019 as opportunities to comment on the FY 2020-2023 TIP.

REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS

THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in the final review of its Transportation Improvement Program (TIP) for fiscal years (FYs) 2020-2023 (10/1/19-9/30/23). Projects to be implemented with Federal transportation funds in the BCATS metropolitan area (cities of Battle Creek and Springfield, and townships of Bedford, Pennfield, Emmett, Leroy and Newton) must be identified in the TIP. The draft FY 2020-2023 TIP currently includes seventy-six project phases representing over \$28.1 million total, including nearly \$21.8 million in Federal transportation funds to be expended in the BCATS metropolitan area over the next four years. The draft FY 2020-2023 TIP document in electronic "pdf" format is available for review online at <https://www.bcatsmpo.org>; hard copy can be provided upon request by contacting BCATS (copying fee may be charged), or a copy may be reviewed at the BCATS office. Discussion and action regarding the new TIP will be conducted at the regular meetings of the BCATS' Technical Committee (May 8, 2019) and the BCATS' Policy Committee (May 22, 2019), beginning at 1:30 pm for each Committee in the Council Chambers of Springfield City Hall at 601 Avenue A, Springfield, MI. Public comment on the FY 2020-2023 TIP is encouraged before or at those meetings. BCATS' regular meetings are open to the public. Comments will be accepted up to the Policy Committee action on May 22, 2019. Direct questions and/or comments to: BCATS, 601 Avenue A, Springfield, MI 49037; ph 269/963-1158; fax 269/963-4951; e-mail bcats@bcatsmpo.org.

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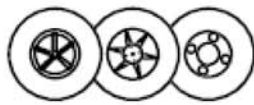
Unforeseen delays precluded BCATS Policy Committee action on May 22nd, so final review of the FY20-23 TIP was deferred to June. A second public notice (reprinted below) was placed in the *Battle Creek Enquirer* on June 4, 2019 to announce the continued opportunity to comment and the June BCATS Committee meeting dates for final review and action on the FY20-23 TIP.

REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS

THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in its final Transportation Improvement Program (TIP) for fiscal years (FYs) 2020-2023 (10/1/19-9/30/23). Projects to be implemented with Federal transportation funds in the BCATS metropolitan area (cities of Battle Creek & Springfield, and townships of Bedford, Pennfield, Emmett, Leroy, & Newton) must be identified in the TIP. The FY2020-2023 TIP document in electronic "pdf" format is available for review online at <https://www.bcatsmpo.org>; hard copy can be provided upon request by contacting BCATS (copying fee may be charged), or reviewed in the BCATS office. Discussion & action regarding the new TIP will be conducted at the regular meetings of the BCATS' Technical Committee and BCATS' Policy Committee on Wednesday, June 12, 2019 and Wednesday, June 19, 2019, respectively, beginning at 1:30 pm in the Council Chambers of Springfield City Hall at 601 Avenue A, Springfield MI. Public comment on the FY 2020-2023 TIP is encouraged before or at the Policy Committee meeting; BCATS' regular meetings are open to the public. Comments will be accepted up to Policy Committee action on 6/19/19. Direct questions and/or comments to: BCATS, 601 Avenue A, Springfield, MI 49037; phone 269/963-1158, fax 269/963-4951, or e-mail bcats@bcatsmpo.org.
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Battle Creek Area Transportation Study (BCATS)

Newsletter of the
Battle Creek Area
Transportation Study



BCATS

January, 2019



"The Signal" 2020-2023 TIP

601 Avenue A, Springfield, MI 49037 (269) 963-1158
fax (269) 963-4951 e-mail: 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 2020-2023 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. In addition, general road, safety, maintenance, transit, and non-motorized projects are all considered.

Representatives of all of the implementing agencies for potential projects meet to discuss possible projects and their 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 2020-2023 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 not represented in the list below and may add additional projects to this list before it is finalized. Please provide any comments about this listing to the BCATS staff office before February 27, 2019.

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



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.

- 2020 - **N Drive North**, from Bellevue Rd. east to 12 Mile Rd. (reconstruction)
Main St., from Mary St. south to the Battle Creek city limits and from M-86 south to Hamblin Ave. (resurface)
Major Resurfacing Program City of Battle Creek, various road segments (chipseal resurfacing)
I-94 Westbound Entrance Ramp at Exit 104, opposite Wheatfield Parkway (reconstruct ramp)
Main St. at Cliff St. Intersection, (signal modernization)
M-96 (Columbia Ave.), Helmer Rd. east to Riverside Dr. (resurface)
I-94BL (Dickman Rd.), from Helmer Rd. east to I-194/M-86 southbound on-ramp (resurface)
- 2021 - **North Ave.**, from VanBuren St. north to Roosevelt Ave. (resurface)
Territorial Rd., from Capital Ave. east to Riverside Dr. (resurface)
Emmett St. from Hazel St. east to Capital Ave. (chipseal resurface)
Capital Ave. SW, from 1800' north of B Drive South north to City of Battle Creek limits (pavement rehabilitation)
Morgan Rd., from M-37 (Bedford Rd.) east to North Ave. (resurface)
Hamblin Ave., Michigan Ave., and Emmett St. Bridges (bridge deck maintenance)
Capital Ave. NE at VanBuren St. Intersection, (signal modernization)
- 2022 - **Morgan Rd.**, from North Ave. east to M-86 (resurface)
Washington Ave., from Goodale Ave. south to Michigan Ave. (resurface)
McCamly St. at VanBuren St. Intersection (signal modernization)
F Drive N., from Wattles Rd. east to Flex-n-Gate driveway (to tie into previous project) (pavement rehabilitation)
Main St. and Grenville St., both from Columbia Ave. north to Kingman (resurface)
I-94 Bridges under I-194 and over Riverside Dr. (bridge maintenance work)
MDOT Non-freeway routes, (signing upgrades at various locations within the BCATS area)
- 2023 - **Capital Ave. SW 4 segments**, from Dickman Rd., south to Fairfield Ave., from Weeks Ave. north to Rebecca Rd., from Michigan Ave. north to Cherry St. and from Dickman Rd. north to Michigan Ave. (resurface)
K Drive S, from 8 1/2 Mile Rd. east to 7 1/2 Mile Rd. (pavement rehabilitation)
I-94 BL (Michigan Ave.) Bridge over I-94 (Emmett Township), (bridge rehabilitation)

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

Schedule for the Development of the 2020-2023 TIP

Nov.
2018

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 may 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 computer modeling on their project lists. However, the implementation of this ruling is still under development. The financial soundness of the total TIP is also required to be evaluated. BCATS also 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 early spring 2019, this document will be available for public review and comment.

Please offer comments on the preliminary list of projects shown on the front of this sheet before the BCATS Policy Committee meeting on February 27, 2019. In May or June, 2019, 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, as well as project lists for 2020 to 2023. 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 2020-2023 TIP is scheduled to be effective as of October 1, 2019 (which is the start of the 2020 fiscal year).

May -
June
2019

Maintaining the 2020-2023 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>

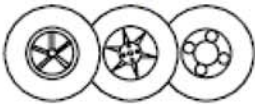


BCATS



Battle Creek Area Transportation Study (BCATS)

The Newsletter of
the Battle Creek
Area Transportation
Study



BCATS

April, 2019



"The Signal" 2020-2023 TIP

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

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

BCATS Finalizing New FY 2020-2023 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, 2019. Projects making the final recommended list for the 2020-2023 TIP are listed below, and continued on the reverse side of this sheet:



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.

Year - Project Name, Limits (Work Description)

2020 - Capital Ave. NE @ VanBuren St., (intersection signal modernization)
City of Battle Creek Major Resurfacings, on various routes (chipseal resurfacing)
Main St., from Mary St., south to City Limits (full resurface)
Main St. @ Cliff St., (intersection signal modernization)
N Drive N, from McAllister Rd. east to 12 Mile Rd. (resurface)
Calhoun County Intersections, 11 intersection approaches (duel stop signage installation)
Banfield Rd., from M-37 north to Baseline Rd. (tree removal safety project)
N Drive N, from 9 1/2 Mile Rd. east to 12 Mile Rd. (tree removal safety project)
D Drive S @ 4 Mile Rd., H Drive S @ 2 1/2 Mile Rd., and D Drive N @ 9 Mile Rd. (install overhead flashing beacons at 3 intersections)
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 6 vehicles total)
I-94 Westbound Entrance Ramp, at Exit #104 (loop reconstruction)
M-96 (Columbia Ave.), from Helmer Rd. east to Riverside Dr. (resurface)
M-66 South, from D Drive S north to north of Glenn Cross Rd. (crack treatment)
I-94BL (Dickman Rd.), from Helmer Rd. east of southbound on-ramp of I-194/M-66 (resurface)
I 94-BL (Michigan Ave.) and Kendall St. Rail Crossings (2), (crossing improvements)
I-194 Freeway Signing Update, at exits 1 & 2 (sign replacement with cantilevers)
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: MDOT has numerous preliminary engineering and right-of-way projects scheduled for completion in advance of construction that are not shown on this newsletter due to space limitations, but are included on the listing posted to the BCATS website.)

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

FY 2020-2023 TIP Project List (continued)

- 2021 -** North Ave., VanBuren St. north to Roosevelt Ave. (resurface)
 Territorial Rd., from Capital Ave. SW east to Riverside Dr. (resurface)
 Emmett St., from Hazel St. east to M-66 (Capital Ave. NE) (crackfill and chip-seal)
 North Ave. @ Emmett St., (installation of a roundabout to replace the signalized intersection)
 Morgan Rd., from M-37 east to North Ave. (resurface)
 Capital Ave. SW, from 1,600 ft north of B Drive S north to Battle Creek City Limits (crush & shape and resurface)
 Transit Operating Assistance, for Battle Creek Transit (annual allocation)
 Specialized Services Operating Assistance, for human service agencies (state \$)
 Bus/Van Vehicle Replacements, for human service agencies (number of replacements to be determined)
 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)
- 2022 -** Washington Ave., from Goodale Ave. south to Michigan Ave. (resurface)
 Morgan Rd., from North Ave. east to M-66 (Capital Ave NE) (resurface)
 F Drive N, from Wattles Rd. east to Flex-N-Gate drive (crush & shape and resurface)
 Harper Village Dr. @ 6 1/2 Mile Rd., (intersection signal modernization)
 Main St., from M-96 (Columbia Ave.) north to Battle Creek City Limits (resurface)
 Bus/Van Vehicle Replacements, for human service agencies (number of replacements to be determined)
 Transit Operating Assistance, for Battle Creek Transit (annual allocation)
 Specialized Services Operating Assistance, for human service agencies (state \$)
 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)
 MDOT Trunkline Intersection Signal Upgrades, 3 locations in the BCATS area (install detection for actuation)
 I-94 Bridge over Riverside Drive (bridge preventative maintenance project)
 I-194/M-66 Bridges, northbound and southbound, over I-94 (bridge preventative maintenance project)
 M-89 @ Stringham Rd., M-89 @ VanBuren, I-94BL @ Charlton, and M-89 @ Kimber (traffic signal modernization projects)
- 2023 -** Capital Ave. NE and SW, four segments (resurface)
 K Drive S - Phase II, from 6 1/2 Mile Rd., east to 7 1/2 Mile Rd. (crush & shape and resurface)
 Morgan Rd. @ North Ave., (intersection signal modernization)
 Transit Operating Assistance, for Battle Creek Transit (annual allocation)
 Specialized Services Operating Assistance, for human service agencies (state \$)
 Bus/Van Vehicle Replacements, for human service agencies (number of replacements to be determined)
 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-94 Dynamic Message Signs (DMS), on I-94 in BCATS area (install 17 CCTV cameras on existing DMS signs)
 I-94BL/M-96 bridge over I-94, in Emmett Township (bridge rehabilitation)
 Trunkline Non-Freeway Signing Updates, within BCATS area (non-freeway sign replacement)

Making Comments on the 2020-2023 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, 2019. The BCATS Policy Committee is scheduled to act on the new TIP on May 22, 2019. 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 (5/8/19) and the BCATS Policy Committee (5/22/19) will provide opportunity to comment.

**Follow the progress of the 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 and FAST Act 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 2020-2023 Transportation Improvement Program (TIP) in January, 2019 and April, 2019 to the following 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
- John Bizon, State Senator
- Jim Haadsma, 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 be deleted from the contact list if mailings are returned with no forwarding address

The newsletter provided a listing of proposed projects for the new FY 2020-2023 TIP and requested input on the preliminary list of projects. This piece was distributed to both the Public Participation and Consultation mailing lists for BCATS, avoiding duplication where the lists overlap. The information sheets (copy included at the end of Section 4 - Public Participation) highlighted the major projects planned over the four-year TIP time frame. The January, 2019 publication provided a time-line for the remainder of the TIP development process. Input to the process from the public was stressed throughout both of the information sheets.

RESPONSES/COMMENTS

BCATS received no input from the consultation agencies following distribution of the January, 2019 newsletter. The result of the April, 2019 publication was similar in that no comments were received from the consultation agencies about the new TIP.

Treatment of Responses/Comments

There was one comment from a local elected official commending inclusion of certain projects, see Section 4 - Public Participation. Given the high percentage of 2020-2023 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. Site-specific transportation improvements proposed for FY 2020-2023 implementation were identified and noted as “Mapped” on the Project List in Section 8. Those mapped projects, i.e. programmed job phases, are highlighted on thematic maps of percent African-American; American Indian & Alaska Native; Asian, Native Hawaiian, & Other Pacific Islander; Hispanic; and below poverty level populations (by Census block) to visually assess whether or not imminent transportation system investments may disproportionately burden or fail to meet the needs of any segment of the population. Summary statistics of the racial minorities, Hispanic, and below poverty level populations within .10, .25, and .50 mile of a planned TIP road project were also calculated. Maps, tables, and additional discussion are presented in this section.

The following tables display percentages quantifying the varying racial composition of the overall metropolitan area population compared to the populations within .10, .25, and .50 mile of the mapped BCATS' TIP major road projects in this FY 2020-2023 TIP.

TABLE 6-1	BCATS Metropolitan Area		EJ Zones - Distance from FY 2020-2023 TIP Road Project					
			within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	----	49.39	22.7%	23.98	11.0%	8.88	4.1%
<i>Total Population</i>	94,367	----	54,484	58.1%	31,464	33.5%	12,092	12.9%
<i>White</i>	74,606	79.1%	39,730	72.8%	22,207	70.6%	8,323	68.8%
<i>African-American</i>	11,997	12.7%	9,833	18.0%	6,215	19.8%	2,598	21.5%
<i>American Indian & Alaska Native</i>	608	0.6%	423	0.8%	252	0.8%	110	0.9%
<i>Asian, Native Hawaiian, & Other Pacific Islander</i>	1,991	2.1%	899	1.6%	559	1.8%	216	1.8%
<i>Other Race or 2+ Races</i>	5,166	5.5%	3,698	6.8%	2,230	7.1%	846	7.0%
<i>Individuals of Hispanic Origin</i>	4,868	5.2%	3,464	6.3%	2,170	6.9%	871	7.2%
<i>Individuals Below Poverty Level</i>	16,786	17.8%	11,232	20.6%	7,026	22.3%	2,941	24.3%

The above 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 2020-2023 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, almost 18% of the metropolitan area total population is below poverty level, while almost 21% of the population within .50 mile of a FY 2020-2023 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 33.5% of the total metropolitan area population resides within .25 mile of a FY 2020-2023 TIP road project, almost 45% of the area's individuals of Hispanic origin do so.

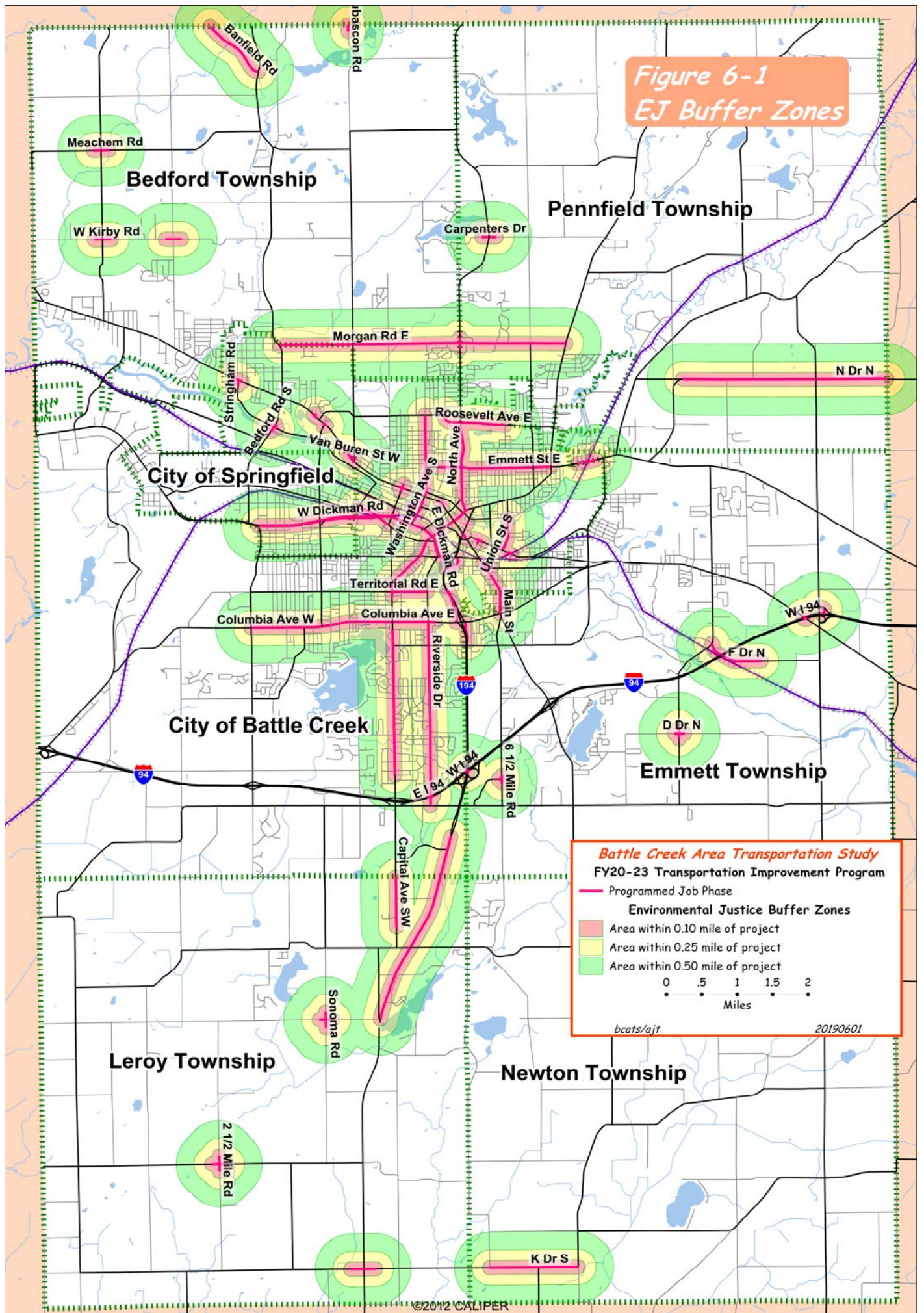
TABLE 6-2	BCATS Metropolitan Area	EJ Zones - Distance from FY 2020-2023 TIP Road Project					
		within .50 mile		within .25 mile		within .10 mile	
<i>Area (sq mi)</i>	217.20	49.39	22.7%	23.98	11.0%	8.88	4.1%
<i>Total Population</i>	94,367	54,484	58.1%	31,464	33.5%	12,092	12.9%
<i>White</i>	74,606	39,730	53.5%	22,207	29.9%	8,323	11.2%
<i>African-American</i>	11,997	9,833	82.3%	6,215	52.0%	2,598	21.7%
<i>American Indian & Alaska Native</i>	608	423	70.0%	252	41.6%	110	18.1%
<i>Asian, Native Hawaiian, & Other Pacific Islander</i>	1,991	899	45.4%	559	28.2%	216	10.9%
<i>Other Race or 2+ Races</i>	5,166	3,698	71.9%	2,230	43.4%	846	16.4%
<i>Individuals of Hispanic Origin</i>	4,868	3,464	71.5%	2,170	44.8%	871	18.0%
<i>Individuals Below Poverty Level</i>	16,786	11,232	68.5%	7,026	42.9%	2,941	17.9%

Figure 6:1 on the next page highlights the .10, .25, and .50 mile zones around each project. Maps on the following pages (Figures 6:2-6) depict concentrations of racial minorities, Hispanic, and below poverty level populations with the major road projects planned in this TIP for FY 2020-2023. The bolder, black lines on the maps are generally roads that comprise the network for BCATS' Travel Demand Forecast Model, or TDFM., typically at a minimum all Fed-aid eligible public roads in the area.

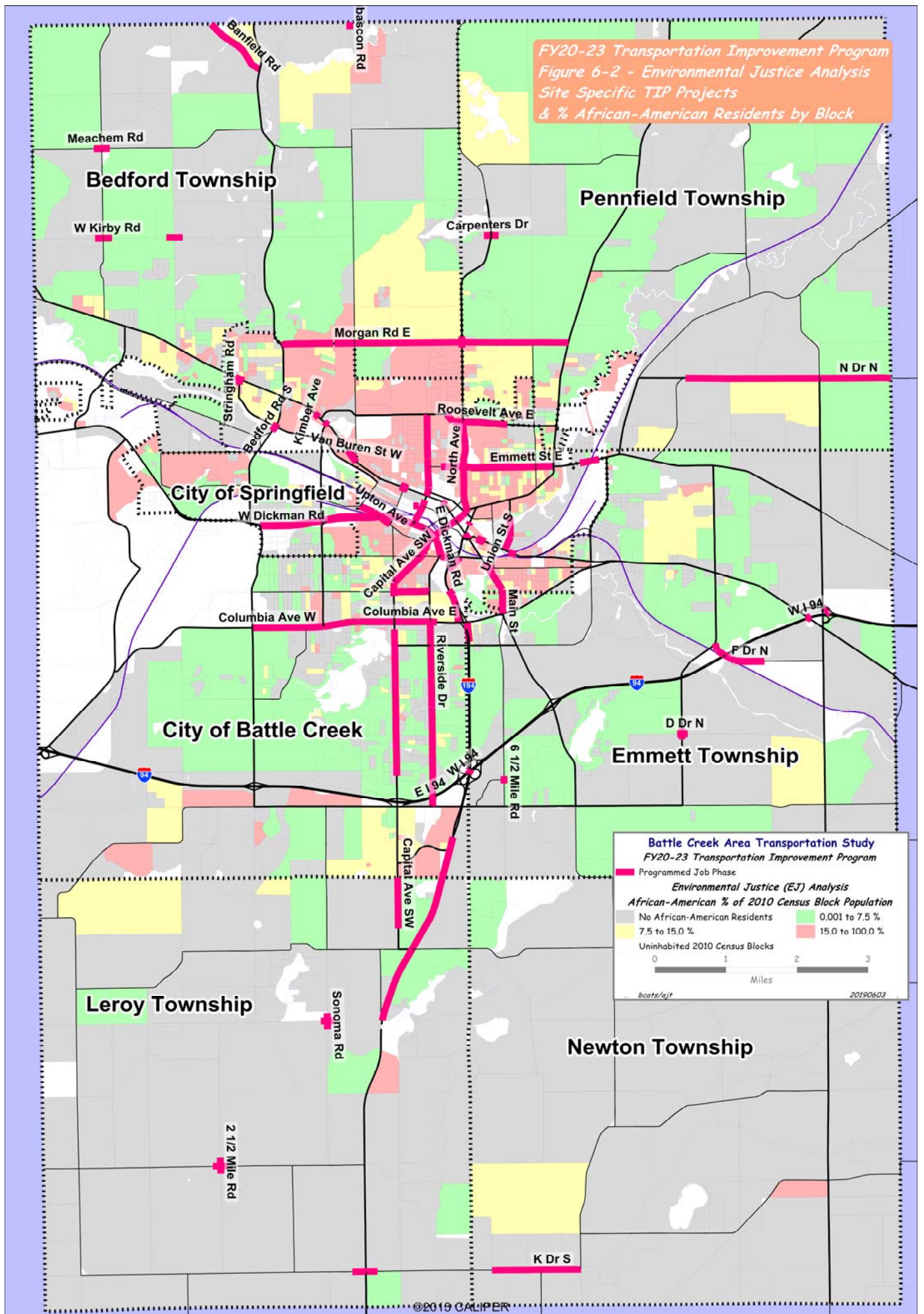
Review of the preceding tables and the maps indicates that BCATS' imminent TIP road projects will impact non-minority as well as minority and low-income populations. The figures in the tables suggest that a slightly larger percentage of the non-white populations may be impacted during the construction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

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

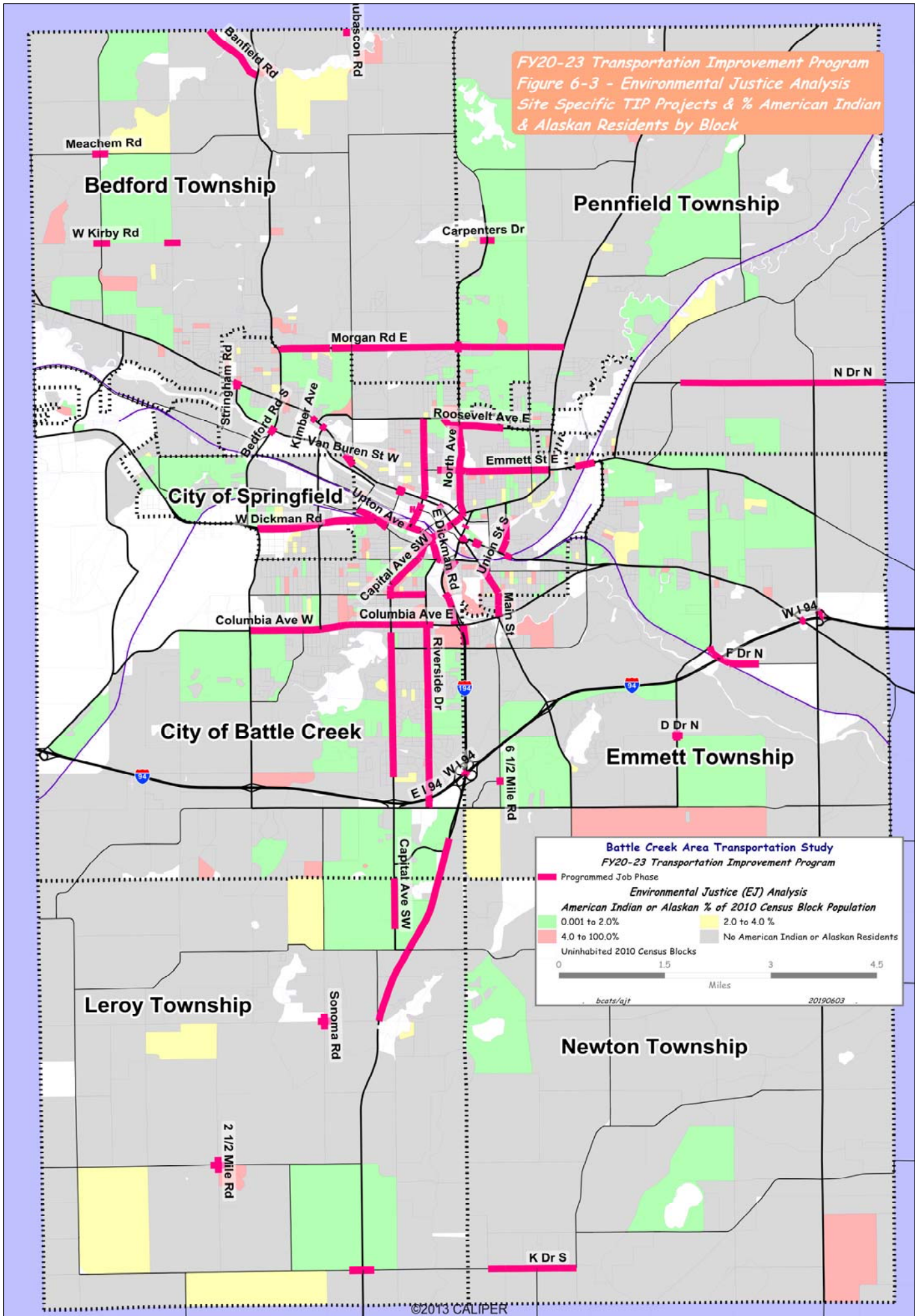
Figure 6-1
EJ Buffer Zones



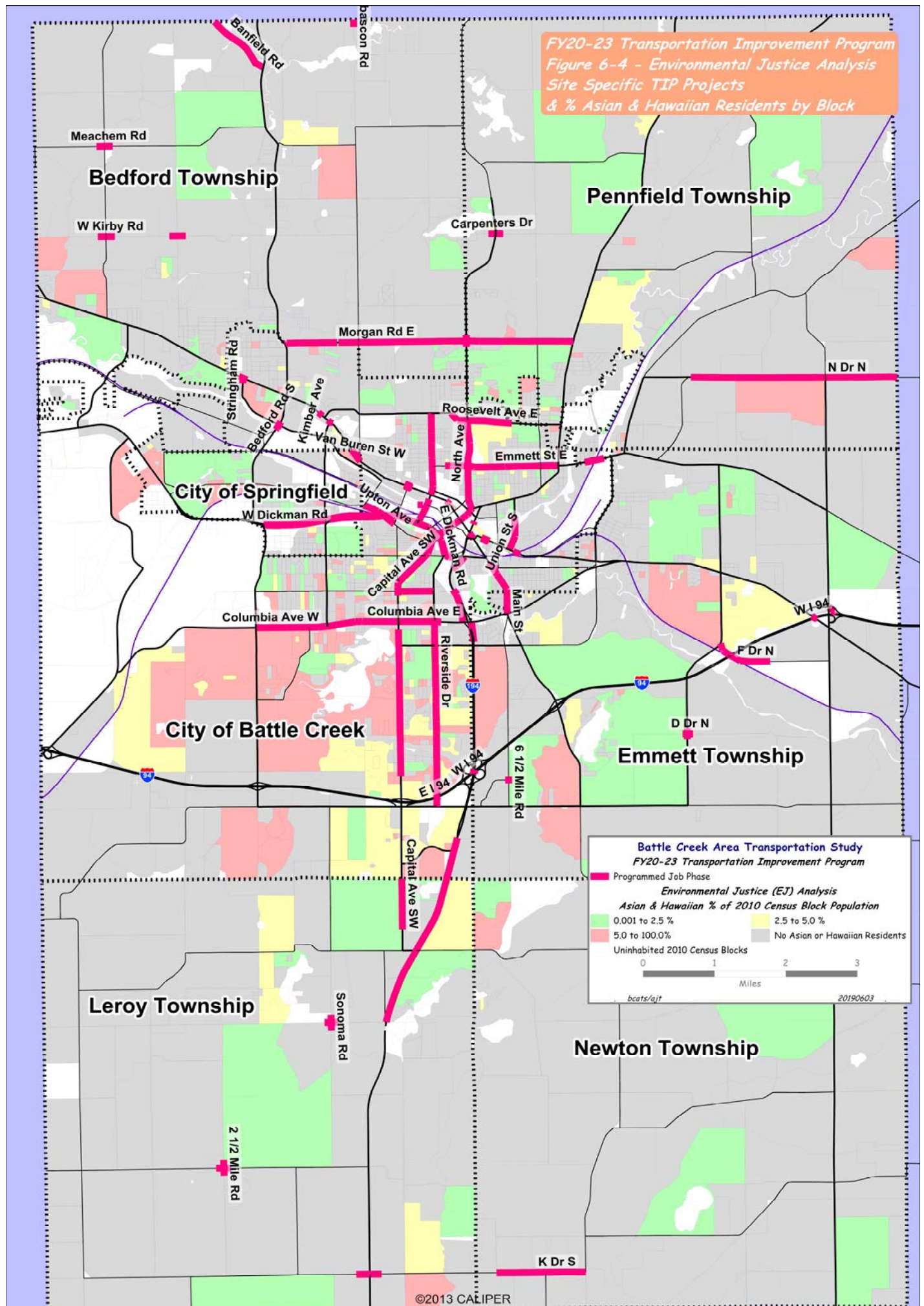
*FY20-23 Transportation Improvement Program
Figure 6-2 - Environmental Justice Analysis
Site Specific TIP Projects
& % African-American Residents by Block*



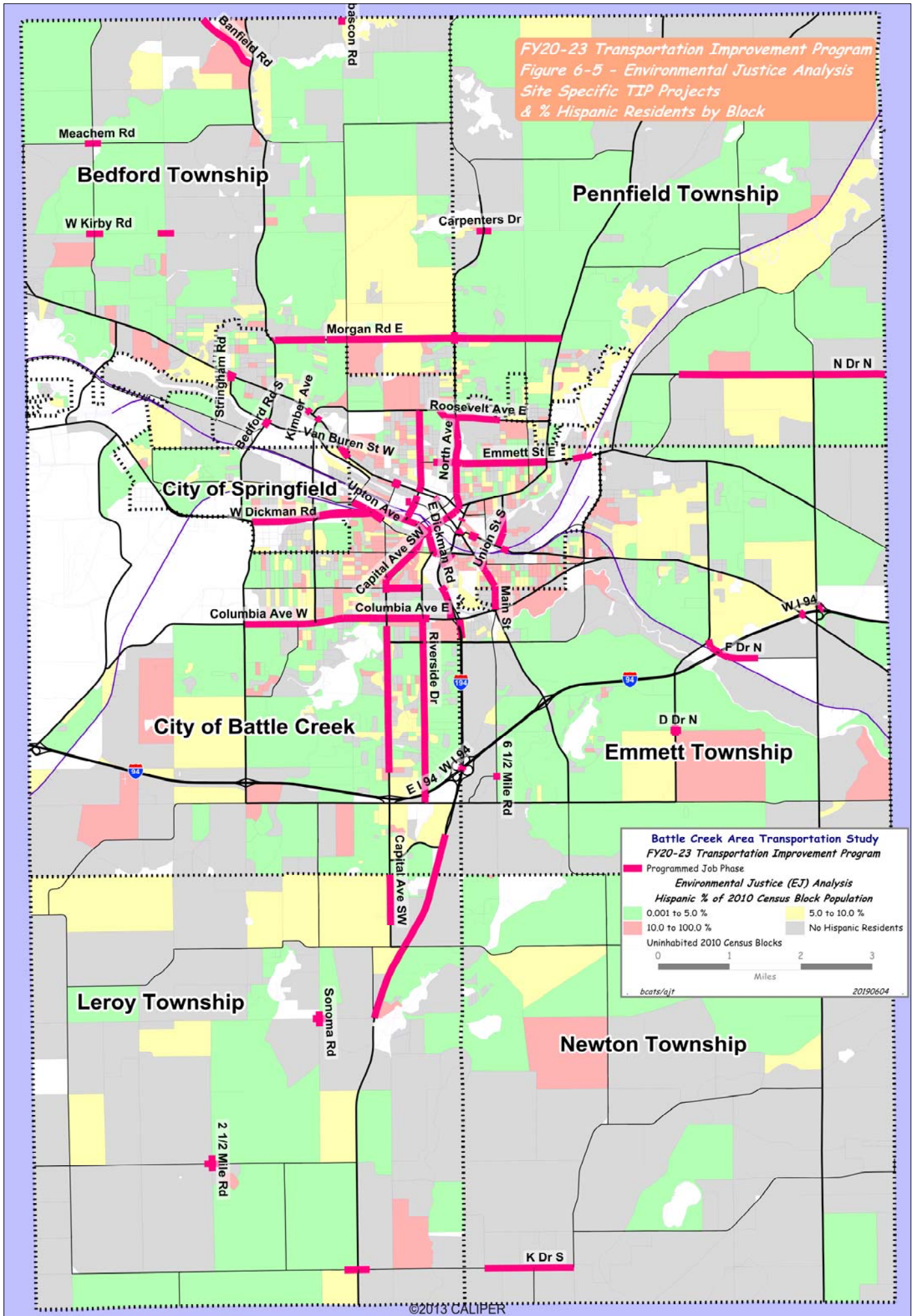
**FY20-23 Transportation Improvement Program
Figure 6-3 - Environmental Justice Analysis
Site Specific TIP Projects & % American Indian
& Alaskan Residents by Block**



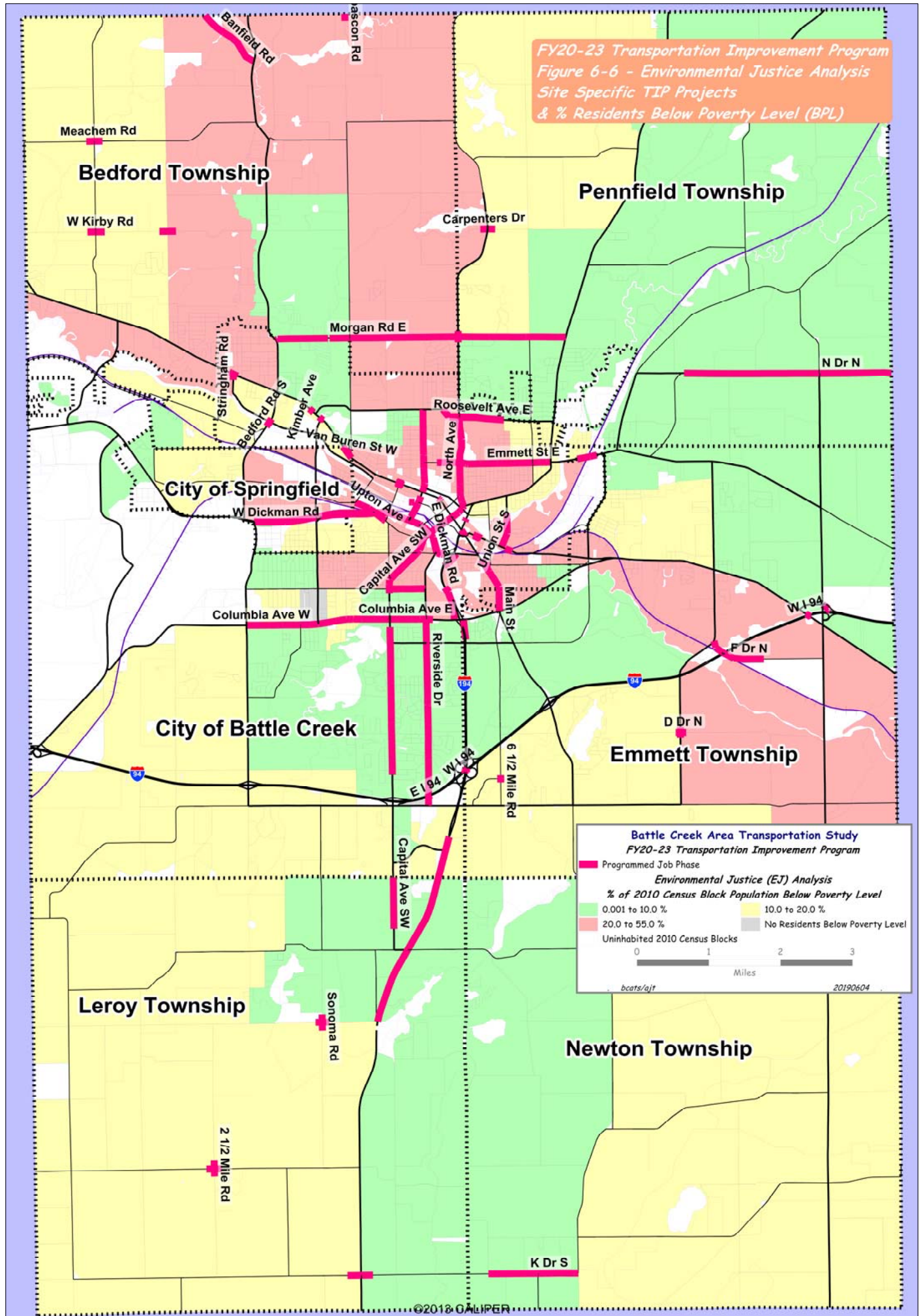
FY20-23 Transportation Improvement Program
Figure 6-4 - Environmental Justice Analysis
Site Specific TIP Projects
& % Asian & Hawaiian Residents by Block



FY20-23 Transportation Improvement Program
Figure 6-5 - Environmental Justice Analysis
Site Specific TIP Projects
& % Hispanic Residents by Block



*FY20-23 Transportation Improvement Program
Figure 6-6 - Environmental Justice Analysis
Site Specific TIP Projects
& % Residents Below Poverty Level (BPL)*



SECTION 7 - AIR QUALITY

The federal Clean Air Act Amendments of 1990 (CAAA) established rules to improve the air, protect public health, and protect the environment. The act requires the U.S. Environmental Protection Agency (EPA) to set, review and revise the National Ambient Air Quality Standards (NAAQS) periodically.

The Clean Air Act links together air quality planning and transportation planning through the transportation conformity process. Air quality planning is controlled by Michigan's State Implementation Plan (SIP), which includes the state's plans for attaining or maintaining the NAAQS. The main transportation planning tools are the metropolitan transportation long range plans and the metropolitan Transportation Improvement Program (TIP). Transportation conformity ensures that federal funding and approval are given to highway and transit activities that are consistent with the SIP and that these activities will not affect Michigan's ability to achieve the NAAQS.

On July 20, 2012, the EPA designated all of Michigan as in attainment for the strengthened 2008 ozone NAAQS. The Kalamazoo-Battle Creek, MI area was included in the areas designated attainment under the 2008 standard. This attainment/maintenance area included the counties of Kalamazoo, Calhoun and Van Buren.

Effective July 20, 2013 the EPA partially revoked the 1997 8-hour 0.080 parts per million (ppm) ozone standard for the purposes of regional transportation conformity, revoking the requirement to do transportation conformity for areas that were in maintenance. On April 6, 2015, the EPA completely revoked the 1997 ozone standard, which resulted in removal of all transportation conformity requirements. On January 16, 2018, the EPA designated Calhoun County as attainment for the strengthened 2015 ozone NAAQS (also referred to as the 2015 ozone standard at 0.070ppm). On August 3, 2018 the additional counties in the original air quality area (Kalamazoo and Van Buren) were also designated as attainment.

However, on April 23, 2018, the Federal Highway Administration, complying with a court decision in *South Coast Air Quality Management District v. EPA*, started requiring areas in the country that were maintenance for the 1997 ozone standard and attainment for the 2008 ozone standard to conduct conformity analysis.

This was changed on September 17, 2018 to allow the MPOs until February 16, 2019 to make conformity determinations on the Long Range Transportation Plans and Transportation Improvement Programs. The conformity analysis to comply with this requirement was completed for the Kalamazoo-Battle Creek attainment area by MDOT on March 28, 2019. The Battle Creek Area Transportation Study Policy Committee passed a resolution to make a formal conformity determination on February 27, 2019. The conformity analysis conducted by MDOT for the BCATS 2040 Metropolitan Transportation Plan and the FY 2017-2020 Transportation Improvement Program met all applicable requirements for conformity for the 1997 ozone standard. Concurrence by FHWA relative to the conformity determination was received on May 30, 2019.

The Kalamazoo-Battle Creek Michigan Transportation Conformity Interagency Work Group (MITC - IAWG) reviewed the projects proposed for the BCATS FY 2020-2023 TIP and concluded that all of the projects are considered exempt relative to modeling for air quality conformity. Notes of the MITC - IAWG meeting conducted in this regard are provided in this document as Appendix B.

Since none of the projects in the BCATS FY 2020-2023 TIP, or the KATS FY 2020-2023, or the STIP FY 2020-2023 projects, changed the results of the previously completed conformity analysis, the conformity analysis for the area (which the BCATS FY 2020-2023 TIP is a part of) is relying on the previous analysis relative to meeting the current air quality conformity requirements.

The complete *Air Quality Conformity Analysis for the Kalamazoo-Battle Creek Conformity Area* (March 28, 2019) is available for review on the BCATS website (<https://www.bcatsmpo.org>). Further discussion of the air quality status for areas in Michigan is included in the state's FY 2020-2023 State Transportation Improvement Program (STIP).

SECTION 8 - PROJECT LIST

This section presents specific transportation improvements which the participating units of government intend to undertake during fiscal years (FYs) 2020-2023 (October 1, 2019–September 30, 2023). The initial list (as of 5/31/19) of planned FY 2020-2023 road and transit projects consists of eighty-three programmed project phases, totaling over \$43.1 million in local, State, and Federal funds, and is presented at the end of this section. As noted previously in Section 7, the Kalamazoo-Battle Creek Michigan Transportation Conformity Interagency Work Group (MITC-IAWG) reviewed the projects proposed for this TIP and concluded that all of the projects are considered exempt relative to modeling for air quality conformity.

The **FY 2020-2023 road program** includes fifty-two projects, all together proposed to utilize **\$25.4 million** in local, State, and Federal funds. Of the listed road projects, thirty-eight are site-specific road or road-related work, indicated on the list in the right-most column “Mapped?” as “YES”, and are highlighted in map Figures 8:1 and 8:2 on following pages in this section and also included in Section 6's environmental justice analysis.

Specified major MDOT construction projects include:

- In FY 2020:**
 - Resurfacing M-96 (Columbia Ave.) from Helmer Road to Riverside Drive
 - Rehabilitation of I-94 Business Loop (Dickman Road) from Helmer Road to the entrance ramp at I-194 in downtown Battle Creek
- In FY 2021:** No major projects
- In FY 2022:**
 - Bridge preventative maintenance on I-194 bridge over I-94 and I-94 bridge over Riverside Dr
 - Traffic signal modernization at four intersections in the BCATS area
- In FY 2023:**
 - Rehabilitation of Michigan Avenue bridge over I-94 in Charter Township of Emmett
 - Non-Freeway signage updates along MDOT trunkline routes in the BCATS area

BCATS' federal Surface Transportation Program-Urban (STUL) funds will be applied to the following local projects:

- In FY 2020:**
 - City of Battle Creek major resurfacing project on 4.5 miles of eligible roadways
 - Main Street resurfacing from Mary Street south to the Battle Creek City Limits
 - N Drive North resurfacing project on McAllister Road to 12 Mile Road
- In FY 2021:**
 - North Avenue/Capital Avenue resurfacing from Van Buren Street to Roosevelt
 - Territorial Road resurfacing from Capital Avenue to Riverside Drive
 - Emmett Street W surface treatment from Hazel Street to M-66 (Capital Ave. NE)
 - Morgan Road resurfacing from M-37 (Bedford Road) to North Avenue
 - Capital Avenue SW crush and shape and resurfacing from .3 miles north of B Drive South to the Battle Creek City Limits
- In FY 2022:**
 - Washington Avenue resurfacing from Goodale Avenue to Michigan Avenue (M-89)
 - Morgan Road resurfacing from North Avenue to M-66 (Capital Avenue NE)
 - F Drive N crush and shape and resurfacing from Wattles Road to Flex-n-Gate drive
 - Main Street resurfacing from M-96 (Columbia Avenue) to Battle Creek City Limits
- In FY 2023:**
 - Capital Avenue SW + NE resurface four segments of Capital Avenue
 - K Drive S, Phase II crush and shape and resurface from 6 ½ Mile Road to 7 ½ Mile Road

Congestion Mitigation Air Quality (CMAQ) funds have undergone some changes in the distribution of this funding source since the last TIP development. The BCATS area at present is designated to receive approximately \$515,000 per year for the CMAQ program. However, starting in 2021, BCATS will only receive approximately \$258,000 in funding for CMAQ projects each year. This will impact the number and type of projects able to be programmed with that funding source.

Transit Operating

The **FY 2020-2023³ transit program** developed by Battle Creek Transit (BCT) requests a total of \$1.36 million in Section 5307 operating funds *annually* from the Federal Transit Administration (FTA). The operating funds requested from FTA will be matched *each year* by \$1.36 million from the City of Battle Creek, comprised of approximately \$980,000 City general fund plus around \$383,000 in estimated farebox revenue, with minimal advertising and other non-transit revenue. Additional *annual* funding of \$1.43 million from the State Comprehensive Transportation Fund (CTF) is also expected to meet BCT's estimated yearly operating expenses of \$4.15 million.

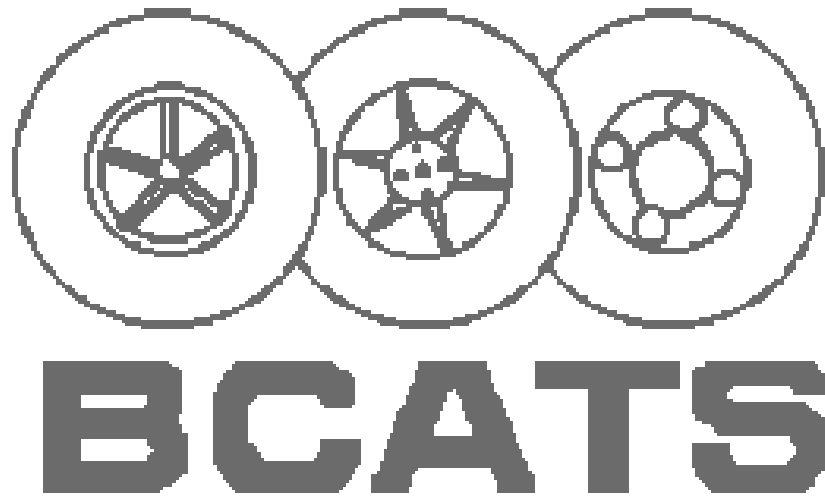
State specialized services operating assistance from the CTF for several local human service agencies to provide transportation services for the elderly and individuals with disabilities, in the amount of \$92,624 annually, is listed in this TIP as a "regionally significant" expenditure. Participating Battle Creek area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).

Transit Capital

It is anticipated that each year over FY20-23 that BCT will have access to \$130,602 in FTA Section 5339 capital funds, to be matched by State funds in the amount of \$32,651, to program for an annual capital project(s) of \$163,253. In FYs 2020 and 2021, BCT is planning to direct the Section 5339 funding towards up to three full size van replacements each year, for its demand response service. In FYs 2022 and 2023 up to twenty-five farebox upgrades are planned each year with the Section 5339 funds.

Other FY20 transit capital expenditures include FTA Section 5310 capital funds of \$319,833, matched with \$79,958 in State funds, to purchase a total of seven 12-15 passenger wheelchair accessible buses/vans for local human service agencies, a total expenditure of \$399,791. Additional FTA Section 5310 capital projects for 2021, 2022, and 2023 may be amended in October/November 2019. Participating Battle Creek area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).

³ The BCT fiscal year runs from July 1 through June 30.



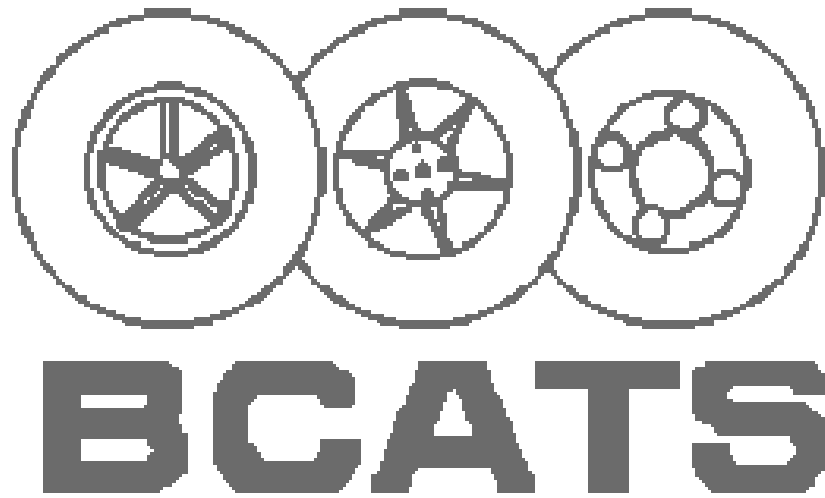


Figure 8-1

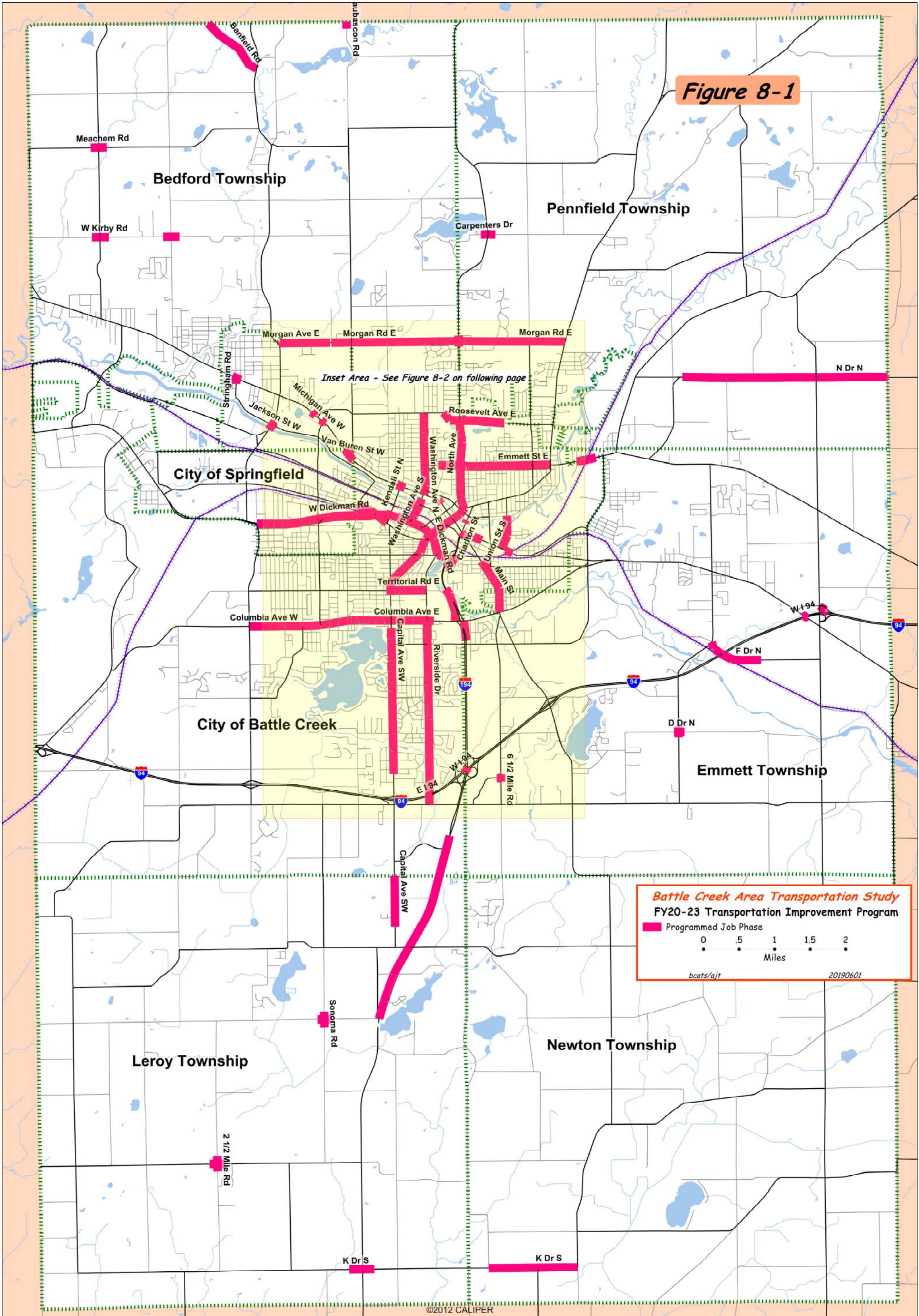
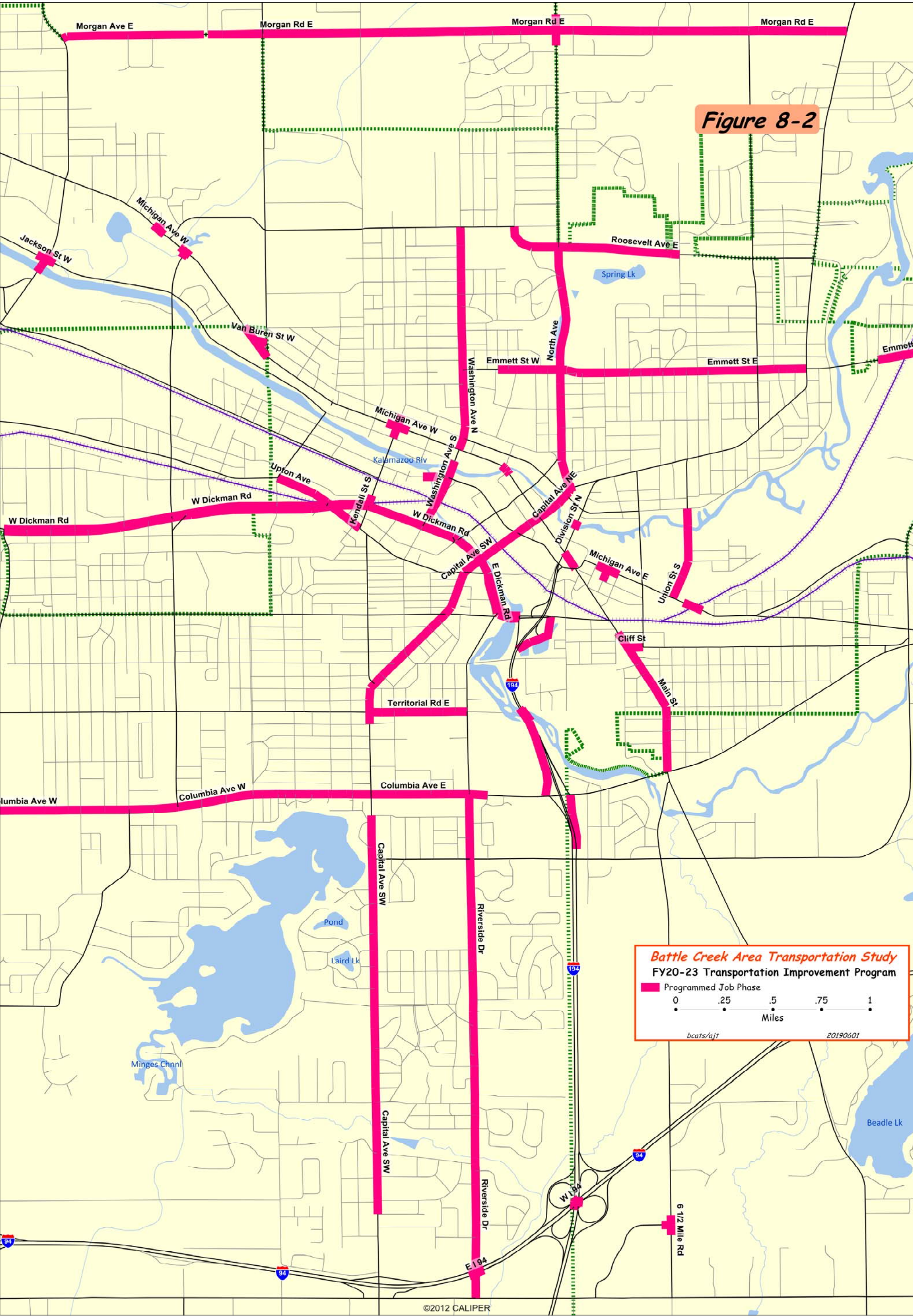


Figure 8-2



Battle Creek Area Transportation Study
FY20-23 Transportation Improvement Program

Programmed Job Phase

0 .25 .5 .75 1
Miles

bcats/ajt 20190601

Battle Creek Area Transportation Study (BCATS)
Transportation Improvement Program (TIP)

Master Comprehensive Project List

SORT ORDER: 1. Fiscal Year ^, 2. Job Type ^,
3. Responsible Agency ^, 4. Job no. ^, 5. Phase v

FY20-23 TIP

HIDE						HIDE				For Work in BCATS Metropolitan Planning Area Only						
Fiscal Year	Job no.	Phase	Phase Status	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments	Mapped?
2020	120752	CON	Programmed	Local	Battle Creek	Intersection Signal Modernization - Capital @ VanBuren ("Capital Ave NE" in JobNet")	Capital Ave @ VanBuren St	0.00	Modernization & upgrade of traffic signal(s) at intersection, consisting of replacement of existing mast arm configuration at end of design life with new mast arms to support additional signal & camera hardware; installation of new signal(s); left-turn phasing; pedestrian signals; and inter-connection to nearby signals and City's Traffic Management Center	\$325,000	CMG	\$0	\$0	\$325,000	Signal project eligible for 100% Fed CMAQ funding. Programmed in original FY17-20 TIP, Fed-approved 10/1/16. Job was inadvertently suspended in early implementation of JobNet. CR1 reprogrammed job 5/4/17, but "new" job never Fed-approved. BCATS can include JN-120752 in the JobNet transmittal package for this Am#B13, for the project to be Fed-approved in BCATS' current TIP BY AMENDMENT.	YES
2020	130194	CON	Programmed	Local	Battle Creek	2020 Major Street Resurfacing, City of Battle Crk (Major Route "Riverside Dr" in JobNet)	RIVERSIDE DR, from Columbia Ave to Beckley Rd (2.6mi); UNION ST, from Michigan Ave northward to VanBuren St (0.48 mi); UPTON AVE, from Angell to Kendall (0.68 mi); and ROOSEVELT AVE, from Garrison to Goodale (0.92 mi). Total 4.68 mi chipseal resurfacing.	4.49	Chipseal resurfacing, all with spot sidewalk & ramp replacement as necessary & appropriate.	\$402,514	STUL	\$0	\$89,256	\$491,770	CR3 removed \$225,000 Main St full resurfacing work, set up separately in new JN-205961 . Action by BCATS Am#B14 / JobNet Am#J5, January 2019. CR5 removed Meachem Ave, from Upton to Capital (0.77 mi), from project; total cost remains same \$491,770. Action by BCATS Am#B16/JobNet Am#J7, May 2019.	YES
2020	205961	CON	Programmed	Local	Battle Creek	Main St full resurfacing	MAIN ST, from Mary St southward to south city limits (~200' south of Kingman Ave), ~0.5 mi, and from M-66 (Division St) southward to Hamblin Ave, ~0.1 mi.	0.59	Full Resurfacing	\$184,162	STUL	\$0	\$40,838	\$225,000	These Main St segments require full resurfacing vs. chipseal. Work and \$ separated from chipseal resurfacing work of JN-130194 (CR3) and set up as new project JN-205961 by action of BCATS Am#B14 / JobNet Am#5, January 2019.	YES
2020	207442	CON	Programmed	Local	Battle Creek	Signal Modernization - Main @ Cliff	Signalized intersection of Main St and Cliff St	0.00	Traffic Safety - Signal Modernization	\$190,426	CMG	\$0	\$0	\$190,426	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	YES
2020	130192	CON	Programmed	Local	Calhoun County	N Dr N (Gorsline Rd)	from McAllister Rd (northeastern end of curve) eastward to 12 Mile Rd	2.89	Road Rehabilitation - Resurfacing	\$641,323	STUL	\$0	\$558,677	\$1,200,000	Originally in TIP for \$760,000 total, at 78.64% Fed STUL (\$597,684), with \$162,316 from CCRD. CR3 added \$43,639 of BCATS' previously undesignated 2020 Fed STUL funds to this project. New total of \$783,534 based on \$641,323 Fed STUL at maximum 81.85%, with \$142,211 from CCRD. CR4 set total budget at \$810,000 with Fed STUL remaining at \$641,323 (max available), and changed project's west limit from Bellevue Rd to easternmost intersection of McAllister and N Dr N (at northern end of McAllister curve), reducing project length 0.66 mi. Changed construction length > 0.5 mile to be included in TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019. CR5 (5/1/19) added \$390,000 in Local funding from the Calhoun County Road Department for unexpected corrective extensive grading to be required due to unsuitable shoulder material, to suitably support full resurfacing of existing cross-section including paved shoulders. New total \$1,200,000. Change processed thru BCATS TIP Am#B16/J7 May/2019.	YES
2020	206921	CON	Programmed	Local	Calhoun County	CCRD Intersections - Dual Stop Signs ("Multiple Routes, Calhoun County" in JobNet)	11 intersection approaches: Waubascon Rd (4.5 Mi Rd) northbound at Baseline Rd; Kirby Rd (R Dr N) east+westbound at Collier Ave and at Uldriks Rd; Meachem Rd east+westbound at Uldriks Rd; K Dr S east+westbound at M-66; and St Marys Lake Rd (R Dr N) east+westbound at North Ave.	0.41	Traffic Safety - Force Account installation, Dual Stop Signs with Reflective Post Sheeting and Dual Stop Ahead Signs	\$21,346	HSIP	\$0	\$2,372	\$23,718	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	YES
2020	207221	CON	Programmed	Local	Calhoun County	Banfield Road	Banfield Road from M-37 northwestward to Baseline Road (Calhoun County north boundary with Barry County)	0.96	Traffic Safety - Tree removal within 10 feet of the edge of the roadway	\$13,441	HRRR	\$0	\$1,493	\$14,934	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	YES
2020	207222	CON	Programmed	Local	Calhoun County	N Drive North (Gorsline Rd)	N Drive North from 9 1/2 Mile Road eastward to 12 Mile Road, Calhoun County	2.26	Traffic Safety - Tree removal within 10 feet of the edge of the roadway	\$8,206	HSIP	\$0	\$912	\$9,118	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	YES
2020	207264	CON	Programmed	Local	Calhoun County	CCRD Intersections - Flashing Beacons (overhead) ("Multiple Routes, Calhoun County" in JobNet)	3 intersections: D Drive S at 4 Mile Rd (Sonoma Rd), H Drive S at 2 1/2 Mile Road, D Drive N at 9 Mile Road, Calhoun County	0.39	Traffic Safety - Install overhead flashing beacons	\$47,984	HSIP	\$0	\$5,332	\$53,316	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	YES
2020	203096	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Operating - Battle Creek Transit (BCT), Fed+Local	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Federal Transit Administration (FTA) Section 5307 and Local financial support to maintain Battle Creek Transit operations at current service level. Scope Code SP3000.	\$1,362,313	5307	\$0	\$1,362,313	\$2,724,626	Local transit operating assistance from City of BC general fund (~\$980,000) plus ~\$383,000 from BCT farebox, with minimal advertising, and non-transit revenue. Estimated FY21,22,23 annual levels of transit operating assistance unchanged from FY20 amounts (JN-203096), as listed initially in FY20-23 TIP. Expected annual State Local Bus Operating (LBO) assistance of ~\$1,427,367, from State CTF, to be programmed into separate jobs by Oct/Nov 2019 for each year 2020,2021,2022,2023 in JobNet to have annual TOTAL operating budget of ~\$4.15M for BCT fully represented in FY20-23 TIP.	
2020	203108	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Capital - Battle Creek Transit, FTA Sec5339	Areawide - Battle Creek Transit demand response service area, generally City of BC	0.00	Up to three full size van replacements, for demand response service. Scope Code SP1105.	\$130,602	5339	\$32,651	\$0	\$163,253	The JN-203108 CR3 (submitted 5/15/19) budget change of +36.0% requires Fed amendment and will be addressed by BCATS in its first amendment to its new FY20-23 TIP (once Fed-approved and in effect for FY20, after10/1/19), thru BCATS' normal public notice and Committee review/approval process in Oct/Nov 2019.	
2020	208134	NI	Programmed	Multi-Modal	Battle Creek Transit	Specialized Services Transit Operating Assistance	within Calhoun County	0.00	SP09-Specialized Service - State operating assistance to local human services agencies, for services for the elderly and individuals with disabilities	\$0	CTF	\$92,624	\$0	\$92,624	State Comprehensive Transportation Funds (CTF) "passed through" Battle Creek Transit (BCT). Annual amount held constant thru FY20-23 TIP. Regionally Significant per BCATS discretion, request, and historic use of the TIP. "Specialized services" operating funding for local transit has always been listed in the BCATS TIP as a line item. Participating BCATS area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).	0

HIDE						HIDE				For Work in BCATS Metropolitan Planning Area Only						
Fiscal Year	Job no.	Phase	Phase Status	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments	Mapped?
2020	203106	NI	Programmed	Multi-Modal	Community Action Agency of South Central MI, Inc	Community Action / Transit Capital Assistance - Planned 2020 Application 1+2	within Calhoun County	0.00	Acquisition of two (2) new 15-psngr van, to REPLACE two vehicles in existing fleet, plus Acquisition of two (2) new small light-duty cutaway buses, 138" wheelbase, w/lift, gas engine, to REPLACE two vehicles in existing fleet.	\$169,793	5310	\$42,448	\$0	\$212,241	To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY20 application. Cost based on 2018 application estimates(for like vehicles) increased 2%/yr. BCATS TIP ID 20201306 & 20201307 combined into JN-203106 per OPT rule "One JN per Federal funding source, per fiscal year, per agency, operating or capital"	
2020	203107	NI	Programmed	Multi-Modal	Community Inclusive Recreation, Inc.	Community Inclusive Recreation (CIR) Transit Capital Assistance - Planned 2020 Application	within Calhoun County	0.00	Acquisition of one (1) new small (15-psngr) light-duty cutaway buses, 138" wheelbase, w/lift, gas engine, to REPLACE one vehicle in existing fleet.	\$49,240	5310	\$12,310	\$0	\$61,550	To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY18 application. Cost based on 2017 application estimates (for like vehicle) increased 2%/yr.	
2020	203109	NI	Programmed	Multi-Modal	Marian E. Burch Adult Care & Rehabilitation Center	Marian Burch Adult Daycare Center (MBADC) Transit Capital Assistance - Planned 2020 Application 1+2	within Calhoun County	0.00	Replacement of one cutaway small bus plus replacement of one 12-passenger van with lift	\$100,800	5310	\$25,200	\$0	\$126,000	Funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY20 application. Local \$1,800 from MBADC for non-participating cost of lettering on vehicle exterior removed BY ADMINISTRATIVE ACTION 2/22/17, with total phase cost increased 1.5% & split 80/20 Fed/State, to correctly match application. BCATS TIP ID 20201303 & 20209301 combined into JN-203109 per OPT rule "One JN per Federal funding source, per fiscal year, per agency, operating or capital"	
2020	127639	CON	Programmed	Trunkline	MDOT	I-94 WB entrance ramp at Exit 104 interchange CON	I-94 WB entrance ramp from I-94BL/M-311 (11 Mile/Wheatfield Rd) east-south-westward to I-94	0.18	Reconstruction of the loop entrance ramp	\$1,010,700	HSIP	\$112,300	\$0	\$1,123,000	Listed separate from Trunkline Traffic Operations and Safety GPA. PE phase in 2017.	YES
2020	201957	PE-S	Programmed	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - PE-S	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	\$0	M	\$83,000	\$0	\$83,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES
2020	201957	PE	Programmed	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - PE	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	\$0	M	\$60,000	\$0	\$60,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES
2020	202655	PE	Programmed	Trunkline	MDOT	Trunkline Non-Freeway Signing Updates ("M-60" in JobNet)	All trunkline routes in the BCATS metropolitan planning area (MPA) except I-94, I-194, and west I-94BL (Columbia Ave) west of Helmer Rd	137.37	Traffic Safety - Non-freeway sign replacement	\$168,500	STG	\$0	\$0	\$168,500	BCATS area work is part of larger project also including trunkline non-freeway signing updates on +74.2 mi in Calhoun County outside BCATS MPA, +\$1,228,500 for CON. Scheduled Obligation Date for CON Phase 10/07/2022 (FY23). CR4 increased PE budget 12.5%; included in TIP as MPO adjustment, thru BCATS Am#B15/J6 March 2019.	
2020	203667	CON	Programmed	Trunkline	MDOT	M-96 (Columbia Ave)	from Helmer Road to east of Riverside Drive, ~2.8 mi	2.80	Road CPM - Milling & one course asphalt overlay with sidewalk improvements	\$1,353,800	NH,HIPS	\$300,202	\$0	\$1,654,002	2020 CON phase added by AMENDMENT (BCATS Am#12B, Sep/2018). 2019 PE phase (\$177,000, 100% State) Regionally Significant for Battle Creek TIP. 2019 ROW (\$25,000) STIP exempt. Revised to 1.5" mill+overlay instead of 2" based on CPM subcommittee comments; CR3 (9/17/18) to reduce CON cost 14.7%.	YES
2020	203675	CON	Programmed	Trunkline	MDOT	M-66 south CPM ("M-60" in JobNet)	M-66 for 2.7 miles south of I-94; from D Drive South to north of Glenn Cross Road in the City of Battle Creek, Calhoun County	11.46	Road CPM - Asphalt Crack Treatment	\$40,590	ST	\$8,910	\$0	\$49,500	BCATS area work is part of larger project also including +8.8 mi of asphalt crack treatment on each ramp of the I-69/Jonesville Rd interchange in Branch County, and on M-60 from the Branch west County line northeastward to 8 Mile Rd in Calhoun County north of Union City, + \$149,126 for CON. 2020 CON phase for BCATS area work added by AMENDMENT (BCATS Am#12B, Sep/2018). Scheduled Obligation Date for PE Phase 06/07/2019 (FY19); total PE budget for JN-203675 = \$25,000, Non-Fed-aid, PE phase NOT Regionally Significant. Cost shown here only for BCATS area work on M-66.	YES
2020	204348	PE-S	Programmed	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	\$0	M	\$68,950	\$0	\$68,950	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES
2020	204348	PE	Programmed	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	\$0	M	\$72,890	\$0	\$72,890	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES

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Fiscal Year	Job no.	Phase	Phase Status	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments	Mapped?
2020	204349	PE-S	Programmed	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	\$0	M	\$218,599	\$0	\$218,599	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES
2020	204349	PE	Programmed	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	\$0	M	\$147,701	\$0	\$147,701	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.	YES
2020	204457	CON	Programmed	Trunkline	MDOT	I-194 Freeway Signing Update ("I-194 S/Columbia Ramp" in JobNet)	I-194 northbound & southbound Exit 2 off ramps to Columbia Ave, and I-194 northbound Exit 1 off ramp to Dickman Rd	0.76	Traffic Safety - Freeway Sign Replacement, Cantilevers Rep for W068-C,W071-C,W072-C,W081-C,W084-C,W085-C,W-153-C,W-154	\$150,538	STG	\$0	\$0	\$150,538	New to BCATS TIP. Part of larger project also including freeway signing updates along +1.2 mi at I-69 interchanges with I-94 (in Calhoun County) and with US-12 (in Branch County), +\$100,000 for PE, +\$580,000 for CON. PE phase for BCATS area work added by AMENDMENT (BCATS Am#12B, Sep/2018). Scheduled Obligation Date for CON Phase moved to FY20 from FY22 by CR2 Jan2019..	YES
2020	204743	CON	Programmed	Trunkline	MDOT	I-94BL (Dickman Rd) ("I-94BL" in JobNet)	from M-96/37 (Helmer Rd) eastward to southbound I-194/M-66 on-ramp	2.92	Road Rehabilitation - Milling and two course asphalt resurfacing	\$3,839,708	NH	\$789,714	\$61,730	\$4,691,152	Addition to BCATS' TIP BY AMENDMENT #B13. Fed-approved 12/18/18.	YES
2020	205323	CON	Programmed	Trunkline	MDOT	I-94BL (Michigan Ave), and Kendall St GTW rail crossings ("I-94BL" in JobNet)	at GTWRR across I-94BL (Michigan Ave), east of Union & west of Gilbert, and across Kendall St, just north of I-94BL (Dickman Rd).	0.00	Railroad crossing surface & safety improvements, with addition of 250' right-turn lane on I-94BL westbound approach to Kendall. "A disappearing legend restricting turning movements onto Kendall from I-94BL was ordered. The right turn lane is being constructed to improve storage on I-94BL when this sign is activated."	\$225,761	STRH	\$25,084	\$0	\$250,845	CR0 (12/18/18) added CON phase in JobNet. Scheduled Obligation Date 12/13/19 . Added to BCATS TIP in action of BCATS Am#B14 / JobNet Am#J5, January 2019.	YES
2020	206006	CON	Programmed	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	3.20	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	\$972	HSIP	\$108	\$0	\$1,080	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to FY17-20 TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	
2020	206134	ROW	Programmed	Trunkline	MDOT	MDOT Marshall TSC Signal Modernizations ("US-131 N" in JobNet)	M-89 (Michigan) @ Stringham St traffic signal; M-89 (Michigan) @ VanBuren flashing beacon; I-94BL (Michigan) @ Charlton (fire station) emergency traffic signal; M-89 (NOT 37 referenced in JobNet description) (Michigan) @ Kimber (fire station #5) emergency traffic signal.	0.00	Traffic Safety - Traffic Signal Modernization, ADA Ramp Upgrades, Connected Vehicle Equipment Installations	\$12,000	STG	\$0	\$0	\$12,000	Part of larger \$2.9M project also including work at several intersections in St Joseph County. To be considered for addition to TIP by Fed amendment thru MPO process March 2019. CON phase FY22.	YES
2020	206546	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$405	HSIP	\$45	\$0	\$450	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	
2020	206546	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$147,420	HSIP	\$16,380	\$0	\$163,800	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	
2020	206547	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	3.76	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$405	HSIP	\$45	\$0	\$450	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	
2020	206547	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	3.76	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$36,450	HSIP	\$4,050	\$0	\$40,500	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.	
2021	206801	CON	Programmed	Local	Battle Creek	North Ave, City of Battle Creek	North Ave aka Capital Ave NE northward from VanBuren St, then as North Ave continuing past Capital, northward to Roosevelt Ave.	1.30	Mill & Resurface	\$321,670	STUL	\$0	\$71,330	\$393,000	CR0 (draft job initiated) submitted February 2019	YES
2021	206802	CON	Programmed	Local	Battle Creek	Territorial Rd E	from Capital Ave SW eastward to Riverside Dr	0.50	Mill & Resurface	\$151,422	STUL	\$0	\$33,578	\$185,000	CR0 (draft job initiated) submitted February 2019	YES
2021	206803	CON	Programmed	Local	Battle Creek	Emmett St W	from Hazel St eastward across North Ave to M-66 (Capital Ave NE)	1.59	Asphalt crackfilling & chipsealing	\$147,330	STUL	\$0	\$32,670	\$180,000	CR0 (draft job initiated) submitted February 2019	YES
2021	207445	CON	Programmed	Local	Battle Creek	Intrsrctn Sfty Imprvmnt - North @ Emmett Roundabout	Intersection of North Ave and Emmett St	0.13	Traffic Safety - Signal removal, roundabout installation, ADA improvements	\$257,713	CM	\$0	\$492,287	\$750,000	CR0 (draft job initiated) submitted February 2019	YES
2021	207722	CON-3	Programmed	Local	Battle Creek	2021 Local Bridge CPM - #3/3. Emmett St over CN railroad	Emmett St between Raymond Rd & Edison St/Maxwell Ave, bridge over CN railroad, asset ID 12745.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	\$444,000	BHT	\$83,250	\$27,750	\$555,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Emmett St bridge work total \$555,000.	YES

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2021	207722	CON-2	Programmed	Local	Battle Creek	2021 Local Bridge CPM - #2/3. Hamblin Ave over Kalamazoo River	Hamblin Ave between Washington Ave & Putnam St, bridge over Kalamazoo River, asset ID 1399.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	\$36,000	BHT	\$6,750	\$2,250	\$45,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Hamblin Ave bridge work total \$45,000.	YES
2021	207722	CON-1	Programmed	Local	Battle Creek	2021 Local Bridge CPM - #1/3. Michigan Ave over Battle Creek River	Michigan Ave between United Way Dr & Carlyle/State St, bridge over Battle Creek River, asset ID 1409.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	\$40,000	BHT	\$7,500	\$2,500	\$50,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Michigan Ave bridge work total \$50,000.	YES
2021	206799	CON	Programmed	Local	Calhoun County	Morgan Rd (O Dr N)	from M-37 (Bedford Rd) eastward to North Ave (6 Mile Rd)	2.54	Mill & Resurface	\$404,932	STUL	\$0	\$89,793	\$494,725	Concurrent slope reduction on downhill westbound approach to M-37 at additional cost may be considered if funding becomes available.	YES
2021	206867	CON	Programmed	Local	Calhoun County	Capital Ave SW (5 Mile Rd)	from 1,600' (0.3 mi) north of B Dr S northward to City of Battle Creek limits	0.71	Crush & shape and asphalt resurfacing	\$227,643	STUL	\$0	\$97,357	\$325,000	Lowest priority FY21 STUL-funded project, utilizing full balance of BCATS' FY21 STUL allocation available after funding JNs 206801, 206802, 206803, & 206799 all at 81.85% Fed STUL. This JN-206867 funded at 70.04% Fed STUL as of 2/15/19.	YES
2021	205179	NI	Programmed	Multi-Modal	Battle Creek Transit	Specialized Services Transit Operating Assistance	within Calhoun County	0.00	SP09-Specialized Service - State operating assistance to local human services agencies, for services for the elderly and individuals with disabilities	\$0	CTF	\$92,624	\$0	\$92,624	State Comprehensive Transportation Funds (CTF) "passed through" Battle Creek Transit (BCT). Annual amount held constant thru FY20-23 TIP. Regionally Significant per BCATS discretion, request, and historic use of the TIP. "Specialized services" operating funding for local transit has always been listed in the BCATS TIP as a line item. Participating BCATS area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).	
2021	208181	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Operating - Battle Creek Transit (BCT), Fed+Local	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Federal Transit Administration (FTA) Section 5307 and Local financial support to maintain Battle Creek Transit operations at current service level. Scope Code SP3000.	\$1,362,313	5307	\$0	\$1,362,313	\$2,724,626	Local transit operating assistance from City of BC general fund (~\$980,000) plus ~\$383,000 from BCT farebox, with minimal advertising, and non-transit revenue. Estimated FY21,22,23 annual levels of transit operating assistance unchanged from FY20 amounts (JN-203096), as listed initially in FY20-23 TIP. Expected annual State Local Bus Operating (LBO) assistance of ~\$1,427,367, from State CTF, to be programmed into separate jobs by Oct/Nov 2019 for each year 2020,2021,2022,2023 in JobNet to have annual TOTAL operating budget of ~\$4.15M for BCT fully represented in FY20-23 TIP.	
2021	208188	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Capital - Battle Creek Transit, FTA Sec5339	Areawide - Battle Creek Transit demand response service area, generally City of BC	0.00	Up to three full size van replacements, for demand response service. Scope Code SP1105.	\$130,602	5339	\$32,651	\$0	\$163,253		
2021	104474	CON	Suspended	Trunkline	MDOT	I-94 eastbound Rest Area	at the Battle Creek Rest Area #703, at I-94 eastbound mm96 between Helmer & Capital	0.69	Roadside Facilities - Preserve - Bld Replacement, Site Work	\$4,021,770	IM	\$446,863	\$0	\$4,468,633	Originally in BCATS FY11-14 TIP with a 2013 CON phase for a \$4.5M full replacement of the existing rest area building & associated site work; deleted from that TIP in Nov/2012.	
2021	203293	PE-S	Programmed	Trunkline	MDOT	M-89 (Washington) Bridge Capital Preventive Maintenance (CPM)	M-89 (Washington) over GTW RR & Kalamazoo River, Calhoun County	0.00	Bridge CPM - Epoxy Overlay, Dk Patch, Full depth patch, substructure Repr, Jts, Appr	\$0	M	\$100,000	\$0	\$100,000	BCATS to request 2021 PE & PE-S be marked "Regionally Significant" in JobNet, reversing STIP exempt status in FY20-23 TIP. CON phase 2024 with Fed-aid, total budget \$995,000.	YES
2021	203293	PE	Programmed	Trunkline	MDOT	M-89 (Washington) Bridge Capital Preventive Maintenance (CPM)	M-89 (Washington) over GTW RR & Kalamazoo River, Calhoun County	0.00	Bridge CPM - Epoxy Overlay, Dk Patch, Full depth patch, substructure Repr, Jts, Appr	\$0	M	\$56,000	\$0	\$56,000	BCATS to request 2021 PE & PE-S be marked "Regionally Significant" in JobNet, reversing STIP exempt status in FY20-23 TIP. CON phase 2024 with Fed-aid, total budget \$995,000.	YES
2021	207293	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2021	207293	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$168,480	HSIP	\$18,720	\$0	\$187,200	CR0 (draft job initiated) submitted February 2019	
2021	207295	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.75	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2021	207295	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.75	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$29,160	HSIP	\$3,240	\$0	\$32,400	CR0 (draft job initiated) submitted February 2019	
2021	207313	CON	Programmed	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.39	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.	
2022	207347	CON	Programmed	Local	Battle Creek	Washington Ave	from Goodale Ave southward to Michigan Ave (M-89)	1.15	Road Capital Preventive Maintenance - Mill & Resurface	\$483,367	STUL	\$0	\$107,185	\$590,552	CR0 (draft job initiated) submitted February 2019	YES
2022	207393	CON	Programmed	Local	Calhoun County	Morgan Rd (O Dr N)	from North Ave (6 Mile Rd) eastward to M-66 (Capital Ave NE)	1.50	Road Capital Preventive Maintenance - Mill & Resurface	\$332,282	STUL	\$0	\$73,682	\$405,964	CR0 (draft job initiated) submitted February 2019	YES
2022	207408	CON	Programmed	Local	Calhoun County	F Dr N	from Wattles Rd eastward ~0.81 mi to Flex-n-Gate driveway	0.81	Road Rehabilitation - Crush & shape and asphalt resurfacing	\$336,255	STUL	\$0	\$74,563	\$410,818	CR0 (draft job initiated) submitted February 2019	YES
2022	207465	CON	Programmed	Local	Calhoun County	Signal Upgrade - 6.5 Mi Rd @ Harper Village Dr	Signalized intersection of 6.5 Mi Rd and Harper Village Dr	0.00	Traffic Safety - Upgrade/modernize existing signals, including video detection system	\$257,713	CMG	\$0	\$27,287	\$285,000	CR0 (draft job initiated) submitted February 2019	YES
2022	207496	CON	Programmed	Local	Calhoun County	Main St, Emmett Twp	from M-96 (Columbia Ave) to City limits (~180' south of Kingman)	0.30	Road Capital Preventive Maintenance - HMA mill & resurface (3") with ADA ramp upgrades	\$126,096	STUL	\$0	\$27,961	\$154,057	Project as proposed originally included Greenville St also, with same limits, but Greenville determined to be non-Fed-aid eligible. Same \$ all assigned to Main St and treatment depth increased.	YES

HIDE						HIDE				For Work in BCATS Metropolitan Planning Area Only						
Fiscal Year	Job no.	Phase	Phase Status	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments	Mapped?
2022	204665	NI	Programmed	Multi-Modal	Battle Creek Transit	Specialized Services Transit Operating Assistance	within Calhoun County	0.00	SP09-Specialized Service - State operating assistance to local human services agencies, for services for the elderly and individuals with disabilities	\$0	CTF	\$92,624	\$0	\$92,624	State Comprehensive Transportation Funds (CTF) "passed through" Battle Creek Transit (BCT). Annual amount held constant thru FY20-23 TIP. Regionally Significant per BCATS discretion, request, and historic use of the TIP. "Specialized services" operating funding for local transit has always been listed in the BCATS TIP as a line item. Participating BCATS area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).	0
2022	208189	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Operating - Battle Creek Transit (BCT), Fed+Local	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Federal Transit Administration (FTA) Section 5307 and Local financial support to maintain Battle Creek Transit operations at current service level. Scope Code SP3000.	\$1,362,313	5307	\$0	\$1,362,313	\$2,724,626	Local transit operating assistance from City of BC general fund (~\$980,000) plus ~\$383,000 from BCT farebox, with minimal advertising, and non-transit revenue. Estimated FY21,22,23 annual levels of transit operating assistance unchanged from FY20 amounts (JN-203096), as listed initially in FY20-23 TIP. Expected annual State Local Bus Operating (LBO) assistance of ~\$1,427,367, from State CTF, to be programmed into separate jobs by Oct/Nov 2019 for each year 2020,2021,2022,2023 in JobNet to have annual TOTAL operating budget of ~\$4.15M for BCT fully represented in FY20-23 TIP.	
2022	208237	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Capital - Battle Creek Transit, FTA Sec5339	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Farebox upgrade (qty up to 25)	\$130,602	5339	\$32,651	\$0	\$163,253	FY22 funds and work may be deferred and combined with FY23 BCT FTA Sec5339 JN-208238 for implementation in FY23.	
2022	200693	CON	Programmed	Trunkline	MDOT	Trunkline Intersection Signalization Upgrades ("E Kilgore Rd" in JobNet)	M-37 (Bedford Rd) @ Jackson St; M-89 (Michigan Ave) @ 20th St; and M-89 (Michigan Ave) @ Kendall St	0.00	Traffic Safety - Signals, installation of detection for actuation	\$82,929	HSIP	\$9,214	\$0	\$92,143	BCATS area work is part of larger project also including installation of detection for signal actuation at eleven other trunkline intersections in MDOT Southwest Region. Budget estimate for BCATS area work listed here calculated as 3/14 proportional share of \$430,000 total for CON, and may be revised upon receipt of requested detailed engineering estimates. Scheduled Obligation Date for CON Phase 10/08/2021 (FY22). 2019 PE.	YES
2022	204289	OPS	Programmed	Trunkline	MDOT	MDOT Southwest Regionwide Bridge Inspections	Structures 1199 (M-66 over Battle Crk Rvr), 1200 (I-194 over Kalamazoo Rvr), 1413 (M-37 over Kalamazoo Rvr)	0.00	Underwater Inspection of Bridges	\$0		\$32,813	\$0	\$32,813	100% State funding of \$350,000 for selected bridges in Berrien, Calhoun, Kalamazoo, St Joseph, & VanBuren Counties. Listed cost here for work on bridges in BCATS metropolitan planning area only. Work in BCATS area does not qualify as "Regionally Significant" for BCATS TIP, so job is S/TIP Exempt from changes requiring amendment process, and listed here as information only.	YES
2022	204348	CON	Programmed	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	\$815,400	IM	\$90,600	\$0	\$906,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22).	YES
2022	204349	CON	Programmed	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	\$2,106,001	IM	\$233,999	\$0	\$2,340,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22).	YES
2022	206134	CON	Programmed	Trunkline	MDOT	MDOT Marshall TSC Signal Modernizations ("US-131 N" in JobNet)	M-89 (Michigan) @ Stringham St traffic signal; M-89 (Michigan) @ VanBuren flashing beacon; I-94BL (Michigan) @ Charlton (fire station) emergency traffic signal; M-89 (NOT 37 referenced in JobNet description) (Michigan) @ Kimber (fire station #5) emergency traffic signal.	0.00	Traffic Safety - Traffic Signal Modernization, ADA Ramp Upgrades, Connected Vehicle Equipment Installations	\$774,092	STG	\$0	\$0	\$774,092	Part of larger \$2.9M project also including work at several intersections in St Joseph County. To be considered for addition to TIP by Fed amendment thru MPO process March 2019. CON phase scheduled obligation date 11/12/21 (FY22).	YES
2022	207328	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.31	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2022	207328	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.31	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$172,530	HSIP	\$19,170	\$0	\$191,700	CR0 (draft job initiated) submitted February 2019	
2022	207329	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.83	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2022	207329	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.83	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$37,260	HSIP	\$4,140	\$0	\$41,400	CR0 (draft job initiated) submitted February 2019	
2022	207341	CON	Programmed	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.65	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.	
2022	207433	PE	Programmed	Trunkline	MDOT	I-94 Dynamic Message Signs (DMS)	I-94 Existing DMS	0.00	ITS Applications - Install seventeen (17) CCTV cameras on existing DMS.	\$10,162	NH	\$2,231	\$0	\$12,393	Existing DMS locations to be determined and listed here.	
2023	207416	CON	Programmed	Local	Battle Creek	Capital Ave SW+NE, four segments	Dickman--Fairfield, Weeks--Rebecca, Dickman--Michigan, Michigan--Cherry	3.74	Road Capital Preventive Maintenance - HMA mill & resurface with ADA ramp upgrades	\$808,808	STUL	\$0	\$343,192	\$1,152,000	CR0 (draft job initiated) submitted February 2019	YES
2023	207425	CON	Programmed	Local	Calhoun County	K Dr S, Phase II	from 6.5 Mile Road eastward to 7.5 Mile Road	1.26	Road Rehabilitation - Crush & shape and asphalt resurfacing	\$495,192	STUL	\$0	\$109,808	\$605,000	CR0 (draft job initiated) submitted February 2019	YES
2023	207469	CON	Programmed	Local	Calhoun County	Signal Upgrade - Morgan Rd @ North Ave	Signalized intersection of Morgan Rd and North Ave	0.00	Traffic Safety - Upgrade/modernize existing signals, including video detection system	\$257,713	CMG	\$0	\$27,287	\$285,000	CR0 (draft job initiated) submitted February 2019	YES
2023	208191	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Operating - Battle Creek Transit (BCT), Fed+Local	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Federal Transit Administration (FTA) Section 5307 and Local financial support to maintain Battle Creek Transit operations at current service level. Scope Code SP3000.	\$1,362,313	5307	\$0	\$1,362,313	\$2,724,626	Local transit operating assistance from City of BC general fund (~\$980,000) plus ~\$383,000 from BCT farebox, with minimal advertising, and non-transit revenue. Estimated FY21,22,23 annual levels of transit operating assistance unchanged from FY20 amounts (JN-203096), as listed initially in FY20-23 TIP. Expected annual State Local Bus Operating (LBO) assistance of ~\$1,427,367, from State CTF, to be programmed into separate jobs by Oct/Nov 2019 for each year 2020,2021,2022,2023 in JobNet to have annual TOTAL operating budget of ~\$4.15M for BCT fully represented in FY20-23 TIP.	

HIDE						HIDE			For Work in BCATS Metropolitan Planning Area Only							
Fiscal Year	Job no.	Phase	Phase Status	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments	Mapped?
2023	208238	NI	Programmed	Multi-Modal	Battle Creek Transit	Transit Capital - Battle Creek Transit, FTA Sec5339	Areawide - Battle Creek Transit fixed routes and demand response service area, generally City of BC	0.00	Farebox upgrade (qty up to 25)	\$130,602	5339	\$32,651	\$0	\$163,253	FY23 JN-208238 may be combined with deferred FY22 BCT FTA Sec5339 JN-208237 for implementation in FY23.	
2023	208269	NI	Programmed	Multi-Modal	Battle Creek Transit	Specialized Services Transit Operating Assistance	within Calhoun County	0.00	SP09-Specialized Service - State operating assistance to local human services agencies, for services for the elderly and individuals with disabilities	\$0	CTF	\$92,624	\$0	\$92,624	State Comprehensive Transportation Funds (CTF) "passed through" Battle Creek Transit (BCT). Annual amount held constant thru FY20-23 TIP. Regionally Significant per BCATS discretion, request, and historic use of the TIP. "Specialized services" operating funding for local transit has always been listed in the BCATS TIP as a line item. Participating BCATS area agencies include Community Action (CA), Community Inclusive Recreation (CIR), Marian Burch Adult DayCare Center (MBADC), and Aequitas Mobility Services (AMS).	
2023	201957	CON	Programmed	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - CON	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	\$837,001	IM	\$93,001	\$0	\$930,002	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23).	YES
2023	202655	CON	Programmed	Trunkline	MDOT	Trunkline Non-Freeway Signing Updates ("M-60" in JobNet)	All trunkline routes in the BCATS metropolitan planning area (MPA) except I-94, I-194, and west I-94BL (Columbia Ave)	137.37	Traffic Safety - Non-freeway sign replacement	\$1,046,500	STG	\$0	\$0	\$1,046,500	BCATS area work is part of larger project also including trunkline non-freeway signing updates on +74.2 mi in Calhoun County outside BCATS MPA, +\$1,228,500 for CON. Scheduled Obligation Date for CON Phase 10/07/2022 (FY23).	
2023	207365	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	0.98	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2023	207365	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	0.98	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	\$172,530	HSIP	\$19,170	\$0	\$191,700	CR0 (draft job initiated) submitted February 2019	
2023	207367	PE	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.19	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019	
2023	207367	CON	Programmed	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.19	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	\$45,360	HSIP	\$5,040	\$0	\$50,400	CR0 (draft job initiated) submitted February 2019	
2023	207378	CON	Programmed	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.72	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.	
2023	207433	CON	Programmed	Trunkline	MDOT	I-94 Dynamic Message Signs (DMS)	I-94 Existing DMS	0.00	ITS Applications - Install seventeen (17) CCTV cameras on existing DMS.	\$49,416	NH	\$10,848	\$0	\$60,264	Existing DMS locations to be determined and listed here.	

SECTION 9 - IMPLEMENTATION

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

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

RESPONSIBLE AGENCIES

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

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

Calhoun County/Calhoun County Road Department (CC/CCRD): The CC/CCRD is responsible for roadway improvements in the Townships of Bedford, Pennfield, Emmett, Leroy, and Newton 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 controlled by BCATS.

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

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

PROCEDURES FOR IMPLEMENTATION

The TIP must be approved by the BCATS Policy Committee and must also be incorporated into MDOT's statewide TIP, called the STIP. The STIP must be approved by the Governor/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.

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

Federal-aid transportation and transportation-related improvements are initiated and coordinated through the MDOT Transportation Service Center (TSC) office (the Marshall TSC 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 has been incorporated into the new 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, has usurped the prior process employed by BCATS for determining the 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/phases 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 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 (note that General Program Accounts are currently not used within BCATS' TIP process)
- the changes are deemed technical corrections, such as typos, misspellings, and other data entry errors
- 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, and then subject to requirements for Federal amendment.

BCATS' definition of "regionally significant" for TIP projects is discussed further following under "Federal Amendment".

Changes by administrative modification can be initiated by BCATS or authorized MDOT staff and approved by BCATS through the JobNet change request protocol. Administrative modifications do not require federal approval. FHWA and FTA can access information about any modifications within JobNet. BCATS makes information about administrative modifications available to its Technical and Policy Committees at the next occasion of a report to each Committee about the status of the TIP, and with any TIP amendment.

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). 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 equal to or 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

In late June 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. On July 18, 2018, the BCATS Policy Committee adopted a "regionally significant" definition for transportation projects to be included in the BCATS TIP. Projects falling under this definition are treated as requiring the full amendment

process for changes that meet the federal criteria for an amendment. Under the definition, BCATS reserves the right to waive its defined “regionally significant” criteria on a case by case basis due to extenuating circumstances.

Since the “regionally significant” definition is locally defined and adopted by the BCATS Policy Committee, the definition may be subject to change over time as BCATS evaluates the implementation of its adopted “regionally significant” definition. Details of the current “regionally significant” definition can be obtained from the BCATS staff office.

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 of the project.

Pro Rata Policy for TIP Projects

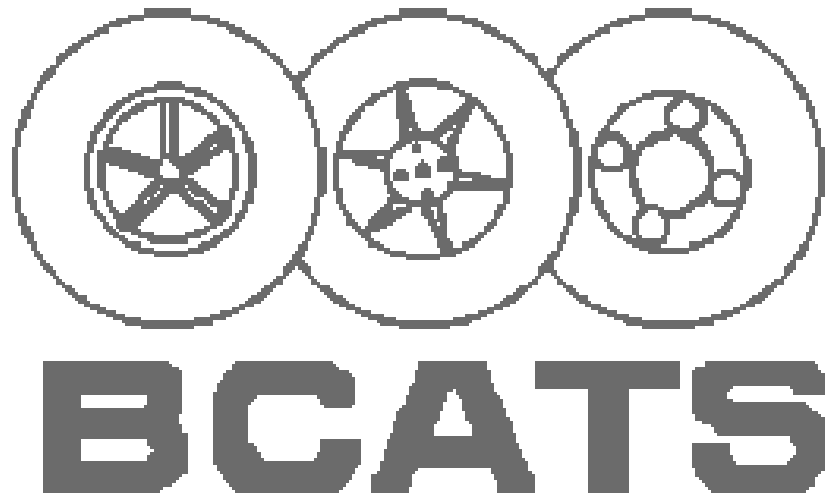
The BCATS policy is the following regarding the consideration of percent federal participation in projects involving Surface Transportation Program Urban (STUL) funding for areas under 200,000 population.

*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. BCATS **does not** intend to cap projects at a pre-determined maximum federal dollar amount inconsistent with providing federal funding to the fullest extent allowed.*

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 to the federal 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)

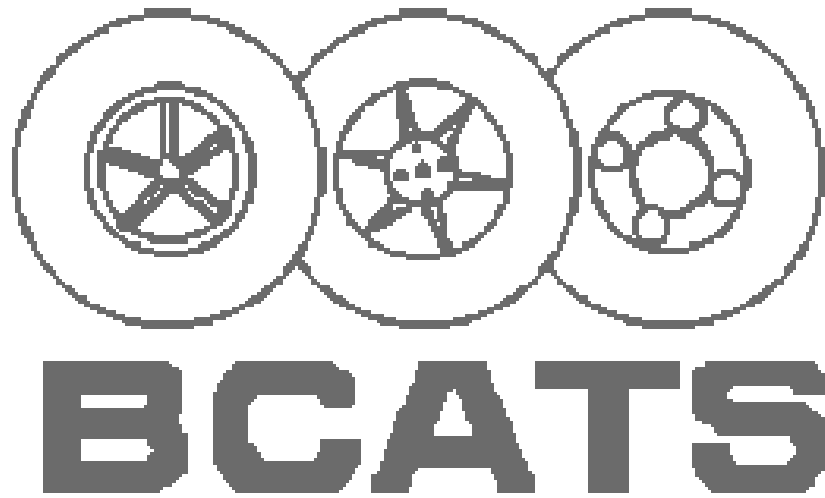
In cases where, after bid letting, it is apparent that a project's cost will be more than 25% over the approved TIP cost (BCATS staff will determine this either by notification from the project sponsor or by accessing MDOT's bid letting list which is available electronically), BCATS staff will follow 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. Sample Project Submittal Forms
- B. MITC-IAWG Meeting Notes - April 12, 2019
- C. Draft minutes of June 19, 2019 BCATS Policy Committee meeting
- D. TIP Approval Resolution
- E. Certification Resolution
- F. Glossary



**Battle Creek Area Transportation Study (BCATS)
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM
ROAD/STREET**

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: 2020 _____ 2021 _____ 2022 _____ 2023 _____ 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).

Additional Project Information Requested

[illegible]

**Battle Creek Area Transportation Study (BCATS)
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM
TRANSIT**

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: 2020 _____ 2021 _____ 2022 _____ 2023 _____ 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:

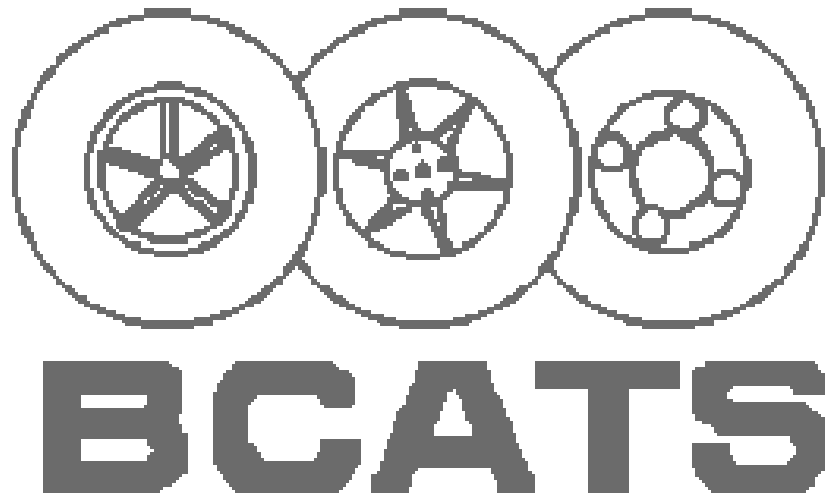
Vehicles (#, expansion or replacement, size, purpose)

Facilities (describe project(s))

Other Type of Transit Project (specify)

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

Add any other information pertinent about the project:



**Battle Creek Area Transportation Study (BCATS)
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM
OTHER**

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: 2020 _____ 2021 _____ 2022 _____ 2023 _____ 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 Requested

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Summary of Meeting

Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG)

Kalamazoo-Battle Creek Conformity Area

(Calhoun, Kalamazoo and Van Buren counties)

For

New 2020-2023 TIPs and STIP

April 12, 2019

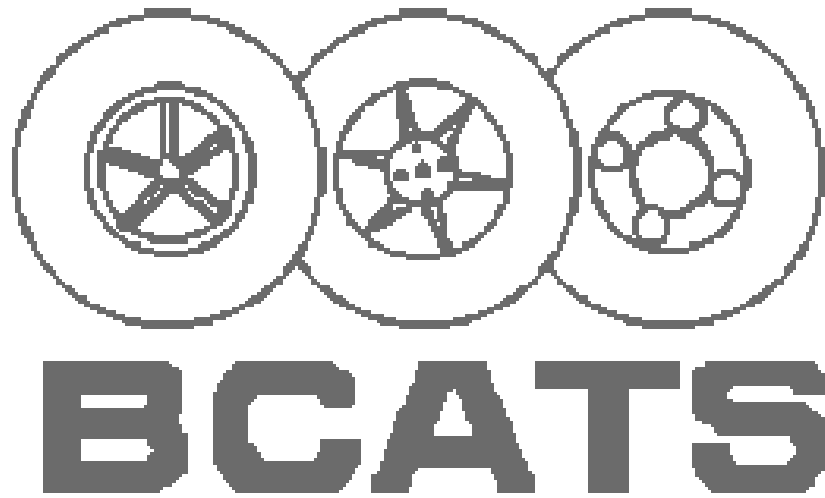
MITC-IAWG was conducted via an email. The MITC-IAWG determined all projects in the new 2020-2023 Transportation Improvement Program (TIP) for the Kalamazoo Area Transportation Study (KATS), Battle Creek Area Transportation Study (BCATS) and State Transportation Improvement Program (STIP) projects in Calhoun, Van Buren, and Kalamazoo counties were all exempt or had previously been modeled. No new conformity analysis is required. The projects evaluated start on the next page.

MITC-IAWG members and partners responding with concurrence:

Andrea Dewey (FHWA), Breanna Bukowski (MDEQ), Michael Leslie (EPA), David Fairchild (MDOT), Jeff Franklin (MDOT), Amy Lipset (MDOT), Pat Karr (BCATS), Megan Mickelson (KATS), Robert Maffeo (MDOT), Donna Wittl (MDOT)

Responses were not received from:

Angelica Salgado (FTA), Susan Weber (FTA), Mark Kloha (MDOT), Andy Tilma (BATS), Steve Stepek (KATS), Jon Start (KATS), Tyler Kent (MDOT), Ryan Gladding (MDOT), Brian Sanada (MDOT), Daniela Khavajian (MDOT)



Battle Creek Area Transportation Study (BCATS)
Transportation Improvement Program (TIP)

DRAFT FY20-23 TIP Project List

*for Kalamazoo-Battle Creek
MITC-IAWG - 4/12/19*

Fiscal Year	Job no.	Phase	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Air Quality	Air Quality Comment	For Work in BCATS Metropolitan Planning Area Only					Total Phase Cost	BCATS TIP Comments
											Federal Budget	Federal Fund Source	State Budget	Local Budget			
2020	120752	CON	Local	Battle Creek	Intersection Signal Modernization - Capital @ VanBuren ("Capital Ave NE" in JobNet)	Capital Ave @ VanBuren St	0.00	Modernization & upgrade of traffic signal(s) at intersection, consisting of replacement of existing mast arm configuration at end of design life with new mast arms to support additional signal & camera hardware; installation of new signal(s); left-turn phasing; pedestrian signals; and inter- connection to nearby signals and City's Traffic Management Center	exempt		\$325,000	CM	\$0	\$0		\$325,000	Signal project eligible for 100% Fed CMAQ funding. Programmed in original FY17-20 TIP, Fed-approved 10/1/16. Job was inadvertently suspended in early implementation of JobNet. CR1 reprogrammed job 5/4/17, but "new" job never Fed-approved. BCATS can include JN-120752 in the JobNet transmittal package for this Am#B13, for the project to be Fed-approved in BCATS' current TIP BY AMENDMENT.
2020	130194	CON	Local	Battle Creek	2020 City BC Major Resurfacings - Riverside, Union + (Major Route "Riverside Dr" in JobNet)	RIVERSIDE DR, from Columbia Ave to Beckley Rd (2.6mi); UNION ST, from Michigan Ave northward to VanBuren St (0.48 mi); UPTON AVE, from Angell to Kendall (0.68 mi); ROOSEVELT AVE, from Garrison to Goodale (0.92 mi); and MEACHEM AVE, from Upton to Capital (0.77 mi).	5.27	Chipseal resurfacing, all with spot sidewalk & ramp replacement as necessary & appropriate.	exempt		\$402,514	STUL	\$0	\$89,256		\$491,770	CR3 removed \$225,000 Main St full resurfacing work, to be set up separately in new job. Action by BCATS Am#B14 / JobNet Am#5, January 2019.
2020	205961	CON	Local	Battle Creek	Main St full resurfacing	MAIN ST, from Mary St southward to south city limits (~200' south of Kingman Ave), ~0.5 mi, and from M-66 (Division St) southward to Hamblin Ave, ~0.1 mi.	0.59	Full Resurfacing	exempt		\$184,162	STUL	\$0	\$40,838		\$225,000	These Main St segments require full resurfacing vs. chipseal. Work and \$ separated from chipseal resurfacing work of JN-130194 (CR3) and set up as new project JN-205961 by action of BCATS Am#B14 / JobNet Am#5, January 2019.
2020	207442	CON	Local	Battle Creek	Signal Modernization - Main @ Cliff	Signalized Intersection of Main St and Cliff St	0.00	Traffic Safety - Signal Modernization	exempt		\$190,426	CMG	\$0	\$0		\$190,426	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	130192	CON	Local	Calhoun County	N Dr N (Gorsline Rd)	from McAllister Rd (northeastern end of curve) eastward to 12 Mile Rd	2.89	Road Rehabilitation - Resurfacing	exempt		\$641,323	STUL	\$0	\$168,677		\$810,000	Originally in TIP for \$760,000 total, at 78.64% Fed STUL (\$597,684), with \$162,316 from CCRD. CR3 added \$43,639 of BCATS' previously undesignated 2020 Fed STUL funds to this project. New total of \$783,534 based on \$641,323 Fed STUL at maximum 81.85%, with \$142,211 from CCRD. CR4 set total budget at \$810,000 with Fed STUL remaining at \$641,323 (max available), and changed projects west limit from Bellevue Rd to easternmost intersection of McAllister and N Dr N (at northern end of McAllister curve), reducing project length 0.66 mi. Changed construction length > 0.5 mile. to be included in TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	206921	CON	Local	Calhoun County	CCRD Intersections - Dual Stop Signs ("Multiple Routes, Calhoun County" in JobNet)	11 intersection approaches: Waubesaon Rd (4.5 Mi Rd) northbound at Baseline Rd; Kirby Rd (R Dr N) east+westbound at Collier Ave and at Uldriks Rd; Meachem Rd east+westbound at Uldriks Rd; K Dr S east+westbound at M-66; and St Marys Lake Rd (R Dr N) east+westbound at North Ave.	0.41	Traffic Safety - Force Account installation, Dual Stop Signs with Reflective Post Sheeting and Dual Stop Ahead Signs	exempt		\$21,346	HSIP	\$0	\$2,372		\$23,718	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	207221	CON	Local	Calhoun County	Banfield Road	Banfield Road from M-37 northward to Baseline Road (Calhoun County north boundary with Barry County)	0.96	Traffic Safety - Tree removal within 10 feet of the edge of the roadway	exempt		\$13,441	HRRR	\$0	\$1,493		\$14,934	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	207222	CON	Local	Calhoun County	N Drive North (Gorsline Rd)	N Drive North from 9 1/2 Mile Road eastward to 12 Mile Road, Calhoun County	2.26	Traffic Safety - Tree removal within 10 feet of the edge of the roadway	exempt		\$8,206	HSIP	\$0	\$912		\$9,118	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	207264	CON	Local	Calhoun County	CCRD Intersections - Flashing Beacons (overhead) ("Multiple Routes, Calhoun County" in JobNet)	3 intersections: D Drive S at 4 Mile Rd (Sonoma Rd), H Drive S at 2 1/2 Mile Road, D Drive N at 9 Mile Road, Calhoun County	0.39	Traffic Safety - Install overhead flashing beacons	exempt		\$47,984	HSIP	\$0	\$5,332		\$53,316	CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2021	206801	CON	Local	Battle Creek	North Ave, City of Battle Creek	North Ave aka Capital Ave NE northward from VanBuren St, then as North Ave continuing past Capital, northward to Roosevelt Ave.	1.30	Mill & Resurface	exempt		\$321,670	STUL	\$0	\$71,330		\$393,000	CR0 (draft job initiated) submitted February 2019
2021	206802	CON	Local	Battle Creek	Territorial Rd E	from Capital Ave SW eastward to Riverside Dr	0.50	Mill & Resurface	exempt		\$151,422	STUL	\$0	\$33,578		\$185,000	CR0 (draft job initiated) submitted February 2019
2021	206803	CON	Local	Battle Creek	Emmett St W	from Hazel St eastward across North Ave to M-66 (Capital Ave NE)	1.59	Asphalt crackfilling & chipsealing	exempt		\$147,330	STUL	\$0	\$32,670		\$180,000	CR0 (draft job initiated) submitted February 2019
2021	207445	CON	Local	Battle Creek	Intrscn Sfty Imprvmnt - North @ Emmett Roundabout	Intersection of North Ave and Emmett St	0.13	Traffic Safety - Signal removal, roundabout installation, ADA improvements	exempt	roundabout exempt, intersection	\$257,713	CM	\$0	\$492,287		\$750,000	CR0 (draft job initiated) submitted February 2019
2021	207722	CONc	Local	Battle Creek	2021 Local Bridge CPM - 3/3. Emmett St over CN railroad	Emmett St between Raymond Rd & Edison St/Maxwell Ave, bridge over CN railroad, asset ID 12745.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	exempt		\$444,000	BHT	\$83,250	\$27,750		\$555,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Emmett St bridge work total \$555,000.
2021	207722	CONb	Local	Battle Creek	2021 Local Bridge CPM - 2/3. Hamblin Ave over Kalamazoo River	Hamblin Ave between Washington Ave & Putnam St, bridge over Kalamazoo River, asset ID 1399.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	exempt		\$36,000	BHT	\$6,750	\$2,250		\$45,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Hamblin Ave bridge work total \$45,000.
2021	207722	CONa	Local	Battle Creek	2021 Local Bridge CPM - 1/3. Michigan Ave over Battle Creek River	Michigan Ave between United Way Dr & Carlyle/State St, bridge over Battle Creek River, asset ID 1409.	0.00	Bridge Capital Preventative Maintenance (CPM) - joint replacements, cleaning & sealing joints, epoxy deck overlay, patching or replacement of barrier railing, substructure patching, pier joint replacements, and patching of sidewalk.	exempt		\$40,000	BHT	\$7,500	\$2,500		\$50,000	CR0 (draft job initiated) authored by HarrisonM 3/15/19, approved by DavarnB 3/20/19. JN-207722 CON phase for each of three bridges under same JN listed separately in TIP, this Michigan Ave bridge work total \$50,000.
2021	206799	CON	Local	Calhoun County	Morgan Rd (O Dr N)	from M-37 (Bedford Rd) eastward to North Ave (6 Mile Rd)	2.54	Mill & Resurface (concurrent with slope reduction on downhill westbound approach to M-37 if safety funds for such work are acquired)	exempt		\$404,932	STUL	\$0	\$89,793		\$494,725	CR0 (draft job initiated) submitted February 2019
2021	206867	CON	Local	Calhoun County	Capital Ave SW (5 Mile Rd)	from 1,600' (0.3 mi) north of B Dr S northward to City of Battle Creek limits	0.71	Crush & shape and asphalt resurfacing	exempt		\$227,643	STUL	\$0	\$97,357		\$325,000	Lowest priority FY21 STUL-funded project, utilizing full balance of BCATS' FY21 STUL allocation available after funding JNs 206801, 206802, 206803, & 206799 all at 81.85% Fed STUL. This JN-206867 funded at 70.04% Fed STUL as of 2/15/19.
2022	207347	CON	Local	Battle Creek	Washington Ave	from Goodale Ave southward to Michigan Ave (M-89)	1.15	Road Capital Preventive Maintenance - Mill & Resurface	exempt		\$483,367	STUL	\$0	\$107,185		\$590,552	CR0 (draft job initiated) submitted February 2019

Fiscal Year	Job no.	Phase	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Air Quality	Air Quality Comment	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments
2022	207393	CON	Local	Calhoun County	Morgan Rd (O Dr N)	from North Ave (6 Mile Rd) eastward to M-66 (Capital Ave NE)	1.50	Road Capital Preventive Maintenance - Mill & Resurface	exempt		\$332,282	STUL	\$0	\$73,682	\$405,964	CR0 (draft job initiated) submitted February 2019
2022	207408	CON	Local	Calhoun County	F Dr N	from Watties Rd eastward ~0.81 mi to Flex-n-Gate driveway	0.81	Road Rehabilitation - Crush & shape and asphalt resurfacing	exempt		\$336,255	STUL	\$0	\$74,563	\$410,818	CR0 (draft job initiated) submitted February 2019
2022	207465	CON	Local	Calhoun County	Signal Upgrade - 6.5 Mi Rd @ Harper Village Dr	Signalized intersection of 6.5 Mi Rd and Harper Village Dr	0.00	Traffic Safety - Upgrade/modernize existing signals, including video detection system	exempt		\$257,713	CMG	\$0	\$27,287	\$285,000	CR0 (draft job initiated) submitted February 2019
2022	207496	CON	Local	Calhoun County	Main St, Emmett Twp	from M-96 (Columbia Ave) to City limits (~180' south of Kingman)	0.30	Road Capital Preventive Maintenance - HMA mill & resurface (3") with ADA ramp upgrades	exempt		\$126,096	STUL	\$0	\$27,961	\$154,057	Project as proposed originally included Greenville St also, with same limits, but Greenville determined to be non-Fed-aid eligible. Same \$ all assigned to Main St and treatment depth increased.
2023	207416	CON	Local	Battle Creek	Capital Ave SW+NE, four segments	Dickman--Fairfield, Weeks--Rebecca, Dickman--Michigan, Michigan--Cherry	3.74	Road Capital Preventive Maintenance - HMA mill & resurface with ADA ramp upgrades	exempt		\$808,808	STUL	\$0	\$343,192	\$1,152,000	CR0 (draft job initiated) submitted February 2019
2023	207425	CON	Local	Calhoun County	K Dr S, Phase II	from 6.5 Mile Road eastward to 7.5 Mile Road	1.26	Road Rehabilitation - Crush & shape and asphalt resurfacing	exempt		\$495,192	STUL	\$0	\$109,808	\$605,000	CR0 (draft job initiated) submitted February 2019
2023	207469	CON	Local	Calhoun County	Signal Upgrade - Morgan Rd @ North Ave	Signalized intersection of Morgan Rd and North Ave	0.00	Traffic Safety - Upgrade/modernize existing signals, including video detection system	exempt		\$257,713	CMG	\$0	\$27,287	\$285,000	CR0 (draft job initiated) submitted February 2019
2020	203096	NI	Multi-Modal	Battle Creek Transit	Operating Assistance for Battle Creek Transit (BCT)	BCT service area	0.00	3000-Operating Assistance	exempt		\$1,057,581	5307	\$0	\$1,057,581	\$2,115,162	Local funds from City of Battle Creek general fund, all cost estimates as of 6/22/16 held constant thru this TIP.
2020	203108	NI	Multi-Modal	Battle Creek Transit	FTA Sec 5339(a) Transit Capital Project(s)	Project(s) to be determined, likely to be large bus replacements for Battle Creek Transit fixed-route service.	0.00	Projects to be determined, funds may be accumulated year-to-year and/or combined with other available Fed-aid for major capital projects i.e. large bus replacements.	exempt		\$96,000	5339	\$24,000	\$0	\$120,000	Added by Amendment #5 July/2017.
2020	205179	NI	Multi-Modal	Battle Creek Transit	Specialized Services Transit Operating Assistance ("M-89" in JobNet)	within Calhoun County	0.00	SP09-Specialized Service - State operating assistance to local human services agencies, for services for the elderly and individuals with disabilities	exempt		\$0	CTF	\$92,624	\$0	\$92,624	State Comprehensive Transportation Funds (CTF) "passed through" Battle Creek Transit (BCT). Annual amount held constant thru FY17-20 TIP. JobNet CR0 to add NI phase by adjustment. Request for CR1 to follow approval to mark job as Regionally Significant per BCATS discretion, request, and historic use of the TIP. "Specialized services" operating funding for local transit has always been listed in the BCATS TIP as a line item.
2020	203106	NI	Multi-Modal	Community Action Agency of South Central MI, Inc	Community Action / Transit Capital Assistance - Planned 2020 Application 1+2	within Calhoun County	0.00	Acquisition of two (2) new 15-psngr van, to REPLACE two vehicles in existing fleet, plus Acquisition of two (2) new small light duty cutaway buses, 138" wheelbase, w/lift, gas engine, to REPLACE two vehicles in existing fleet.	exempt		\$169,793	5310	\$42,448	\$0	\$212,241	To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY20 application. Cost based on 2018 application estimates(for like vehicles) increased 2%/yr. BCATS TIP ID 20201306 & 20201307 combined into JN-203106 per OPT rule "One JN per Federal funding source, per fiscal year, per agency, operating or capital"
2020	203107	NI	Multi-Modal	Community Inclusive Recreation, Inc.	Community Inclusive Recreation (CIR) Transit Capital Assistance - Planned 2020 Application	within Calhoun County	0.00	Acquisition of one (1) new small (15-psngr) light-duty cutaway buses, 138" wheelbase, w/lift, gas engine, to REPLACE one vehicle in existing fleet.	exempt		\$49,240	5310	\$12,310	\$0	\$61,550	To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY18 application. Cost based on 2017 application estimates (for like vehicle) increased 2%/yr.
2020	203109	NI	Multi-Modal	Marian E. Burch Adult Care & Rehabilitation Center	Marian Burch Adult Daycare Center (MBADC) Transit Capital Assistance -Planned 2020 Application 1+2	within Calhoun County	0.00	Replacement of one cutaway small bus plus replacement of one 12-passenger van with lift	exempt		\$100,800	5310	\$25,200	\$0	\$126,000	Funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY20 application. Local \$1,800 from MBADC for non-participating cost of lettering on vehicle exterior removed BY ADMINISTRATIVE ACTION 2/22/17, with total phase cost increased 1.5% & split 80/20 Fed/State, to correctly match application. BCATS TIP ID 20201303 & 20209301 combined into JN-203109 per OPT rule "One JN per Federal funding source, per fiscal year, per agency, operating or capital"
2020	127639	CON	Trunkline	MDOT	I-94 WB entrance ramp at Exit 104 Interchange CON	I-94 WB entrance ramp from I-94BL/M-311 (11 Mile/Wheatfield Rd) east-south-westward to I-94	0.18	Reconstruction of the loop entrance ramp	exempt	Increase ramp length less than 0.25 miles and reduce vertical difference	\$1,010,700	HSIP	\$112,300	\$0	\$1,123,000	Listed separate from Trunkline Traffic Operations and Safety GPA. PE phase in 2017.
2020	201957	PE-S	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - PE-S	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	exempt		\$0	M	\$83,000	\$0	\$83,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "k" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	201957	PE	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - PE	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	exempt		\$0	M	\$60,000	\$0	\$60,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "k" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	202655	PE	Trunkline	MDOT	Trunkline Non-Freeway Signing Updates ("M-60" in JobNet)	All trunkline routes in the BCATS metropolitan planning area (MPA) except I-94, I-194, and west I-94BL (Columbia Ave) west of Helmer Rd	137.37	Traffic Safety - Non-freeway sign replacement	exempt		\$168,500	STG	\$0	\$0	\$168,500	BCATS area work is part of larger project also including trunkline non-freeway signing updates on +74.2 mi in Calhoun County outside BCATS MPA, +\$1,228,500 for CON. Scheduled Obligation Date for CON Phase 10/08/2021 (FY22). CR4 increased PE budget 12.5%; to be included in TIP as MPO adjustment, thru BCATS Am#B15/J6 March 2019.
2020	203667	CON	Trunkline	MDOT	M-96 (Columbia Ave)	from Helmer Road to east of Riverside Drive, ~2.8 mi	2.80	Road CPM - Milling & one course asphalt overlay with sidewalk improvements	exempt		\$1,353,800	NH,HIPS	\$300,202	\$0	\$1,654,002	2020 CON phase added by AMENDMENT (BCATS Am#12B, Sep/2018). 2019 PE phase (\$177,000, 100% State) Regionally Significant for Battle Creek TIP. 2019 ROW (\$25,000) STIP exempt. Revised to 1.5" mill+overlay instead of 2" based on CPM subcommittee comments: CR3 (9/17/18) to reduce CON cost 14.7%.
2020	203675	CON	Trunkline	MDOT	M-66 south CPM ("M-60" in JobNet)	M-66 for 2.7 miles south of I-94; from D Drive South to north of Glenn Cross Road in the City of Battle Creek, Calhoun County	11.46	Road CPM - Asphalt Crack Treatment	exempt		\$40,590	ST	\$8,910	\$0	\$49,500	BCATS area work is part of larger project also including +8.8 mi of asphalt crack treatment on each ramp of the I-69/Jonesville Rd interchange in Branch County, and on M-60 from the Branch west County line northeastward to 8 Mile Rd in Calhoun County north of Union City, + \$149,126 for CON. 2020 CON phase for BCATS area work added by AMENDMENT (BCATS Am#12B, Sep/2018). Scheduled Obligation Date for PE Phase 06/07/2019 (FY19); total PE budget for JN-203675 = \$25,000, Non-Fed-aid, PE phase NOT Regionally Significant. Cost shown here only for BCATS area work on M-66.

Fiscal Year	Job no.	Phase	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Air Quality	Air Quality Comment	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments
2020	204348	PE-S	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	exempt		\$0	M	\$68,950	\$0	\$68,950	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	204348	PE	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	exempt		\$0	M	\$72,890	\$0	\$72,890	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	204349	PE-S	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	exempt		\$0	M	\$218,599	\$0	\$218,599	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	204349	PE	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	exempt		\$0	M	\$147,701	\$0	\$147,701	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22). Recent CR from MDOT bridge program staff changed descriptions in JobNet record to replace "&" with "and", remove references local govt units, and to present any bridge involving I-94 as "I-94 under..." or "I-94 over..." as appropriate, to be "public friendly". Such changes in JobNet require MPO approval, to be processed as adjustment, thru BCATS Am#B15/J6 March 2019. Descriptions in BCATS TIP material unchanged.
2020	204457	CON	Trunkline	MDOT	I-194 Freeway Signing Update ("I-194 S/Columbia Ramp" in JobNet)	I-194 northbound & southbound Exit 2 off ramps to Columbia Ave, and I-194 northbound Exit 1 off ramp to Dickman Rd	0.76	Traffic Safety - Freeway Sign Replacement, Cantilevers Rep for W068-C,W071-C,W072-C,W081-C,W084-C,W085-C,W- 153-C,W-154	exempt		\$150,538	STG	\$0	\$0	\$150,538	New to BCATS TIP. Part of larger project also including freeway signing updates along +1.2 mi at I-69 interchanges with I-94 (in Calhoun County) and with US-12 (in Branch County), +\$100,000 for PE, +\$580,000 for CON. PE phase for BCATS area work added by AMENDMENT (BCATS Am#12B, Sep/2018). Scheduled Obligation Date for CON Phase moved to FY20 from FY22 by CR2 Jan2019.
2020	204743	CON	Trunkline	MDOT	I-94BL (Dickman Rd) ("I-94BL" in JobNet)	from M-96/37 (Helmer Rd) eastward to southbound I-194/M-66 on-ramp	2.92	Road Rehabilitation - Milling and two course asphalt resurfacing	exempt		\$3,839,708	NH	\$789,714	\$61,730	\$4,691,152	Addition to BCATS' TIP BY AMENDMENT #B13. Fed-approved 12/18/18.
2020	205323	CON	Trunkline	MDOT	I-94BL (Michigan Ave), and Kendall St GTW rail crossings ("I-94BL" in JobNet)	at GTWRR across I-94BL (Michigan Ave), east of Union & west of Gilbert, and across Kendall St, just north of I-94BL (Dickman Rd).	0.00	Railroad crossing surface & safety improvements, with addition of right-turn lane on I-94BL westbound approach to Kendall. "A disappearing legend restricting turning movements onto Kendall from I- 94BL was ordered. The right turn lane is being constructed to improve storage on I- 94BL when this sign is activated."	exempt	right-turn lane is 250 ft (0.05 miles)	\$225,761	STRH	\$25,084	\$0	\$250,845	CR0 (12/18/18) added CON phase in JobNet. Scheduled Obligation Date 12/13/19. Added to BCATS TIP in action of BCATS Am#B14 / JobNet Am#J5, January 2019.
2020	206006	CON	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	3.20	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	exempt		\$972	HSIP	\$108	\$0	\$1,080	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to FY17-20 TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	206134	ROW	Trunkline	MDOT	MDOT Marshall TSC Signal Modernizations ("US-131 N" in JobNet)	M-89 (Michigan) @ Stringham St traffic signal; M-89 (Michigan) @ VanBuren flashing beacon; I-94BL (Michigan) @ Charlton (fire station) emergency traffic signal; M-89 (NOT 37 referenced in JobNet description) (Michigan) @ Kimber (fire station #5) emergency traffic signal.	0.00	Traffic Safety - Traffic Signal Modernization, ADA Ramp Upgrades, Connected Vehicle Equipment Installations	exempt		\$12,000	STG	\$0	\$0	\$12,000	Part of larger \$2.9M project also including work at several intersections in St Joseph County. To be considered for addition to TIP by Fed amendment thru MPO process March 2019. CON phase FY22.
2020	206546	PE	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$405	HSIP	\$45	\$0	\$450	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	206546	CON	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$147,420	HSIP	\$16,380	\$0	\$163,800	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	206547	PE	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	3.76	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$405	HSIP	\$45	\$0	\$450	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2020	206547	CON	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	3.76	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$36,450	HSIP	\$4,050	\$0	\$40,500	Listed cost estimates for work in BCATS metropolitan planning area only. CR0 (draft job initiated) submitted February 2019, job added to TIP by Fed amendment, thru BCATS Am#B15/J6 March 2019.
2021	207293	PE	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2021	207293	CON	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.37	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$168,480	HSIP	\$18,720	\$0	\$187,200	CR0 (draft job initiated) submitted February 2019
2021	207295	PE	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.75	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2021	207295	CON	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.75	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$29,160	HSIP	\$3,240	\$0	\$32,400	CR0 (draft job initiated) submitted February 2019
2021	207313	CON	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.39	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	exempt		\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.

Fiscal Year	Job no.	Phase	Job Type	Responsible Agency	BCATS TIP Project Name	BCATS TIP Project Limits	Length	BCATS TIP Project Description	Air Quality	Air Quality Comment	Federal Budget	Federal Fund Source	State Budget	Local Budget	Total Phase Cost	BCATS TIP Comments
2022	200693	CON	Trunkline	MDOT	Trunkline Intersection Signalization Upgrades ("E Kilgore Rd" in JobNet)	M-37 (Helmer Rd) @ Jackson St; M-89 (Michigan Ave) @ 20th St; and M-89 (Michigan Ave) @ Kendall St	0.00	Traffic Safety - Signals, installation of detection for actuation	exempt		\$82,929	HSIP	\$9,214	\$0	\$92,143	BCATS area work is part of larger project also including installation of detection for signal actuation at eleven other trunkline intersections in MDOT Southwest Region. Budget estimate for BCATS area work listed here calculated as 3/14 proportional share of \$430,000 total for CON, and may be revised upon receipt of requested detailed engineering estimates. Scheduled Obligation Date for CON Phase 10/08/2021 (FY22). 2019 PE.
2022	204348	CON	Trunkline	MDOT	I-94 bridge over Riverside Dr ("I-94" in JobNet)	I-94 over Riverside Drive, 0.5 miles west of M-66/I-194, City of Battle Creek, Calhoun County	0.00	Bridge CPM - Thin Epoxy Ovly, Sleeper Slab Repl, Approach Repl, Expansion Joint Replacement, End Joint Reseal, Silane Waterproofing Barrier.	exempt		\$815,400	IM	\$90,600	\$0	\$906,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$906,000, with Fed-aid, scheduled obligation date 10/8/21 (FY22).
2022	204349	CON	Trunkline	MDOT	I-194/M-66 NB & SB bridges over I-94 ("I-94" in JobNet)	I-94 at/under I-194/M-66 NB & SB, City Of Battle Creek, Calhoun County	0.00	Bridge CPM - Full Paint, Substructure Horizontal Surface Coating, Elastomeric Bearing Replacement, Joint Reseal	exempt		\$2,106,001	IM	\$233,999	\$0	\$2,340,000	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR1. CON phase total \$2,340,000 with Fed-aid, scheduled obligation date 10/8/21 (FY22).
2022	206134	CON	Trunkline	MDOT	MDOT Marshall TSC Signal Modernizations ("US-131 N" in JobNet)	M-89 (Michigan) @ Stringham St traffic signal; M-89 (Michigan) @ VanBuren flashing beacon; I-94BL (Michigan) @ Charlton (fire station) emergency traffic signal; M-89 (NOT 37 referenced in JobNet description) (Michigan) @ Kimber (fire station #5) emergency traffic signal.	0.00	Traffic Safety - Traffic Signal Modernization, ADA Ramp Upgrades, Connected Vehicle Equipment Installations	exempt		\$774,092	STG	\$0	\$0	\$774,092	Part of larger \$2.9M project also including work at several intersections in St Joseph County. To be considered for addition to TIP by Fed amendment thru MPO process March 2019. CON phase scheduled obligation date 11/12/21 (FY22).
2022	207328	PE	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.31	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2022	207328	CON	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.31	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$172,530	HSIP	\$19,170	\$0	\$191,700	CR0 (draft job initiated) submitted February 2019
2022	207329	PE	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.83	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2022	207329	CON	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	2.83	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$37,260	HSIP	\$4,140	\$0	\$41,400	CR0 (draft job initiated) submitted February 2019
2022	207341	CON	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.65	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	exempt		\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.
2022	207433	PE	Trunkline	MDOT	I-94 Dynamic Message Signs (DMS)	I-94 Existing DMS	0.00	ITS Applications - Install seventeen (17) CCTV cameras on existing DMS.	exempt		\$10,162	NH	\$2,231	\$0	\$12,393	Existing DMS locations to be determined and listed here.
2023	201957	CON	Trunkline	MDOT	I-94BL/M-96 (Michigan Ave) Bridge over I-94 - CON	I-94BL/M-96 (Michigan Ave) Bridge over I-94 in Emmett Township	0.00	Bridge Rehabilitation - Barrier Replacement, Deck Patching, Healer/Sealer, Latex Beam Repairs, Carbon Fiber Beam Wrap, Substructure Patching, Concrete Surface Coating	exempt		\$837,001	IM	\$93,001	\$0	\$930,002	2020 PE-S & PE phases 100% State funded, in BCATS' TIP as Regionally Significant per BCATS discretion and request in CR4+5. CON phase total \$930,000 with Fed-aid, scheduled obligation date 10/7/22 (FY23).
2023	202655	CON	Trunkline	MDOT	Trunkline Non-Freeway Signing Updates ("M-60" in JobNet)	All trunkline routes in the BCATS metropolitan planning area (MPA) except I-94, I-194, and west I-94BL (Columbia Ave)	137.37	Traffic Safety - Non-freeway sign replacement	exempt		\$1,046,500	STG	\$0	\$0	\$1,046,500	BCATS area work is part of larger project also including trunkline non-freeway signing updates on +74.2 mi in Calhoun County outside BCATS MPA, +\$1,228,500 for CON. Scheduled Obligation Date for CON Phase 10/08/2021 (FY22).
2023	207365	PE	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	0.98	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2023	207365	CON	Trunkline	MDOT	Annual MDOT Southwest Region Longitudinal Pavement Marking Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	0.98	Traffic Safety - annual longitudinal pavement marking application on trunklines across MDOT Sw Region	exempt		\$172,530	HSIP	\$19,170	\$0	\$191,700	CR0 (draft job initiated) submitted February 2019
2023	207367	PE	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.19	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$810	HSIP	\$90	\$0	\$900	CR0 (draft job initiated) submitted February 2019
2023	207367	CON	Trunkline	MDOT	Annual MDOT Southwest Region Special Pavement Markings Program	Selected trunkline segments in the BCATS metropolitan planning area not being otherwise worked on during construction season.	1.19	Traffic Safety - annual special pavement marking (stop bars, arrows, text, etc.) application on trunklines across MDOT Sw Region	exempt		\$45,360	HSIP	\$5,040	\$0	\$50,400	CR0 (draft job initiated) submitted February 2019
2023	207378	CON	Trunkline	MDOT	MDOT Southwest Regionwide Retroreflectivity Readings	Selected trunkline segments in the BCATS metropolitan planning area	1.72	Traffic Safety - Pavement marking retroreflectivity readings and condition assessment on trunklines across MDOT Southwest Region	exempt		\$891	HSIP	\$99	\$0	\$990	Annual assessment program. Listed cost estimates for work in BCATS metropolitan planning area only.
2023	207433	CON	Trunkline	MDOT	I-94 Dynamic Message Signs (DMS)	I-94 Existing DMS	0.00	ITS Applications - Install seventeen (17) CCTV cameras on existing DMS.	exempt		\$49,416	NH	\$10,848	\$0	\$60,264	Existing DMS locations to be determined and listed here.

BATTLE CREEK AREA TRANSPORTATION STUDY

Policy Committee

Minutes of June 19, 2019 Meeting

VOTING MEMBERS PRESENT: Mallory Avis, Harry Burdett, Derek King, Annjanette Kremer, Don Mayle, John Midgley, Dave Morgan, and Greg Rickmar

NON-VOTING MEMBERS PRESENT: None

VOTING MEMBERS ABSENT: Laveta Hardish, Tim Hill, and Rande Johnson

NON-VOTING MEMBERS ABSENT: Andrea Dewey (FHWA) and SMPC

OTHERS PRESENT: 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

A quorum was present (see above for voting members present). Introduction of members was completed to take roll call and for the benefit of all in attendance.

APPROVAL OF THE AGENDA

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

**Res.
19-29**

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE MINUTES

It was moved by Midgley, supported by Rickmar, to approve the minutes of the May 22, 2019 meeting, as presented, subject to any additions, corrections or changes. MOTION CARRIED UNANIMOUSLY.

**Res.
19-30**

COMMUNICATIONS

Karr reported the following items of communication:

- The May TIP amendment was submitted to MDOT on June 3, 2019 subsequent to the late addition of transit changes that had to be approved by the middle of June. It was federally approved on June 6, 2019. Notification went out to the impacted parties.

- The FY 2020 UWP document was submitted to MDOT by the June 1st deadline. Subsequent requests from MDOT SUTA and Air Quality staff were addressed involving minor changes to the wording of two work item narratives.
- Karr provided an update about the Regional Prosperity Committee which met on June 6th. The group is focusing on a housing toolkit for communities in the region and on asset management this year. There is no funding identified in next year's budget to continue the RPI effort started by the previous governor.
- Notice of the finalization of the new FY 2020-2023 TIP was published.
- The Certification Resolution approved last month has been executed by both BCATS and MDOT and is ready to be included in the TIP document.
- A reminder was given at the Technical Committee meeting that information about local safety projects that are being developed for the MDOT call (deadline August 5th) should be provided to BCATS in advance of the July Committee meetings so consideration can be given relative to letters of support for the project applications.
- BCATS received a request from Battle Creek Transit for a letter of support for its application to the Federal Transit Administration for discretionary funding for vehicles and a new facility. Karr thanked the Committee members for their support for transit's application and indicated that she had provided a letter of support for the application which is due today. Avis indicated that the total project application will be for \$18.75 million, and that it would be an 80/20 funding split between federal and state.
- Karr reported that she spent time on Monday dealing with MDOT's Commission audit, which is working to close out older grants.

UNFINISHED BUSINESS

There was no unfinished business.

NEW BUSINESS

A. FY 2020-2023 Transportation Improvement Program (TIP) and Adopting Resolution

Karr reviewed the changes that have been made to the TIP document since the last Policy Committee meeting. The language in the Implementation section was changed to reflect the result of the discussion about the topic of the "regionally significant" definition in that section. She read the change to the language shown on page 69. She distributed an Executive Summary section that is to be added to the document as a succinct summary of the lengthy TIP document. Karr noted that the action today is to approve the adopting resolution, for signature by the Policy Committee chairperson, as well as the actual TIP document.

Tilma noted that the project list has minor changes as well, including a change to each year's transit operating assistance project with federal 5307 funding that will have the state funding to transit removed and ultimately included under separate job numbers in the JobNet system. The change with state funding, along with other needed changes, will be addressed with the first amendment to the new TIP this fall.

Tilma reviewed the TIP document project maps that were distributed. These maps will be included in the document. King asked about the process for having roads assessed for future improvement. There was discussion about this topic. The final TIP document is to be submitted to MDOT by BCATS before July 1, 2019.

It was moved by Morgan, supported by King, to approve the Adopting Resolution and the document for the FY 2020-2023 Transportation Improvement Program (TIP), as presented. MOTION CARRIED. Kremer abstained.

**Res.
19-31**

COMMENTS

A. Next Meeting

Chair Burdett announced that the next Policy Committee meeting is scheduled for Wednesday, July 17, 2019, 1:30 p.m. in the City of Springfield Council Chambers.

B. Committee Member Comments

Mayle asked if BCATS will be presenting an amendment to the FY 2020-2023 TIP at its September meeting. Karr indicated that, based on the information she was provided at the Michigan Transportation Planning Association meeting yesterday, it would probably be September, with submission of the amendment package after the new FY 2020-2023 TIP has been federally approved. At this point, Tilma noted that July will be the last opportunity to amend 2019 projects. He indicated that the deadline for submittal of pertinent information for the July amendment is this Friday, June 21st.

Kremer provided project updates for MDOT jobs. The BCATS area multi-signal project has experienced increased costs and this will be entered as a change request in the programming system. It is scheduled for an August letting. The I-96 Columbia Avenue preventative maintenance project will be delayed due to unforeseen right-of-way issues along the route to be improved. Also, there will be a cost change to the M-311 westbound I-94 ramp project since the improvement is being scaled back, while still providing a safety benefit.

Avis thanked the members and BCATS staff for the letter of support for their discretionary grant application being submitted by Battle Creek Transit. The application is for \$18.75 million for a new facility and for the replacement of 16 buses. Avis asked about the information for the specialized service agencies and Tilma replied that the information is correct. A new project awarded by the state, with a new provider, Aequitas, will require an amendment to the TIP.

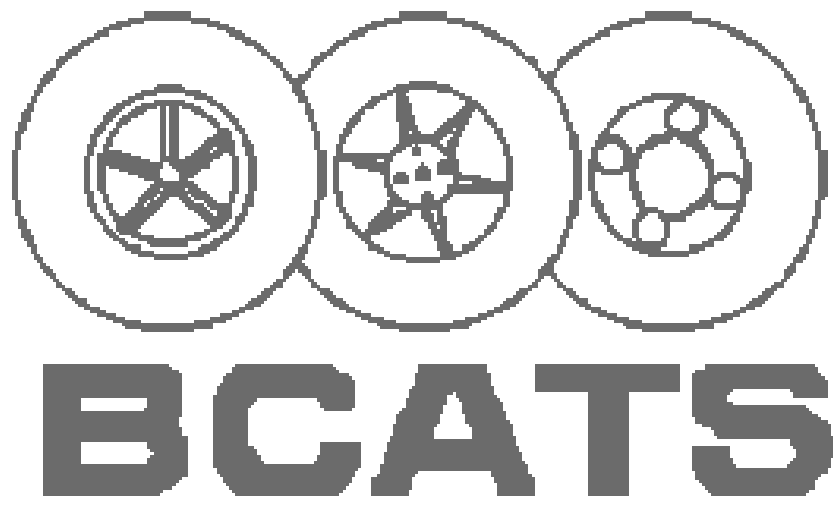
King asked for an update on the M-311 (11 Mile Road) bridge over the Kalamazoo River project from MDOT. Kremer indicated that while the project was delayed due to environmental questions, and the bids came in 11% over, it is still expected to proceed and be finished in 2019.

C. Public Comments

There were no public comments.

ADJOURNMENT

Chair Burdett adjourned the meeting at 2:04 p.m.



BATTLE CREEK AREA TRANSPORTATION STUDY
Approval of the
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, the Battle Creek Area Transportation Study *FY 2020-2023 TIP* has been developed pursuant to Section 134 of title 23, United States Code, and

WHEREAS, the Battle Creek Area Transportation Study *FY 2020-2023 TIP* includes a "Fiscal Constraint Demonstration" that lists categories of 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 2020-2023 TIP* was developed with the opportunity for public input and comment as provided for by the Battle Creek Area Transportation Study;

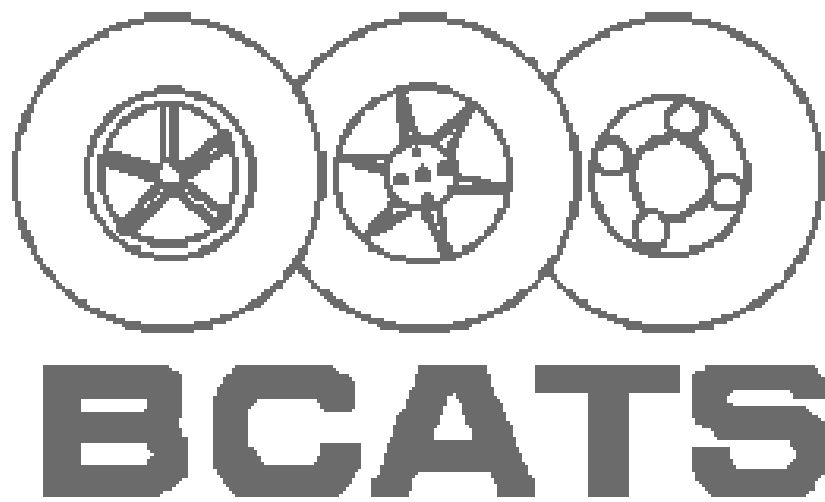
NOW THEREFORE BE IT RESOLVED, it is the finding of the Battle Creek Area Transportation Study that its *FY 2020-2023 Transportation Improvement Program* is consistent with its *2040 Transportation Plan*, and

BE IT FURTHER RESOLVED, that the Battle Creek Area Transportation Study approves its *FY 2020-2023 Transportation Improvement Program*.



Harry Burdett, Chair
Battle Creek Area Transportation Study Policy Committee

DATE: June 19, 2019



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:

1. 23 U.S.C. 134 and 135, 49 U.S.C. 5303, and this subpart;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
3. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
5. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
6. 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;
7. 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;
8. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
10. In nonattainment and maintenance areas, 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



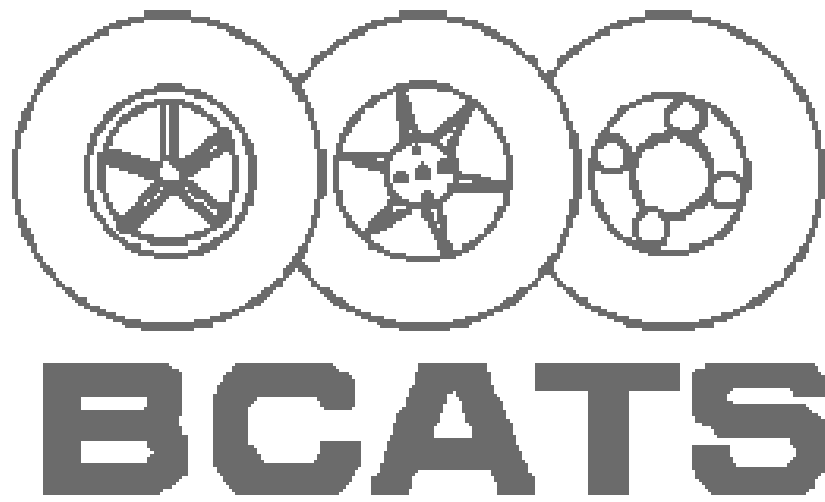
Harry Burdett, Chairperson
Battle Creek Area Transportation Study

May 22, 2019
Date



Todd White, Director
Bureau of Transportation Planning

5-28-19
Date



GLOSSARY

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.

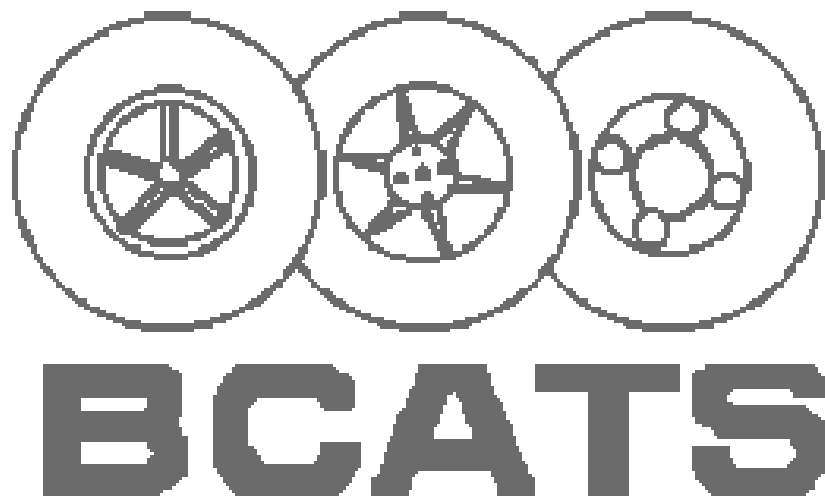
STUDY AREA - The area delineated for the purpose of data collection by a transportation study. This area contains the central city and surroundings, that is expected to take on urban characteristics in the next 20 to 30 years (ie; by the end of the long range planning period) and is the area for which 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.



August 14, 2019, (2:30pm)