



Battle Creek Area Transportation Study

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Did you know . . .

- A total of approximately \$19.7 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2014 - this is about a 35% increase over the amount programmed in 2013, due to some major MDOT projects on I-94BL on the west side of Battle Creek which were obligated in FY 2014 and will be constructed in FY 2015.
- 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. All categories represent federal gas tax revenues coming back to the local community.
- A total of about \$555,000 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.48 million in federal funds in 2014, a slight increase over FY 2013.

See the listing on the reverse side for project details.

BCATS Reports Obligated Federal Transportation Projects From FY 2014

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

Under the federal SAFETEA-LU transportation legislation (passed in 2005), the TIP changed from a three-year to a four-year programming document and the MPOs were to report to local officials and the public an “annual listing of obligated projects” after the end of each programming year. The programming year is a fiscal year that runs from October 1st through September 30th of the following year. This requirement continued under the federal MAP-21 legislation in 2012.

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 2014 (which ended September 30, 2014). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2014 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2014 may not be constructed until 2015. The listing of 2014 obligated projects for the BCATS area appears on the reverse of this sheet. Any questions may be addressed to the BCATS staff office via any of the contact options at the top of this page.

Federal Legislation needed to maintain future year funding . . .

In July, 2012 a new two-year federal transportation bill, “Moving Ahead for Progress in the 21st Century”, known as MAP-21, was enacted which created major changes to the federal transportation funding categories for fiscal years 2013 and 2014. That bill expired September 30, 2014 and currently transportation funding is continuing at the federal level through a “continuing resolution” process. There is great concern about the ability of the Highway Trust Fund to generate enough revenue from the federal gas tax to maintain the federal transportation program in its current state. Meanwhile, it is recognized that the nation’s transportation infrastructure continues to deteriorate. BCATS’ role continues to be to administer whatever level of funding is provided for highway, transit and other modes of transportation in the greater Battle Creek area.

December 2014

Obligated FY 2014 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)
Calhoun Co.	CON	B Drive North @ Beadle Lake Road	Modernization and upgrade of traffic signal at intersection	\$ 174,000	CM	\$ 100,000	\$ 100,000	\$ -	\$ 175,223
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	\$ 197,839	PL	\$ 161,930	\$ 161,930	\$ -	\$ 197,839
BCATS	EPE	Metropolitan Area-wide Transportation Planning/Fed Transit	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	\$ 53,870	5303	\$ 43,096	\$ 43,096	\$ -	\$ 53,870
CBC	CON	Columbia Avenue	Resurfacing from M-96 (Helmer Road) to I-94BL west (Skyline Drive) (2.32miles)	\$ 315,000	STUL	\$ 252,000	\$ 226,636	\$ 25,364	\$ 276,892
CBC	CON	Riverside Drive	Resurfacing from M-96 (Columbia Avenue) to Minges Road E. (1.72 miles)	\$ 208,000	STUL	\$ 128,000	\$ 127,695	\$ 305	\$ 187,229
CBC	CON	McCamy Street @ Hamblin Avenue	Modernization and upgrade of traffic signal at intersection	\$ 300,000	CM	\$ 300,000	\$ 300,000	\$ -	\$ 309,583
CBC/BCT	T-Cap	Community Action & Marian Burch Adult Day Care Center Capital Assistance	Replace a total of 6 existing small vehicles - CA replace four 12-14 passenger vans - Marian Burch Adult Day Care replace two medium duty 29 foot buses (Awarded in 2014 for the 2015 program)	\$ 316,000	5310	\$ 252,000	\$ 252,000	\$ -	\$ 316,000
CBC/BCT	T-Cap	Community Inclusive Recreation (CIR) Capital Assistance	Automated external defibrillators (AEDs) and advance passenger alert systems for five CIR buses (Awarded in 2014 for the 2015 program)	\$ 12,000	5310	\$ 10,000	\$ 10,000	\$ -	\$ 12,000
CBC/BCT	T-Ops	BCT Transit Operating Assistance	Federal operating assistance to Battle Creek Transit (BCT)	\$ 3,233,000	5307	\$ 1,027,000	\$ 1,027,000	\$ -	\$ 3,233,000
CBC/BCT	T-Cap	BCT Transit Facility Improvements	Replace equipment, upgrades and repairs to facilities	\$ 119,000	5339	\$ 95,000	\$ 95,000	\$ -	\$ 119,000
CBC/BCT	T-Cap	BCT Security and other Upgrades	Install cameras and renovate administrative facility, repair/replace passenger shelters, acquire software	\$ 121,000	5339	\$ 97,000	\$ 97,000	\$ -	\$ 121,000
CSPR	CON	Truck replacement	Replace 1 diesel-powered single-axle large truck	\$ 128,000	CM	\$ 102,000	\$ 60,298	\$ 36,702	\$ 73,669
MDOT	PE	I-94	Preliminary engineering for resurfacing from I-94BL (Michigan Avenue) to I-94BL (11 Mile Road) (1.22 miles)	\$ 49,000	IM	\$ 44,000	\$ 43,830	\$ 170	\$ 48,700
MDOT	PE	M-89 (W. Michigan Avenue)	Preliminary engineering for resurfacing from Augusta Drive to Custer Drive (1.18 miles)	\$ 64,000	STP	\$ 52,000	\$ 52,138	\$ (138)	\$ 63,700
MDOT	PE	I-94BL (Dickman Road)	Preliminary engineering for addition of a right turn lane on I-94BL (Dickman Road) at Riverside Drive and upgrading of the signalization at the same intersection (.02 miles)	\$ 65,000	CM	\$ 53,000	\$ 53,203	\$ (203)	\$ 65,000
MDOT	CON	M-89 (W. Michigan Avenue)	Removal of traffic signal at M-89/Jordan Street/Angell Street intersection	\$ 4,000	STG	\$ 4,000	\$ 4,488	\$ (488)	\$ 4,825
MDOT	CON	M-96 (at corner of Helmer Road and Columbia Avenue)	Relocation of three graves located outside of the current cemetery boundary and in the road right-of-way	\$ 215,000	ST	\$ 176,000	\$ 82,951	\$ 93,049	\$ 101,345
MDOT	CON	M-37 (Helmer Road)	At Norfolk Southern Railroad crossing - upgrade warning devices	\$ 466,000	STRG	\$ 466,000	\$ 465,850	\$ 150	\$ 465,850
MDOT	CON	M-96 (Columbia Avenue)	Resurfacing from I-194/M-66 to I-94BL (E. Michigan Avenue) (2.35 miles)	\$ 1,013,000	ST	\$ 830,000	\$ 506,198	\$ 323,802	\$ 618,446
MDOT	CON	M-37	Resurfacing/rehabilitation from Columbia Avenue to Dickman Road and at Skyline Drive (6.46 miles)	\$ 680,000	NH	\$ 556,000	\$ 556,826	\$ (826)	\$ 680,300
MDOT	CON	M-66 South	Resurfacing from Glen Cross Road to I-94 (1.15 miles)	\$ 1,760,000	ST	\$ 1,441,000	\$ 1,106,092	\$ 334,908	\$ 1,351,365
MDOT	CON	I-94 Bridge Replacement	Replacement of bridge over I-94 at exit 92 (I-94BL)	\$ 10,400,000	IM	\$ 9,360,000	\$ 9,360,049	\$ (49)	\$ 10,400,054
MDOT	CON	I-94BL Carpool Lot	Resurfacing of carpool lot at I-94 exit 92	\$ 113,000	ST	\$ 93,000	\$ 93,145	\$ (145)	\$ 113,800
MDOT	CON	I-94BL West	Resurfacing and minor widening from I-94 to Columbia Avenue (3.23 miles)	\$ 5,438,000	NH	\$ 4,451,000	\$ 4,451,740	\$ (740)	\$ 5,438,900
MDOT	CON	M-89 (W. Michigan Ave./N. Washington Avenue)	Resurfacing from Custer Drive east to I-94BL (Dickman Road)	\$ 2,258,000	ST	\$ 530,000	\$ 361,246	\$ 168,754	\$ 1,990,337

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; Calhoun Co.=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; 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; STRG=Surface Transportation Program Safety Rail-Highway and Incentive—100% federal; STUL=STP urban local (<200,000 population); STG=STP Safety 100% Federal; PL=STP Planning; CM=Congestion Mitigation & Air Quality Program; ST=Surface Transportation - SAFETEA-LU; NH=National Highway System - SAFETEA-LU; IM=Interstate Maintenance - No Added Lanes; 5303=Federal Transit planning funds; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula; 5310=FTA Section 5310 - Elderly & Disabled; 5339=Federal Transit Section 5339 - Bus and Bus Facilities

(1) "Federal Funds Programmed" is the amount of Federal \$ initially programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Federal Funds Obligated" is the amount of Federal \$ actually contracted for the project. (3) "Federal Funds Remaining" is the programmed \$ amount less the obligated \$ amount; dollar figures in () indicate a negative value of the obligated \$ in excess of the programmed \$. 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.