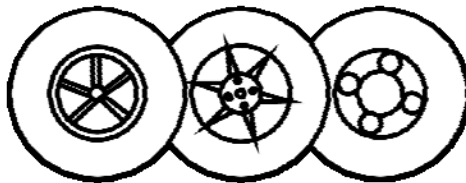


FY 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM

Battle Creek Area Transportation Study

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BCATS

June, 2016

ACKNOWLEDGMENTS

This document partially fulfills work item 2.0501 of BCATS' annual Unified Work Program (UWP) for FY 2016.

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BCATS' FY 2017-2020 Transportation Improvement Program was approved by the Battle Creek Area Transportation Study Policy Committee on June 22, 2016 (Resolution #16-26). The draft minutes of the June 22nd Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix.

BATTLE CREEK AREA TRANSPORTATION STUDY

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BATTLE CREEK AREA TRANSPORTATION STUDY

FY 2017-2020

TRANSPORTATION IMPROVEMENT PROGRAM

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SECTION 1 - INTRODUCTION

This document represents the Transportation Improvement Program for the Battle Creek Area Transportation Study (BCATS) for Fiscal Years (FYs) 2017-2020 (October 1, 2016 through September 30, 2020) 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 Transportation Improvement Program developed in consideration of these purposes provides for the efficient use of available financial resources in addressing the area's transportation needs. This orderly and efficient programming of prioritized transportation improvements is the primary reason for TIP development.

PROGRAM DEVELOPMENT PROCESS

According to the Federal regulations, Federal-aid projects identified in the TIP must be consistent with the long-range transportation planning process (including any management systems in place to support the process - for pavement, bridges, safety, congestion, public transportation, and intermodal transportation) 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 also require that projects address meeting performance targets, especially for National Highway System (NHS) facilities. However, at present, national and state performance measures and targets are yet to be defined or developed.

The development of the Transportation Improvement Program begins with the Michigan Department of Transportation (MDOT) and local road & transit agencies submitting to BCATS the projects and programs (from the Plan and 4-R needs) which they identify as best meeting the transportation needs of their respective systems. Those recommendations evolve in consideration of BCATS' *2035 Metropolitan Transportation Plan* (June, 2011); the 4-R (reconstruction, rehabilitation, restoration, and

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

resurfacing) needs of the State and local agencies for the Battle Creek metropolitan area; and BCATS' *FY 2014-2017 Transportation Improvement Program*².

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 2014-2017 TIP* that were obligated in FY 2014 or FY 2015 are listed in BCATS' annual "Obligated Projects Report" for each of those years (included for informational purposes at the end of this section).

Many state and local projects programmed for 2014 and 2015 have proceeded through to implementation. However, several local projects were not completed during that 2-year period due to a lack of "obligational authority" for spending of the urban local funding. That funding category was severely limited in 2014 and 2015, resulting in projects not receiving the funding that was anticipated. The 2014 local projects not receiving federal funding were completed using a specially designated state funding program that was not previously anticipated. The 2015 incomplete projects were put on hold to be reevaluated by the implementing agency.

At present, it appears that all FY 2016 state and local projects in the *FY 2014-2017 TIP* are progressing toward implementation during the FY 2016 construction season. The FY 2017 program of projects in the current TIP is expected to transfer to the new TIP with relatively few changes. Any changes to projects in that program year showing up in the new TIP, will be made concurrently to the current TIP via the TIP amendment process (see Section 9 - Implementation).

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 2017-2020 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 are further delineated, the selection process utilized

² *FY 2014-2017 Transportation Improvement Program*, Battle Creek Area Transportation Study, June, 2013, as amended.

by BCATS will be reviewed relative to the consideration of performance measures and the meeting of performance targets for certain sectors of the transportation system.

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* in 2007. 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.





December 2014

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 | McCamly 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.



December 2015

Battle Creek Area Transportation Study

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BCATS Reports Obligated Federal Transportation Projects From FY 2015

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 is presumed to continue under new federal legislation (Fixing America’s Surface Transportation (FAST) Act) just passed in early 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 2015 (which ended September 30, 2015). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2015 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2015 may not be constructed until 2016. The listing of 2015 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 just passed provides 5-year 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 does not appear to make any major changes in the implementation of the federal transportation program from those already set in motion by the MAP-21 legislation in 2012. The FAST Act sets 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 funding is provided for highway, transit and other modes of transportation in the greater Battle Creek area.

Did you know . . .

- A total of approximately \$6.2 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2015 - this is significantly less than the \$19.7 million obligated in 2014, due to the large amount of funding obligated in 2014 for the major MDOT projects on I-94BL and the bridge over I-94, on the west side of Battle Creek, which were obligated in FY 2014 and 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 \$650,000 in federal funds was obligated for projects benefitting improved air quality. Obligated transit projects totaled approximately \$1.4 million in federal funds in 2015, a slight decrease from FY 2014.

See the listing on the reverse side for project details.

December 2015

Obligated FY 2015 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 | | | | | | | | | |
| CBC | CON | McCamly Street @ Michigan Avenue | Modernization and upgrade of traffic signal at intersection | \$ 300,000 | CM | \$ 296,547 | \$ 296,547 | \$ - | \$ 355,176 |
| 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 | \$ 202,748 | PL | \$ 165,950 | \$ 165,950 | \$ - | \$ 202,748 |
| 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 | \$ 53,723 | 5303 | \$ 42,978 | \$ 42,978 | \$ - | \$ 53,723 |
| CBC | CON | W. Van Buren Street | Resurfacing from Washington Street to Elm Street (1.02miles) | \$ 487,600 | STUL | \$ 276,480 | \$ 276,000 | \$ 480 | \$ 557,748 |
| CBC | CON | Emmett Street | Resurfacing from M-66 (Capital Avenue NE) to East Avenue (.26 miles) | \$ 120,000 | STUL | \$ 76,000 | \$ 76,000 | \$ - | \$ 144,121 |
| CBC | CON | Propane Fueling Station | Construct propane fueling station to service propane vehicles in the City of Battle Creek fleet | \$ 250,000 | CM | \$ 200,000 | \$ 200,000 | - | \$ 250,000 |
| CCRD | CON | B Drive N @ Beadle Lake Road | Modernization and upgrade of traffic signal at intersection | \$ 174,000 | CM | \$ 174,000 | \$ 154,986 | \$ 19,014 | \$ 155,736 |
| TRANSIT | | | | | | | | | |
| 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 2015 for the 2016 program) | \$ 162,000 | 5310 | \$ 130,000 | \$ 130,000 | \$ - | \$ 162,000 |
| CBC/BCT | T-Cap | Marian Burch Adult Day Care Center Capital Assistance | Replacement of 2 medium-duty 29' buses | \$ 178,000 | 5310 | \$ 142,000 | \$ 142,000 | \$ - | \$ 178,000 |
| CBC/BCT | T-Ops | BCT Transit Operating Assistance | Federal operating assistance to Battle Creek Transit (BCT) | \$ 3,250,983 | 5307 | \$ 1,026,861 | \$ 1,027,000 | \$ - | \$ 3,629,014 |
| CBC/BCT | T-Cap | BCT Transit Facility Improvements | Replace equipment, upgrades and repairs to BCT facilities | \$ 120,660 | 5339 | \$ 96,528 | \$ 96,528 | \$ - | \$ 120,660 |
| STATE | | | | | | | | | |
| MDOT | SUB | M-37 over Wabascon Creek | Joint replace, approaches (.16 miles) | \$ 11,097 | ST | \$ 9,083 | \$ 9,083 | \$ - | \$ 11,097 |
| MDOT | PE | M-37 over Wabascon Creek | Joint replace, approaches (.16 miles) | \$ 22,506 | ST | \$ 18,421 | \$ 18,421 | \$ - | \$ 22,506 |
| MDOT | CON | M-37 over Wabascon Creek | Joint replace, approaches (.16 miles) | \$ 163,000 | ST | \$ 133,416 | \$ 165,869 | \$ (32,453) | \$ 202,651 |
| MDOT | PE | I-194 | Restore and rehabilitation: M-66 - Van Buren Street to Capital Avenue and I-194 - Golden Avenue to Hamblin Avenue (1.85 miles) | \$ 58,200 | ST | \$ 47,637 | \$ 52,380 | \$ (4,743) | \$ 101,345 |
| MDOT | CON | M-89 | Resurfacing from Augusta Drive to Custer Drive (1.18 miles) | \$ 694,200 | STRG | \$ 568,202 | \$ 441,248 | \$ 126,954 | \$ 539,093 |
| MDOT | CON | I-94 | Resurfacing from I-94BL (Michigan Avenue) to M-311 (11 Mile Road) (1.22 miles) | \$ 1,002,800 | ST | \$ 902,520 | \$ 857,699 | \$ 44,821 | \$ 952,999 |
| MDOT | CON | M-96 (Helmer Road) | At Columbia Avenue - installation of pedestrian countdown signals | \$ 4,739 | NH | \$ 4,739 | \$ 4,408 | \$ 331 | \$ 4,739 |
| MDOT | SUB | M-311 | Bridge over the Kalamazoo River - Replacement (.5 miles) | \$ 408,255 | ST | \$ 334,157 | \$ 334,157 | \$ - | \$ 408,255 |
| MDOT | PE | M-311 | Bridge over the Kalamazoo River - Replacement (.5 miles) | \$ 65,745 | IM | \$ 53,812 | \$ 53,812 | \$ - | \$ 65,745 |
| MDOT | PE | I-94 | Restore and rehabilitate from 6 1/2 Mile Road to 11 Mile Road (4.81 miles) | \$ 1,840,000 | ST | \$ 1,656,000 | \$ 1,656,000 | \$ - | \$ 1,840,000 |

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:** SUB = special preliminary engineering for bridge projects; 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 (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 \$ 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.

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 funding “reasonably expected to be available”)
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-Appendix 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 receive approximately \$1.16 million in federal-aid highway funding under the Surface Transportation Urban Local (STUL) program each year. In addition, based on FY14-20 projects programmed in BCATS’ TIP, the Michigan Department of Transportation (MDOT) on average spends approximately \$5.65 million annually for capital needs on state-owned highways in the area (I-, US-, and M- designated roads).

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Appendix A. 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 \$1.065 million in federal operating assistance each year.

State funding for transportation comes from vehicle registration fees and motor fuel taxes. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. 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 current gross receipts to the MTF are approximately \$1.95 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit funding. Currently, a little under \$167 million is deposited by the state into the CTF each year. 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 estimates 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 stabilize at an additional \$1.2 billion per year ("Road Funding Package-Enacted Analysis", Hamilton and Kyle, Lansing, MI, House Fiscal Agency, November, 2015.)

Local funding is much more difficult to predict. There is a patchwork of transportation millages, 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), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years of the FY 2017-2020 TIP (see Section 2-Appendix 2-2).

In the BCATS area, the TIP Subcommittee is provided with the funding targets for the years covered by the TIP. 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. Agencies throughout the state 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.

YEAR OF EXPENDITURE (YOE)

When MDOT, FACs, 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 2017-2020 TIP cycle, MDOT's inflation rates are 5% for FY 2017 and FY 2018, 4.5% for FY 2019, and 4% for FY 2020 (see Section 2-Appendix 2-2 for more details).

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 capital needs on the federal-aid highway system in the Battle Creek Area Transportation Study area over fiscal years 2017 through 2020. The only local funding (i.e., non-federal) included is funding required to match the federal-aid funds. This is assumed to be 18.15% of the cost of each project for calculation of the Local Match. However, some projects under the CMAQ program are eligible for 100% federal funding.

Table 2-1. Forecast of Resources Available for Capital Needs on the Local Federal-Aid Highway System for the BCATS Area

| FY | Federal STP Urban Local | Federal CMAQ* | Local Match | TOTAL |
|--------------|------------------------------------|--------------------------|--------------------|--------------------|
| 2017 | \$1,169,500 | \$517,877 | \$374,171 | \$2,061,548 |
| 2018 | \$1,138,370 | \$517,877 | \$367,268 | \$2,023,515 |
| 2019 | \$1,161,138 | \$517,877 | \$372,317 | \$2,051,332 |
| 2020 | \$1,184,360 | \$517,877 | \$377,466 | \$2,079,703 |
| TOTAL | \$4,653,368 | \$2,071,508 | \$1,491,222 | \$8,216,098 |

* Includes CMAQ funding directed to projects outside the BCATS area, within Calhoun County.

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-Appendix 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 costs are not eligible for federal-aid. The amounts shown are increased by MDOT provided factors (see Section 2-Appendix 2-2).

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

| | 2017 | 2018 | 2019 | 2020 |
|--------------|--------------|--------------|--------------|--------------|
| MDOT | 5,286 | 5,348 | 5,411 | 5,475 |
| Local | 4,292 | 4,343 | 4,395 | 4,448 |
| TOTAL | 9,578 | 9,691 | 9,806 | 9,923 |

SUMMARY: RESOURCES AVAILABLE 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. 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-Appendix 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, is 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 Federal & State Resources Available for Public Transit in the BCATS Metropolitan Area for FY 2017–2020

| 2017 | 2018 | 2019 | 2020 |
|-------------|-------------|-------------|-------------|
| \$3,585,840 | \$3,206,770 | \$3,104,357 | \$3,055,387 |

DEMONSTRATION OF FINANCIAL CONSTRAINT, FY17–20 TIP

Table 2-4. Demonstration of Financial Constraint, FY 2017-2020 TIP

| | 2017 | 2018 | 2019 | 2020 |
|---------------------------|-------------|-------------|--------------|-------------|
| Highway Funding | \$3,545,367 | \$3,877,170 | \$11,009,656 | \$4,257,941 |
| Highway Programmed | \$3,545,367 | \$3,709,360 | \$10,844,039 | \$4,257,941 |
| Transit Funding | \$4,259,068 | \$4,140,150 | \$3,755,090 | \$3,865,417 |
| Transit Programmed | \$4,259,068 | \$4,140,150 | \$3,755,090 | \$3,865,417 |
| Total Funding | \$7,804,435 | \$8,017,320 | \$14,764,746 | \$8,123,358 |
| Total Programmed | \$7,804,435 | \$7,849,510 | \$14,599,129 | \$8,123,358 |
| Difference | \$0 | \$167,810 | \$165,617 | \$0 |

SECTION 2-APPENDIX 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-APPENDIX 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 2017 and FY 2020.

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:

1. 2016, base year;
2. 2017, 5.0 percent above 2016;
3. 2018, 5.0 percent above 2017;
4. 2019, 4.5 percent above 2018;
5. 2020, 4.0 percent above 2019

These factors are modified for projects in the BCATS’ TIP when specific local experience indicates an expected future cost which deviates from the MDOT adopted factors. For example, in this TIP a default annual rate of increase of 2% was applied to the 2017 estimated costs for comparable transit vehicle replacement projects.

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 \$533 million annually, based on a spreadsheet received from MDOT on 3/28/2016.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction \$533 million/31,360 (total State trunkline lane miles) 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 per-lane-mile costs.
3. Approximately 1.0% 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 \$5.3 million to \$5.5 million annually in the BCATS area on these types of activities over the period of the FY 2017-2020 TIP (see Table 2-2) using its per-lane-mile figures. The base year figure is increased over the years of the TIP based on the rates shown on the 3/28/16 MDOT spreadsheet referenced above.
5. A per-lane-mile cost for lane-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 (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 Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation legislation is the establishment of a “performance-and-outcome-based” program. The objective of this “performance-and-outcome-based” program is for the investment of resources in projects that collectively will make progress toward the achievement of nationally set goals. 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. These program changes are continued with the latest federal transportation legislation, the Fixing America’s Surface Transportation (FAST) Act, passed in December, 2015.

PERFORMANCE MEASURES

The U.S. Department of Transportation (DOT) Secretary, in consultation with the states, MPOs, and other stakeholders, will establish performance measures for:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance 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
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may 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 (CMAQ) program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

Within 180 days of states, or providers of public transportation, setting performance targets, it is required 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.

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 forthcoming MAP-21/FAST Act mandated performance measures and targets. BCATS maintains a traffic count program which is being integrated into an electronic traffic count database system. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion, as well as easier access to the data by the public. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides BCATS with data (both current and historic) to address the status of pavement conditions in the BCATS area. 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 will be directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the BCATS area. Therefore, BCATS will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the BCATS area subject to the performance targets. Any roadways designated as NHS which are under local jurisdiction will be assessed in conjunction with the responsible local road agency.

In the process of developing future Metropolitan Transportation Plans (MTP) and Transportation Improvement Programs (TIP) once the measures are established, BCATS will assess the impact of any proposed projects on the seven performance measure areas as federal guidelines become available for each area. This will be done using the best available data at the time of assessment. Projects providing the most benefit in meeting identified performance targets will be considered for priority in programming.

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. The Participation Plan outlines who will be notified of BCATS activities.

The development of the 2017-2020 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, 2016 and April, 2016. Copies of the newsletters follow in this section. BCATS also made copies available to the local units of government and the local library branches 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 two public comments being received. One reply was from a government official commending the inclusion of certain projects in the program. The second comment was from an individual who offered a modification to a MDOT project on a state trunkline. The MDOT TSC office took the comment into consideration and has applied for supplemental funding to incorporate the requested extension of a deceleration lane in conjunction with the roadway resurfacing project.

In May, 2016, BCATS published a formal notice 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, 2016 as opportunities to comment on the FY 2017-2020 TIP. Final action by BCATS' Policy Committee on the new TIP was deferred to June; another notice was published in the *Battle Creek Enquirer* on June 19, 2016 to announce the June 22, 2016 Policy Committee meeting as the last opportunity for public comment on the initial FY 2017-2020 TIP. Clippings of both notices are reprinted on the following page.

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Those sanctions con-
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Contributing: Oren Do-
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REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS

THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in the 12th amendment to its current Transportation Improvement Program (TIP) for fiscal years (FYs) 2014-2017 (10/1/13-9/30/17), and in **adoption of its new TIP for FY17-20**. The proposed amendment includes the following: **1)** adding Federal (\$15,000) & State (\$562,500) incentive payments to the City of Battle Creek (BC) for 2016 railroad grade crossing closures on Division St, Fountain St, & Spencer St; **2)** adding a Michigan Dept of Transportation (MDOT) 2016 Freeway Signing Upgrade on I-94 in Calhoun County, total cost \$1.9M, 100% Fed Interstate Maintenance - Safety funds; **3)** deleting BC's 2017 resurfacing of Main St (from Mary to south city limits, & from M-66 to Hamblin) from the current TIP, and placing the \$194,000 project in the new TIP for 2018 construction. The resulting available 2017 Federal Surface Transportation Program (STP) funds then facilitate adding resurfacing of McCamly St (from VanBuren St to North Ave), and Roosevelt Ave (from East Ave to Garrison Ave), to BC's 2017 STP-funded resurfacing of Goguac St (from Capital to Carl), expediting bid letting & providing funding flexibility. Goguac+McCamly+Roosevelt total cost \$445,180, funded 81.85% Fed STP, 18.15% City of Battle Creek; **4)** adding a 2016 remodeling/rehabilitation of Battle Creek Transit's administration building. Total cost \$114,575, funded 80% Federal Transit Administration (FTA) Section 5339 - Small Urban Bus & Bus Facilities, 20% State Comprehensive Transportation Fund; and **5)** adding replacement of two large heavy duty, low floor, Americans with Disabilities Act (ADA) fully equipped buses for Battle Creek Transit's fixed-route service, one in 2016 & one in 2017. Each bus total cost \$425,000, 90% FTA Sec 5339, 10% City of Battle Creek. Details of the above listed projects, and of several administrative modifications that will be presented with the amendment, can be provided upon request. Additional TIP amendment information, as well as **the draft document & project list for the new FY17-20 TIP, is available online at www.bcatsmpo.org**. Discussion & action regarding both the proposed amendment & the new TIP will be conducted at the regular meetings of BCATS' Technical Committee (5/11/16) & Policy Committee (5/25/16). Both meetings begin at 1:30 pm in the Council Chambers of Springfield City Hall at 601 Avenue A. Public comment on each TIP item is encouraged before or at those meetings; BCATS' regular meetings are open to the public. Comments will be accepted up to Policy Committee actions on 5/25/16. 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.

LJ-2016032741

3lbs Ranch Stee
Hamburger, 3lbs
Chicken, 3lbs Por
3lbs Pork Roast,
Sirloin Chops, 3lbs
Sausage, 3lbs

30lbs.....\$
NOW.....\$

SPECIAL

10lbs Chuck Roa
Ranch Steak, 10lb
Beef, 10lbs Mixed
10lbs Pork Steak,
Roast, 10lbs Por
Chops, 10lbs Br
Sausage, 10lbs H
10lbs Bacon

100lbs.....\$
NOW.....\$



Bud, Bud Light
Coors Light o
15 pk 12 oz cans

Busch, Busch
Miller High Li
30 pk 12 oz cans

1391 Capi
Hou
Mon.-Sat. 8
269-96

Packag
Prices Good Th

placed. The gathering space is one of
six cells in the old Big Rapids jail, a big
brick house owned by the local historical
society.

by hand.

"We're always hunting for veterans,"
she said.

On Thursday, June 9, the Old Jail

"Jack
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B-17 bon
reserves
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REQUEST FOR COMMENTS ON TRANSPORTATION PROJECTS

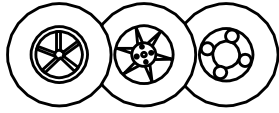
THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public involvement in the final review of its Transportation Improvement Program (TIP) for fiscal years (FYs) 2017-2020 (10/1/16-9/30/20). Projects to be implemented with Federal transportation funds in the BCATS metropolitan area (cities of Battle Creek & Springfield, and townships of Bedford, Pennfield, Emmett, Newton, & Leroy) must be identified in the TIP. The draft FY17-20 TIP currently includes seventy-one projects representing over \$38.7 million total, including nearly \$22.5 million in Federal transportation funds to be expended in the BCATS metropolitan area over the next four years. The draft FY17-20 TIP document in electronic "pdf" format is available for review online at 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 meeting of BCATS' Policy Committee on Wednesday, June 22, 2016, beginning at 1:30 pm in the Council Chambers of Springfield City Hall at 601 Avenue A. Public comment on the FY17-20 TIP is encouraged before or at that meeting; BCATS' regular meetings are open to the public. Comments will be accepted up to Policy Committee action on 6/22/16. 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.

LJ-0100344101



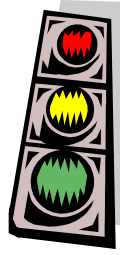
Where are you going?

Battle Creek Public Schools—
the place to be, the place to stay



BCATS

January, 2016



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

“The Signal” 2017-2020 TIP

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

BCATS Is Developing New FY 2017-2020 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, it must be included in this TIP document.

The projects considered for the document are first drawn from existing transportation plans prepared by BCATS. These plans list proposed improvements to the major transportation infrastructure of the area for the next twenty to twenty-five years. 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 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 2017-2020 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 is expected to add additional projects to this list before it is finalized. **Please provide comments to the staff office about this listing.**

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

- 2017 -**
 - B Drive S and Capital Ave. SW**, various sections on and around B Drive S (resurface)
 - Wattles Rd. at Verona Rd. Intersection** (add turning lanes)
 - Goguac St.**, from Capital Ave. SW west to Carl Ave. (resurface)
 - Main St.**, from Mary St. south to the Battle Creek city limits and from M-66 south to Hamblin Ave. (resurface)
 - Propane Conversion of 18 Light-Duty Vehicles** (convert vehicles to propane fuel use)
 - BC Areawide Roadway Preventative Maintenance** (chip seal type projects) (local agencies)
 - M-66**, from south of D Drive S north to north of Glenn Cross Rd. (resurface)
 - Wrong-Way Crash Reduction Project at Interchange Ramps on I-94**, various exits (upgrades)
- 2018 -**
 - East Ave.**, from Roosevelt Ave. north to Morgan Rd. (resurface)
 - McAllister Rd.**, from Verona Rd. north to N Drive N (resurface)
 - Double-Axle Dump Truck Replacement** (1) (vehicle replacement)
 - Helmer Rd.**, from Gethings Rd. north to Columbia Ave. (resurface)
 - Capital Ave. SW at Jackson St. Intersection** (signal and intersection improvement)
 - McCamly St.**, from VanBuren St north to North Ave. (resurface)
 - Roosevelt Ave.**, from East Ave. west to Garrison Ave. (resurface)
 - M-66**, from Capital Ave. NE/Division Street north to Frey Dr. (restore and rehabilitate)
- 2019 -**
 - North Ave.**, from Roosevelt Ave. north to the Calhoun/Barry county line (resurface)
 - Elm St.**, from Mary St. north to Michigan Ave. (resurface)
 - Glenn Cross Rd.**, from Capital Ave. SW east to M-66 (resurface)
 - Capital Ave SW at Michigan Ave. Intersection** (signal and intersection improvement)
 - M-311 (11 Mile Rd.)**, from Calhoun/Branch county line north to I-94BL (Michigan Ave.) (restore and rehabilitate)
- 2020 -**
 - N Drive N**, from Bellevue Rd. east to 12 Mile Rd. (resurface)
 - Waubascon Rd.**, from Morgan Rd. north to Halbert Rd. (resurface)
 - Capital Ave. NE at VanBuren St. Intersection**, (signal and intersection improvement)
 - Capital Ave. SW**, from Beckley Road south to Battle Creek city limits (resurface)
 - Kendall St.**, from Dickman Rd. north to Michigan Ave (resurface).
 - Union St.**, Michigan Ave. north to VanBuren St. (resurface)
 - Single-Axle Dump Truck Replacement** (1) (vehicle replacement)



Public input is welcomed at each phase in the development of the new TIP document. Please contact the BCATS office for further details, or speak directly to the responsible road agency personnel in your area.

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

Schedule for the Development of the 2017-2020 TIP

Dec.
2015

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

At the present time, the list of projects will not have to undergo an assessment related to air quality impacts for ozone. The Kalamazoo and Battle Creek areas are currently considered in attainment for air quality issues. However, this is expected to change for future TIPs as the Environmental Protection Agency (EPA) implements regulations surrounding its recently announced lower trigger points for ozone. The financial soundness of the total TIP is also required to be evaluated.

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 April, 2016, this document will be available for public review and comment.

In May, 2016, it is expected that the BCATS Committees (the Technical and the Policy Committees) will formally act on adopting a finalized new Transportation Improvement Program for 2017 to 2020. As noted above, comments are solicited throughout the process and there will be an opportunity at the May 25, 2016 Policy Committee meeting for final comments on the TIP before action is taken by the BCATS Policy Committee.

Following action by the BCATS’ Policy Committee at the end of May, 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 2017-2020 TIP is scheduled to be effective as of October 1, 2016 (which is the start of the 2017 fiscal year).

May
2016

Maintaining the 2017-2020 TIP After It is Adopted

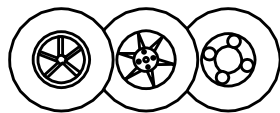
The process for maintaining the new Transportation Improvement Program is ongoing. The document is fully updated every two to three years, but changes occur between updates. Projects can change, be removed and/or new projects added. Certain categories of federal funding are awarded on an annual basis. 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 an “amendment” process. The 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, and depending upon the type of project). The amendment process incorporates public involvement as well. Amendment details are published in the local newspaper and posted to the BCATS website as they occur.

Follow the development of the TIP, as well as changes to the program over time, on the BCATS website at 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.

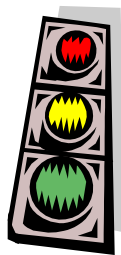


The Newsletter of
the Battle Creek
Area Transportation
Study



BCATS

April, 2016



"The Signal"

2017-2020 TIP

601 Avenue A, Springfield, MI 49037 (269) 963-1158
fax (269) 963-4951 e-mail: bcats@bcatsmpo.org

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

BCATS Finalizing New FY 2017-2020 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 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, the project must be included in this TIP document.

The projects considered for the document are first drawn from existing transportation plans prepared by BCATS. These plans list proposed improvements to the major transportation infrastructure of the area for the next twenty years. 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 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 January, 2016. Projects making the final recommended list for the 2017-2020 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)

2017 - B Drive S and Capital Ave. SW, various sections on & adjacent to B Drive S (resurface)
Wattles Rd. at Verona Rd. Intersection, (add turning lanes)
Goguac St., from Capital Ave. SW west to Carl Ave. (resurface)
Roosevelt Ave., from East Ave., west to Garrison Ave. (resurface)
McCamly St., from VanBuren St. north to North Ave., (resurface)
Propane Conversion of 18 Light-Duty Vehicles (convert vehicles to propane fuel use)
BCATS Areawide Roadway Preventative Maintenance (chip seal type projects)
M-66, from south of D Drive S north to north of Glenn Cross Rd. (resurface)
Wrong-Way Crash Reduction Project at Interchange Ramps on I-94, various exits (upgrades)
M-311 (11 Mile Road), from south Newton Twp. Line to I-94 (preliminary engineering for a fixed object(tree) removal and culvert replacement project to be completed in FY2018)
I-94 WB Entrance Ramp at Exit 104 (preliminary engineering for the reconstruction of the westbound loop entrance ramp to I-94, construction listed for FY 2020)
Transit Operating Assistance, for Battle Creek Transit (federal allocation)
Specialized Services Operating Assistance, for 3 human service agencies (state \$)
Heavy-Duty Bus Purchase, for Battle Creek Transit (replacement of 1 vehicle)
Bus/Van Vehicle Replacements, for 3 human service agencies (replacement of 5 vehicles total)
Software/Computers/Furnishings, for Community Action (replacement of computers and furnishings, and purchase of new software for dispatching and vehicle maintenance)

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 2017-2020 TIP Project List (continued)

- 2018 -** **East Ave.**, from Roosevelt Ave. north to Morgan Rd. (resurface)
McAllister Rd., from Verona Rd. north to N Drive N (resurface)
Main St., from Mary St. south to the B.C City Limits & from M-66 south to Hamblin Ave. (resurface)
Helmer Rd., from Gethings Rd. north to Columbia Ave. (resurface)
Capital Ave SW @ Jackson St., Intersection (upgrade and modernize signals at intersection and interconnect with the City of Battle Creek's Traffic Management Center (TMC))
Clean Diesel Dump Truck, for Calhoun County Road Dept. (replace 1 vehicle, only part of the cost from federal funds)
Transit Operating Assistance, for Battle Creek Transit (annual allocation)
Specialized Services Operating Assistance, for 3 human service agencies (state \$)
Bus/Van Vehicle Replacements, for 1 human service agency (replacement of 1 vehicle)
M-66 (Capital Ave. NE), from Capital Ave./Division St. intersection to Frey Dr. (restore and rehabilitate)
M-311 (11 Mile Rd.), from Newton Township southern border north to I-94BL (Michigan Ave.) (preliminary engineering for a restore and rehabilitate project in FY 2019)
- 2019 -** **North Ave.**, from Halbert Rd., north to the Calhoun County line (resurface)
North Ave., from Roosevelt Ave. north to Coolidge Ave. (resurface)
Elm St., from Mary St. north to Michigan Ave. (resurface)
Glenn Cross Rd., from Capital Avenue SW east to M-66 (resurface)
Capital Ave @ Michigan Ave., Intersection (upgrade and modernize signals at intersection and interconnect with the City of Battle Creek's TMC)
Heavy-Duty Bus Purchase, for Battle Creek Transit (replacement of 1 vehicle)
Bus/Van Vehicle Replacements, for 1 human service agency (replacement of 2 vehicles, one small + one large)
Transit Operating Assistance, for Battle Creek Transit (annual allocation)
Specialized Services Operating Assistance, for 3 human service agencies (state \$)
M-311 (11 Mile Rd.), Multiple projects from Newton Township southern border to I-94BL (Michigan Ave.) (including: road restore & rehabilitate, replacement of bridge over Kalamazoo River, a culvert replacement, & tree removal)
- 2020 -** **N Drive N**, from Bellevue Rd. east to 12 Mile Rd. (resurface)
Waubascon Rd., from Morgan Rd. north to Halbert Rd. (resurface)
Capital Ave. SW, from south City of Battle Creek limits north to Beckley Rd. (resurface)
Capital Ave. NE @ VanBuren St., Intersection (upgrade and modernize signals & interconnect with the City of BC's TMC)
Kendall St., from Dickman Rd., north to Michigan Ave. (resurface)
Union St., from Michigan Ave. north to VanBuren St. (resurface)
Transit Operating Assistance, for Battle Creek Transit (annual allocation)
Specialized Services Operating Assistance, for 3 human service agencies (state \$)
Propane-Fueled Small Bus/Van, for Battle Creek Transit's demand-response service (replacement of 1 vehicle)
Clean Diesel Dump Truck, for City of Springfield (replace 1 vehicle, only part of the cost from federal funds)
Bus/Van Vehicle Replacements, for 1 human service agency (replacement of 1 vehicle)
I-94 Westbound Entrance Ramp, at Exit 104 (reconstruction of the loop entrance ramp)

Making Comments on the 2017-2020 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, 2016. The BCATS Policy Committee is scheduled to act on the new TIP on May 25, 2016. A draft of the final document is planned to be available on the BCATS website for review during the first week of May. The May meetings of both the BCATS Technical Committee (5/11/16) and the BCATS Policy Committee (5/25/16) will provide opportunity to comment.

**Follow the progress of the TIP, as well as amendments to the program over time,
 at the BCATS website - 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 2017-2020 Transportation Improvement Program (TIP) in January, 2016 and April, 2016 to the following consultation agencies:

- Fish and Wildlife Service
- US EPA Region 5
- USDA Forest Service Eastern Region 9
- Michigan DNRE
- National Trust for Historic Preservation
- 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 Representative
- Mike Nofs, State Senator
- 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

The newsletter provided a listing of proposed projects for the new FY 2017-2020 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 (copies included at the end of Section 4 - Public Participation) highlighted the major projects planned over the four-year TIP time frame. The January, 2016 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, 2016 newsletter. The result of the April, 2016 publication was similar in that no comments were received from the consultation agencies about the new TIP.

Treatment of Responses/Comments

There were two comments to respond to from the public. These were addressed with the individuals commenting and the applicable road agencies. The public comments were resolved to the satisfaction of the commenting parties (see Section 4). Given the high percentage of 2017-2020 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.

Accordingly, BCATS conducts 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 is also assessed. Transportation improvements that are listed either as funded active projects or as “illustrative” in the FY 2017-2020 TIP, with specific geographic locations, are located 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 the mapped TIP projects are also calculated.

This analysis is required to be conducted on the final set of projects presented for inclusion in either BCATS’ long-range “Metropolitan Transportation Plan” or a “Transportation Improvement Program” (TIP). Since 2014, under a modified TIP amendment process using a new TIP Amendment Transmittal document (MDOT form 1696), the TIP EJ analysis is updated with each amendment whenever projects with specific geographic locations are added, changed in scope, or deleted.

The following tables display percentages quantifying the varying racial composition of the overall metropolitan planning area (MPA)³ population compared to the populations within .10, .25, and .50 mile of BCATS' TIP major road projects in this FY 2017-2020 TIP, either as funded or as "illustrative" projects. (See Section 8 for explanation of the "illustrative" list)

| TABLE 6-1 | BCATS Metropolitan Planning Area (MPA) | | EJ Buffer Zones - Distance from Located Funded or Illustrative FY17-20 TIP Road Project | | | | | |
|---|--|-------|--|--------------|-----------------|--------------|-----------------|-------------|
| | | | within .50 mile | | within .25 mile | | within .10 mile | |
| <i>Area (sq mi)</i> | 217.20 | ---- | 53.21 | 24.5% | 24.54 | 11.3% | 9.16 | 4.2% |
| <i>Total Population</i> | 93,998 | ---- | 41,996 | 44.7% | 23,547 | 25.1% | 9,226 | 9.8% |
| <i>White</i> | 74,322 | 79.1% | 30,240 | 72.0% | 16,700 | 70.9% | 6,599 | 71.5% |
| <i>African-American</i> | 11,945 | 12.7% | 7,673 | 18.3% | 4,271 | 18.1% | 1,598 | 17.3% |
| <i>American Indian & Alaska Native</i> | 605 | 0.6% | 325 | 0.8% | 205 | 0.9% | 93 | 1.0% |
| <i>Asian, Native Hawaiian, & Other Pacific Islander</i> | 1,982 | 2.1% | 666 | 1.6% | 413 | 1.8% | 179 | 1.9% |
| <i>Other Race or 2+ Races</i> | 5,144 | 5.5% | 3,093 | 7.4% | 1,959 | 8.3% | 757 | 8.2% |
| <i>Individuals of Hispanic Origin</i> | 4,848 | 5.2% | 2,934 | 7.0% | 2,008 | 8.5% | 717 | 7.8% |
| <i>Individuals Below Poverty Level</i> | 16,388 | 17.4% | 9,544 | 22.7% | 5,267 | 22.4% | 1,832 | 19.9% |

³ The BCATS metropolitan planning area (MPA) is comprised of the Cities of Battle Creek & Springfield, and the Townships of Bedford, Pennfield, Emmett, Newton, & Leroy.

Table 6-1 displays the composition of the 2010 Census population within the three EJ Buffer Zones, within .50, .25, and .10 mile of located funded or illustrative FY 2017-2020 TIP road projects. The 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 Planning Area (MPA)", to determine how the makeup of the EJ Buffer Zones' population matches that of the overall area. For instance, 17.4% of the MPA total population is below poverty level, while 22.7% of the population within .50 mile of a FY 2017-2020 TIP road project is below poverty level.

Table 6-2 calculates a different statistic, that is how the percentage of each subject population group in each sub-area EJ Buffer Zone compares to each EJ Buffer 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 25.1% of the total metropolitan area population resides within .25 mile of a FY 2017-2020 TIP road project, 41.4% of the area's individuals of Hispanic origin do so.

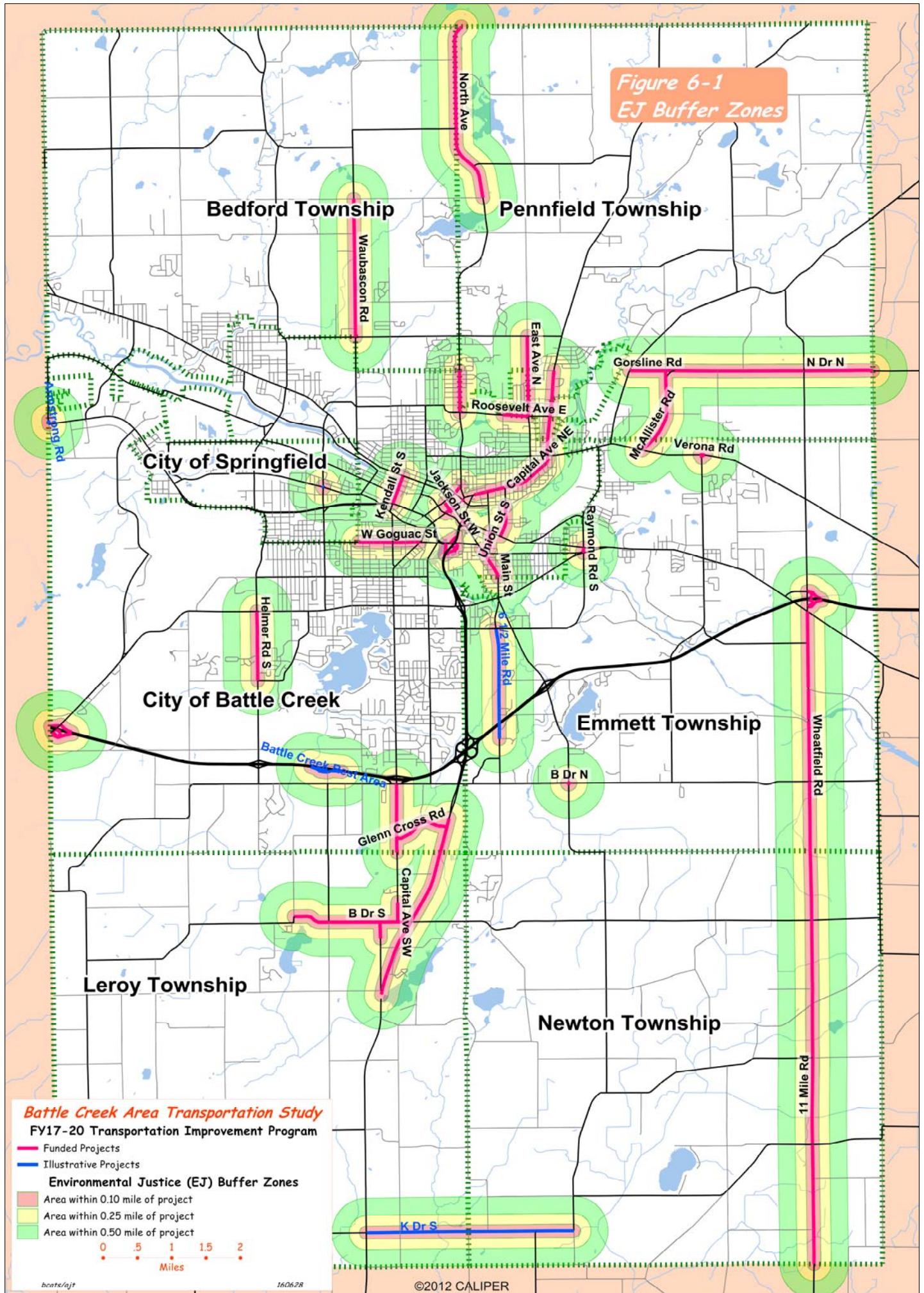
| TABLE 6-2 | BCATS Metropolitan Planning Area (MPA) | EJ Buffer Zones - Distance from Located Funded or Illustrative FY17-20 TIP Road Project | | | | | |
|---|---|--|--------------|-----------------|--------------|-----------------|-------------|
| | | within .50 mile | | within .25 mile | | within .10 mile | |
| <i>Area (sq mi)</i> | 217.20 | 53.21 | 24.5% | 24.54 | 11.3% | 9.16 | 4.2% |
| <i>Total Population</i> | 93,998 | 41,996 | 44.7% | 23,547 | 25.1% | 9,226 | 9.8% |
| <i>White</i> | 74,322 | 30,240 | 40.7% | 16,700 | 22.5% | 6,599 | 8.9% |
| <i>African-American</i> | 11,945 | 7,673 | 64.2% | 4,271 | 35.8% | 1,598 | 13.4% |
| <i>American Indian & Alaska Native</i> | 605 | 325 | 53.7% | 205 | 33.9% | 93 | 15.4% |
| <i>Asian, Native Hawaiian, & Other Pacific Islander</i> | 1,982 | 666 | 33.6% | 413 | 20.8% | 179 | 9.0% |
| <i>Other Race or 2+ Races</i> | 5,144 | 3,093 | 60.1% | 1,959 | 38.1% | 757 | 14.7% |
| <i>Individuals of Hispanic Origin</i> | 4,848 | 2,934 | 60.5% | 2,008 | 41.4% | 717 | 14.8% |
| <i>Individuals Below Poverty Level</i> | 16,388 | 9,544 | 58.2% | 5,267 | 32.1% | 1,832 | 11.2% |

Figure 6-1 on the next page highlights the .10, .25, and .50 mile buffer 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 2014-2017. The bold, black lines on the maps are roads that comprise the network for BCATS' "Travel Demand Forecast Model", or TDFM, generally the Federal-aid eligible roadways.

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*



*Figure 6-2
Environmental Justice Analysis
African-American Population*

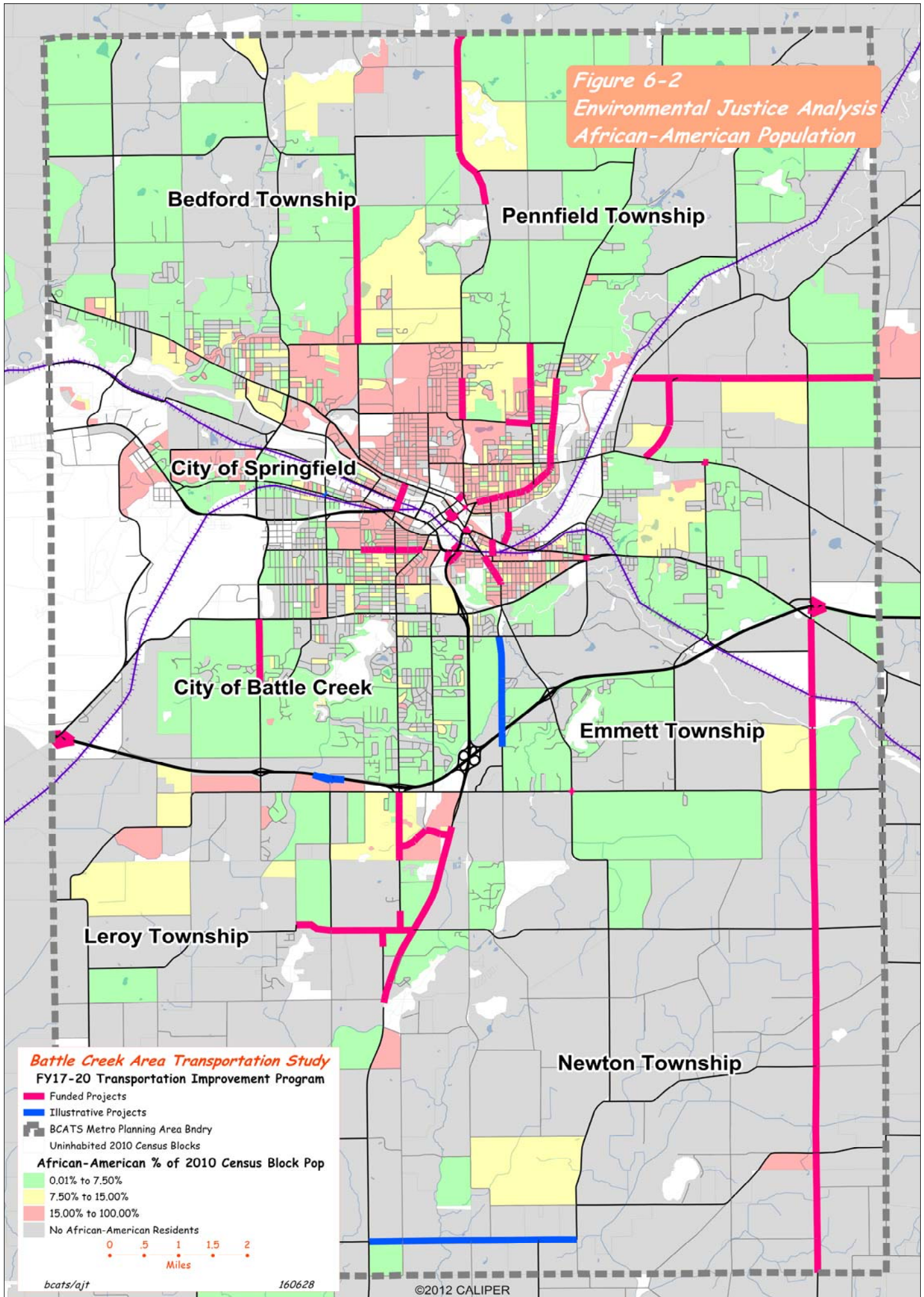
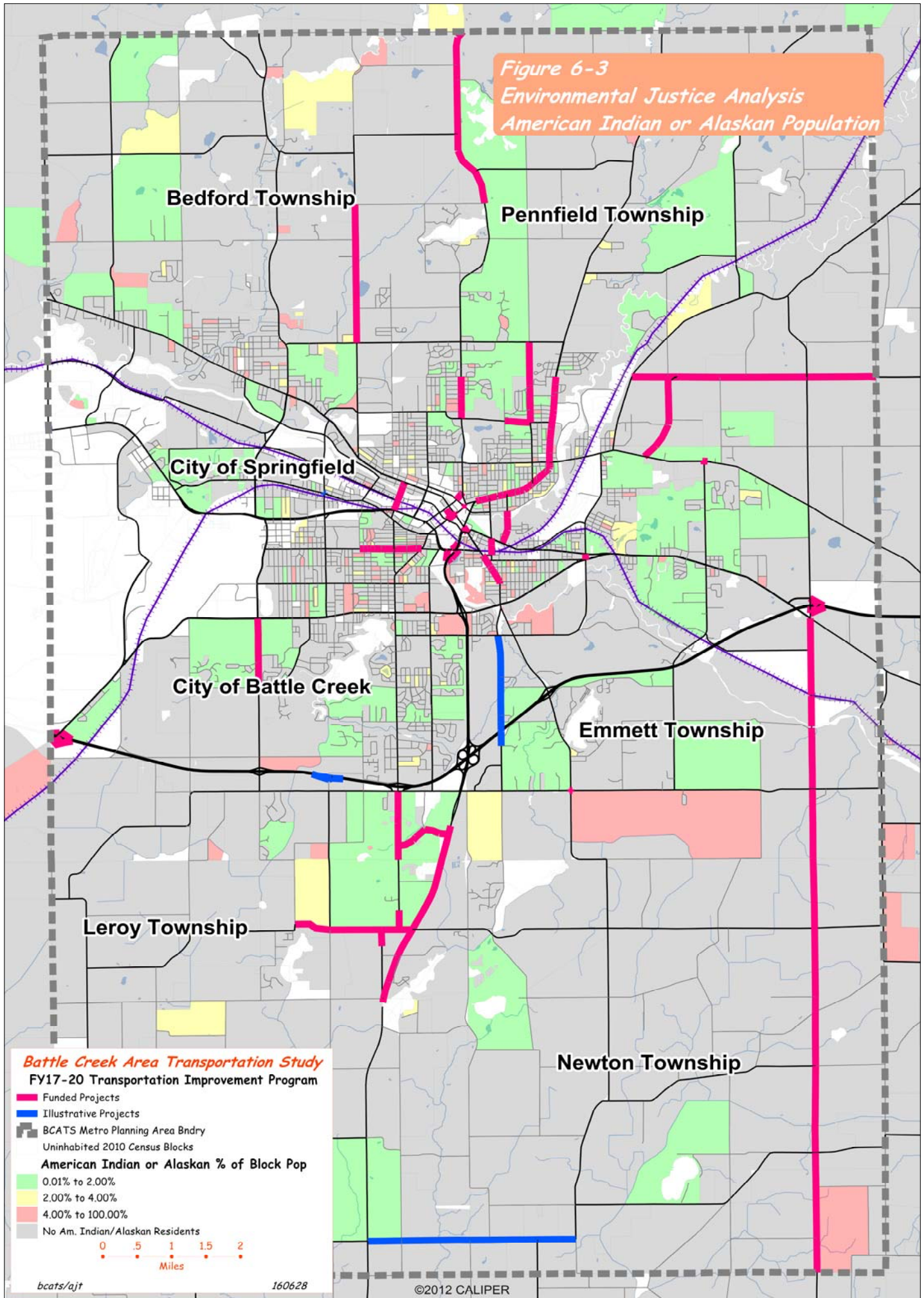
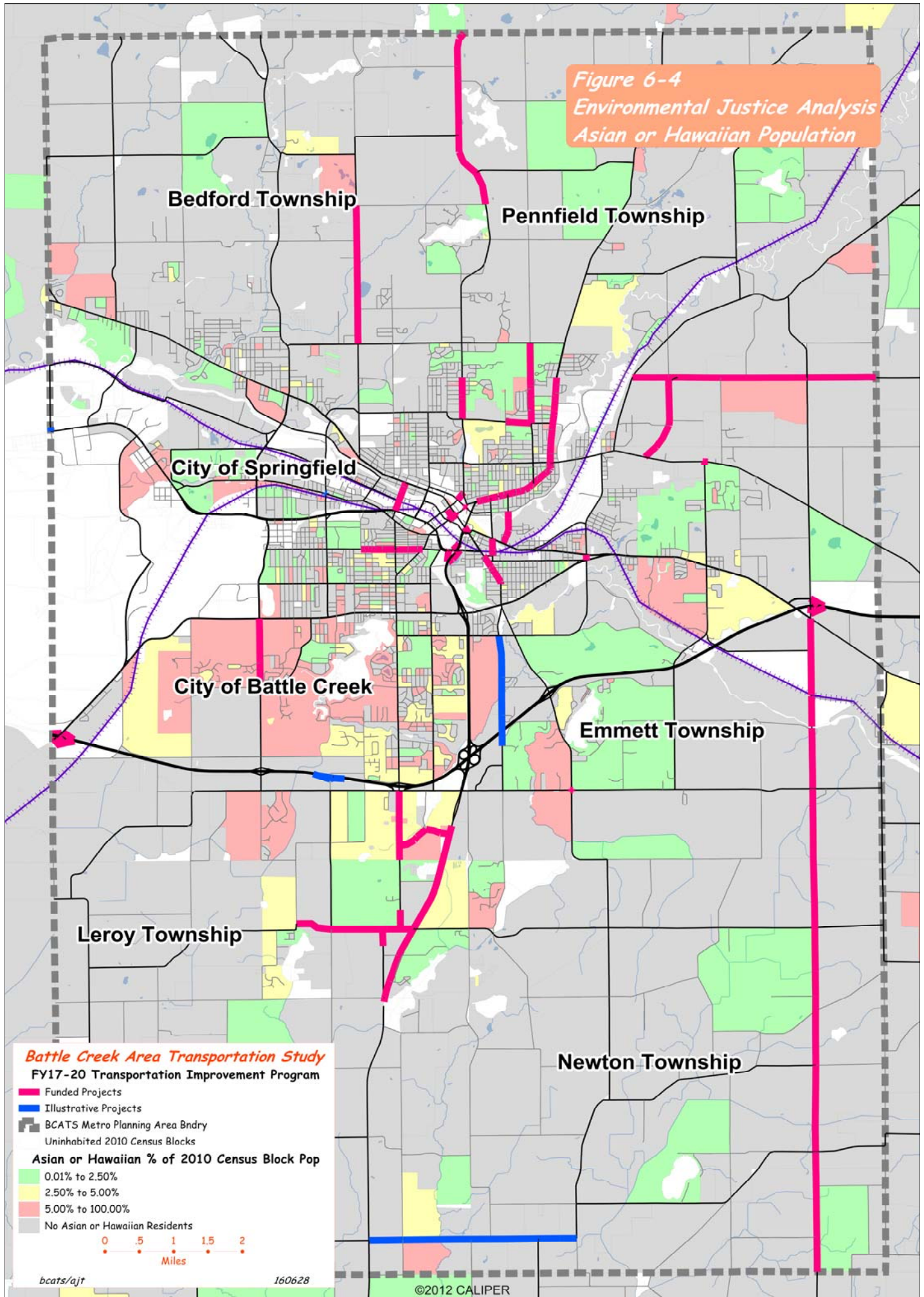


Figure 6-3
Environmental Justice Analysis
American Indian or Alaskan Population



*Figure 6-4
Environmental Justice Analysis
Asian or Hawaiian Population*



*Figure 6-5
Environmental Justice Analysis
Hispanic Population*

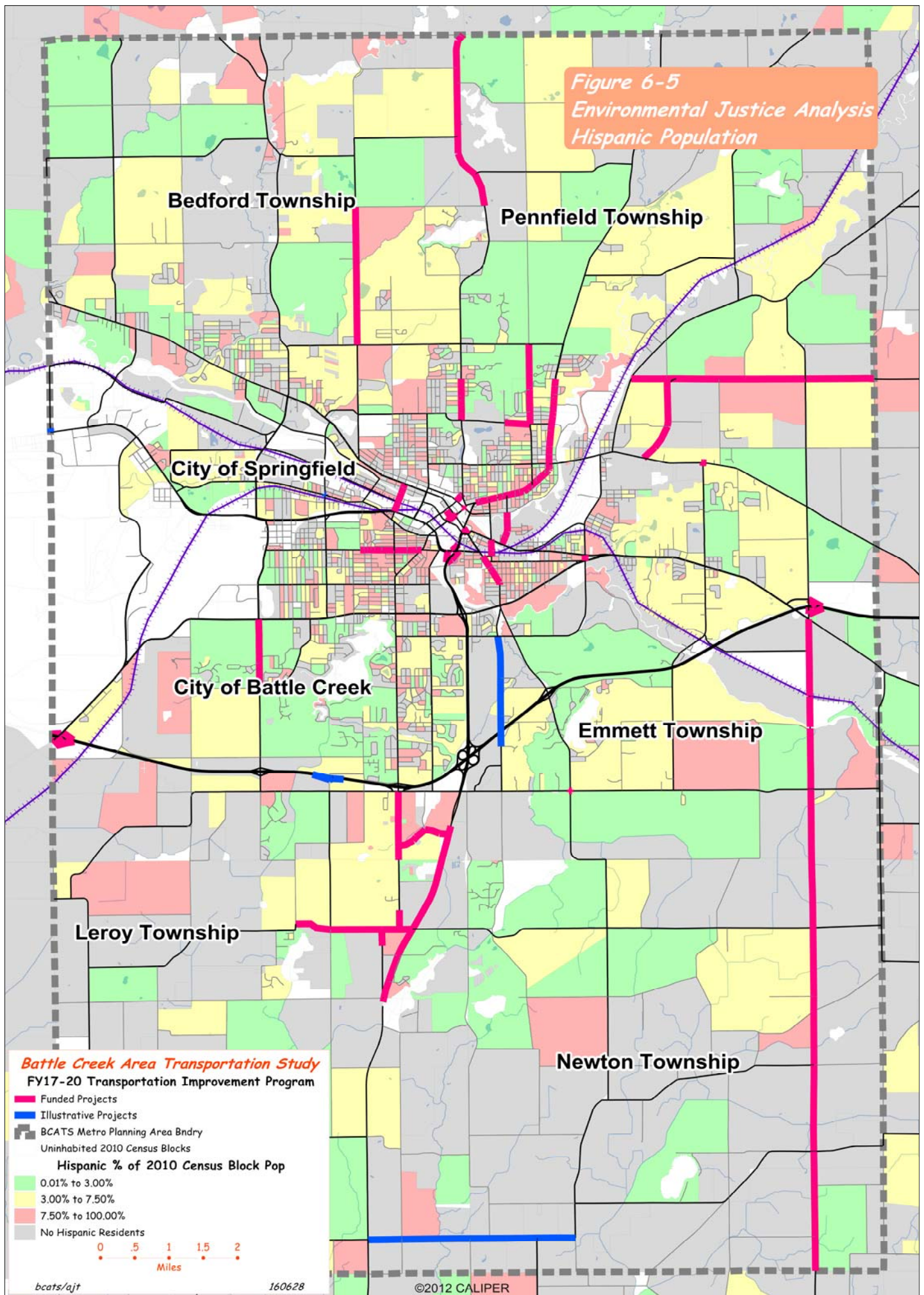
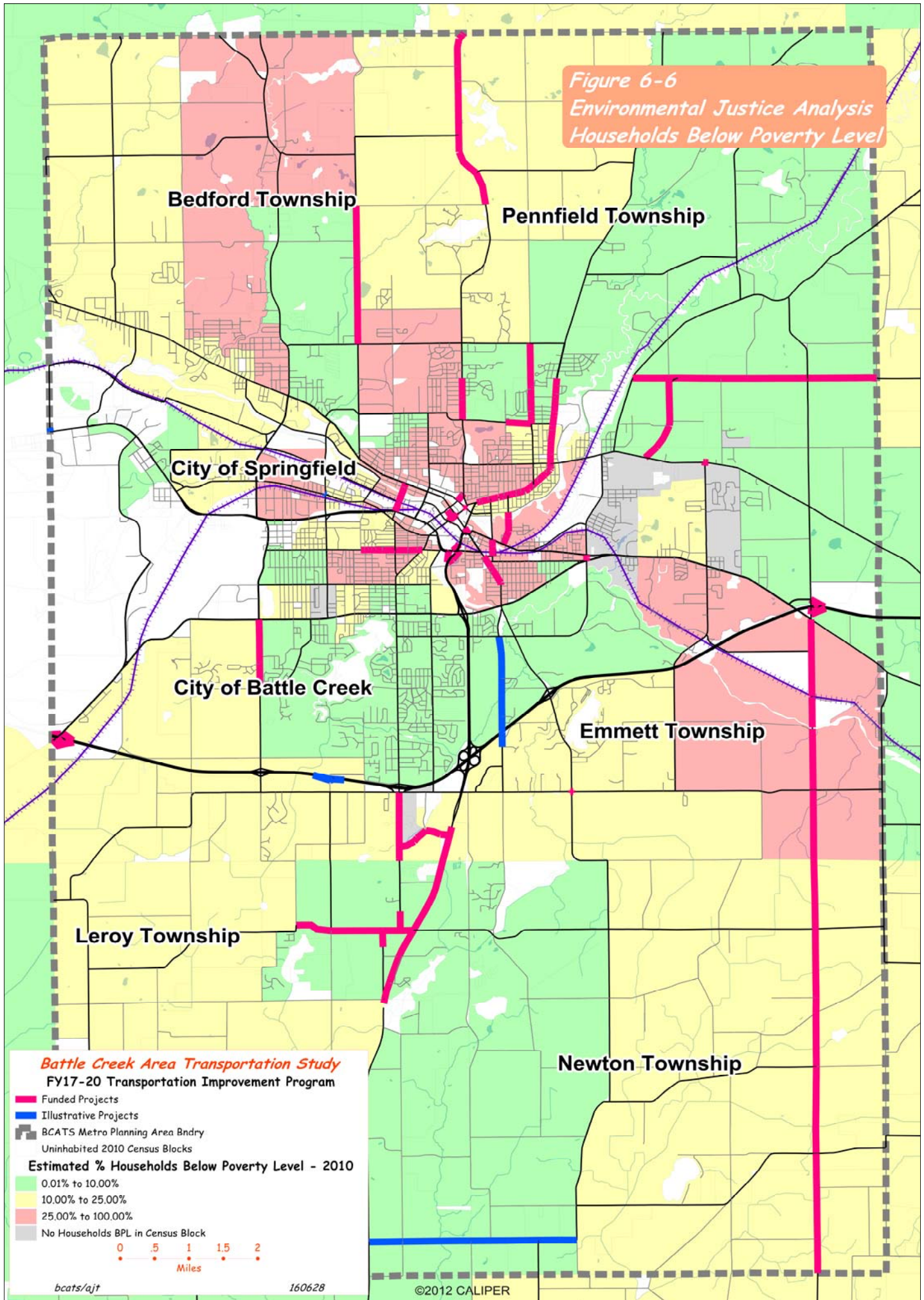


Figure 6-6
Environmental Justice Analysis
Households Below Poverty Level



SECTION 7 - AIR QUALITY

The Clean Air Act Amendments of 1990 (CAAA) established the mandate for better coordination between air quality and transportation planning. The CAAA requires that all transportation plans and transportation investments in non-attainment and maintenance areas be subject to an air quality conformity determination. The purpose of such a determination is to demonstrate that the Transportation Plan and Transportation Improvement Program (TIP) conform to the intent and purpose of the State Implementation Plan (SIP). The intent of the SIP is to achieve and maintain clean air and meet National Ambient Air Quality Standards (NAAQS). Therefore, for non-attainment and maintenance areas, the Transportation Plan and the TIP must demonstrate that the implementation of these projects do not result in greater mobile source emissions than the emissions budget.

However, effective July 20, 2013 the United States Environmental Protection Agency (USEPA) revoked the 1997 8-hour 0.080 parts per million (ppm) ozone standard for the purposes of regional transportation conformity. Also on July 20, 2013, the USEPA issued designations for the new 2008 8-hour 0.075ppm ozone standard. This resulted in the Kalamazoo-Battle Creek, MI area being designated attainment under the 2008 standard. This attainment/maintenance area included the counties of Kalamazoo, Calhoun and Van Buren. Effective July 20, 2013, as a result of this action, the Kalamazoo-Battle Creek MI attainment/maintenance area was no longer required to demonstrate regional transportation conformity of Long Range Plans or Transportation Improvement Programs (TIPs). On April 6, 2015, the USEPA revoked completely the 1997 ozone standard.

Subsequently, as of October 1, 2015, the USEPA set new NAAQS for ozone at 0.070ppm, thereby imposing a stricter standard for ozone. This set into motion a timeline for a new Ozone NAAQS Designation Process as follows:

- in February 2016 the Michigan Department of Environmental Quality (DEQ) released quality assured air quality monitoring data for the years 2013 to 2015
- following the USEPA release of guidance documents to the states for defining non-attainment areas under the new standard, states will work on recommendations to be submitted to USEPA of non-attainment areas in their states
- by October 1, 2016 the Michigan DEQ will recommend designations and boundaries for the non-attainment areas to the USEPA. All areas of the state will be categorized as either attainment, non-attainment or unclassifiable
- by June 2, 2017 the USEPA will respond to the states and indicate where the agency intends to modify the state's recommendations
- by August 7, 2017 the states can submit additional information to respond to the USEPA's intended modifications
- by October 1, 2017 the USEPA will issue final area designations with classifications based on quality assured data for 2014 to 2016 - note this is different than the data the MDEQ used for its recommendations

- by October 1, 2018 the areas that are designated as non-attainment must have formed Interagency Work Groups, conducted air quality conformity analysis, and must demonstrate conformity of the Long Range Transportation Plan and TIP

The Michigan Department of Environmental Quality (MDEQ) uses monitors throughout the state to measure pollutant levels and then to determine if concentrations exceed the NAAQS. For each pollutant, an area is classified as either: attainment (under the standard), nonattainment (area has more pollutant than allowed), unclassifiable/attainment (insufficient information to support an attainment or nonattainment classification; the conformity requirement are the same as for an attainment area) or maintenance (an area was nonattainment, but is now under the standard and has been for a determined time). Transportation conformity is required for areas designated nonattainment or maintenance.

The Kalamazoo monitor did not exceed the new standard when the analyzed 2013-2015 data was released. However, it is unknown how the area will fare once the data for the, as yet un-experienced, 2016 year is considered by the USEPA. The status of the BCATS area will be tracked to determine if conformity determination needs to be made on the TIP before the next regular TIP update cycle.

SECTION 8 - PROJECT LIST

This section presents specific transportation improvements which the participating units of government intend to undertake during fiscal years (FYs) 2017-2020 (October 1, 2016–September 30, 2020). The list of planned FY 2017-2020 road and transit projects consists of **69** projects, totaling **\$38.3 million** in local, State, and Federal funds, and is presented at the end of this section. The listed projects represent over \$22.0 million in Federal transportation funds to be expended in the BCATS metropolitan area over the next four years. Preceding the project list is a table of the “Fund Source” abbreviations and the acceptable “Primary Work Types” used in the project list’s “uniform format” used statewide since 2007.

A data item first included on the FY11-14 TIP project list continues with this TIP. It is the "Total Project Cost", shown in the right-most column. That cost includes the "Total Phase Cost" of the project plus expenses for engineering/design, right-of-way acquisition, utility work, and any other "non-participating" costs not eligible for Federal-aid. For local construction projects, the additional expenses have been assumed to approximate 10% of the "Total Phase Cost", generally for engineering/design. None of the local projects in this original FY17-20 TIP have extra right-of-way, utility, or "non-participating" costs. MDOT provides the "Total Project Cost" estimate for its State trunkline projects. For transit projects, there typically are no costs beyond the "Total Phase Cost". The cost figures used for the "Demonstration of Financial Constraint", and for any other summary cost totals in this document, are all based on the "Total Phase Cost".

The following narrative summarizes funding and expenditures for the four-year road and transit programs.

The **FY 2017-2020 road program**, implemented by the area’s road-responsible agencies (Cities of Battle Creek & Springfield, Calhoun County Road Dept, & MDOT), includes 36 projects, all together proposed to utilize **\$19.8 million** in local, State, and Federal funds. The **FY 2017-2020 transit program**, coordinated by Battle Creek Transit (BCT), includes 33 projects representing **\$18.5 million** in local, State, and Federal funds.

Of the 36 listed road projects, all except the 2017 "BC Areawide Roadway Preventive Maintenance" project, have specific road or road-related construction locations. Those locations are highlighted in Figure 8:1 on a following page in this section and also on maps included in Section 6's environmental justice analysis. The non-trunkline road segments for the “BC Areawide Roadway Preventive Maintenance” project in 2017 are to be determined before scheduling that work after review of the most current pavement conditions. The remaining 3 road-agency projects are public utility vehicles retrofit or replacement with CMAQ funds. There are no “Advance Construct” or “Advance Construct Conversion” projects in the initial FY 2017-2020 TIP.

Several years ago MDOT developed General Program Account (GPA) "lump sum" programs for listing in MPO TIPs "to address the need for small improvements as they arise". More recently, grouping projects into GPAs has been promoted to streamline TIP development and minimize the need for amendments. GPA project groupings are a tool to reduce the record keeping requirements of individually listing minor projects. They reduce the volume of projects listed individually on the TIP project list. The line item GPA “project”, while it encompasses several small-scale projects, is treated as one project for the purposes of amendment/administrative modifications to the TIP. This allows for more flexible programming of TIP projects and a reduction in the number of amendments.

The current General Program Account categories for highway projects are:

| | |
|--|--|
| Trunkline Scoping & Studies | Local Highway Preservation |
| Trunkline Highway Preservation | Local Bridge |
| Trunkline Bridge Preservation | Local Transportation Livability & Sustainability |
| Trunkline Transportation Livability & Sustainability | Local Traffic Operations & Safety |
| Trunkline Traffic Operations or Safety | Local Highway Rehab & Reconstruct |
| Trunkline Highway Rehab & Reconstruct | |
| Trunkline Bridge Rehab & Replace | |
| Trunkline Roadside Infrastructure Improvement | |

The current General Program Account categories for transit projects are:

| | |
|---|---|
| 5307 - Urbanized Area Formula Grants | 5314 - Technical Assistance & Standards |
| 5309 - Fixed Guideway Capital Investment Grants | 5322 - Human Resources & Training |
| 5310 - Enhanced Mobility of Seniors & Individuals with Disabilities | 5324 - Emergency Relief |
| 5311 - Rural Area Formula Grants | 5339 - Bus & Bus Facilities Program |
| 5312 - Research, Development, Demonstration, & Deployment | 5337 - State of Good Repair Grants |

Given the scale and magnitude of BCATS' TIP, relative to TIPs of other metropolitan planning organizations (MPOs) in Michigan, it has become and will continue to be BCATS' practice to list major "GPA eligible" projects, typically any single activity greater than \$100,000, separate from a line item GPA "project", with their own cost & funding estimates. Such major projects will be amended individually to the TIP as necessary; minor "GPA eligible" projects will be tracked in the TIP within the appropriate line item GPA "project" once the GPA is amended to the TIP, at BCATS' discretion. The corresponding GPA "project" may be amended at a funding level adequate to cover the sum total of all the current & expected small projects, but not to include any funding already listed separately for a GPA-category project or for a future major GPA-category project to be listed separately. This initial FY17-20 TIP has no line item GPA "projects".

Almost 55% of the \$19.8 million road program in this TIP is for MDOT programs & projects. Specified MDOT construction projects include:

In **FY 2017:** Resurfacing M-66 from D Dr S northward to north of Glenn Cross Rd; and improvements to reduce potential for wrong-way entry to freeway ramps at I-94 exits 92 & 104, and I-194 exit 3.

In **FY 2018:** Restoration & rehabilitation of M-66 (Capital Ave NE) from Capital Ave/Division St intersection northward to Frey Dr.

In **FY 2019:** Restoration & rehabilitation of M-311 (11 Mile/Wheatfield Rd) from BCATS southern Metropolitan Area Boundary (MAB) line between Newton & Burlington townships northward to I-94BL (Michigan Ave), concurrent with fixed object removal, tree removal, & culvert replacements; and replacement of the M-311 (11 Mile/Wheatfield Rd) bridge over the Kalamazoo River, just north of D Dr N.

In **FY 2020:** Reconstruction of the I-94 westbound loop entrance ramp from I-94BL/M-311 (11 Mile/Wheatfield Rd) east-south-westward to I-94.

BCATS' Federal Surface Transportation Program-Urban (STUL) funds will be applied to:

In **FY 2017**: Resurfacing portions of B Dr S, Capital Ave SW, Goguac St, McCamly St, and Roosevelt Ave; and capital preventive maintenance with spot HMA overlay, overband crack filling, and/or single chip sealing as appropriate on selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area.

In **FY 2018**: Resurfacing portions of East Ave, McAllister Rd, Helmer Rd, and Main St.

In **FY 2019**: Resurfacing portions of North Ave, Elm St, and Glenn Cross Rd.

In **FY 2020**: Resurfacing portions of N Dr N (Gorsline Rd), Waubasca Rd, Capital Ave SW, Kendall St, and Union St.

BCATS "local" (for Calhoun County) Federal Congestion Mitigation Air Quality (CMAQ) funds at present are designated for:

In **FY 2017**: Geometrics improvement at the Wattles Rd (9½ Mile Rd) @ Verona Rd intersection; conversion/retrofit of up to 18 light-duty City of Battle Creek Dept of Public Works to utilize propane as primary fuel; and replacement of one large, heavy-duty, low-floor Battle Creek Transit bus used in fixed-route service.

In **FY 2018**: Reimbursement to MDOT Southwest Region for "loan" of FY14 CMAQ funds to complete the FY16 signal modernization at the B Dr N @ Beadle Lake Rd intersection; replacement of one large, double-axle Calhoun County Road Dept dump truck; and signal modernization at the Capital Ave @ Jackson St intersection.

In **FY 2019**: Signal modernization at the Capital Ave @ Michigan Ave intersection; and replacement of one large, heavy-duty, low-floor Battle Creek Transit bus used in fixed-route service.

In **FY 2020**: Signal modernization at the Capital Ave @ VanBuren St intersection; replacement of one large, single-axle City of Springfield dump truck; and replacement of one small Battle Creek Transit bus/van used in demand-response-route service.

The **FY 2017-2020⁴ transit program** coordinated by Battle Creek Transit (BCT) requests a total of \$4.3 million in Section 5307 operating funds from the Federal Transit Administration (FTA). The operating funds requested from FTA will be matched by \$5.9 million from the State, and \$3.6 million from the City of Battle Creek. Almost \$1.65 million in farebox and other miscellaneous revenue is also expected over the next four years to offset operating expenses. State specialized services operating assistance, that BCT "passes through" to several local human service agencies, in an amount of approximately \$93,000 annually, is listed in each year of this TIP.

In FY17, BCT is requesting a total of \$382,500 in FTA Section 5339 capital funds, to be matched by State funds in the amount of \$42,500 to replace one large heavy-duty, low-floor bus used in fixed-route service. In FY18, BCT is requesting a total of \$390,150 in FTA Section 5339 capital funds, to be matched by State funds in the amount of \$43,350 to replace another large heavy-duty, low-floor bus used in fixed-route service. As noted previously, CMAQ funding will facilitate replacement of several more BCT vehicles in FY17, FY19, and FY20.

⁴ The BCT fiscal year runs from July 1 through June 30.

Other FY17-20 transit capital expenditures are programmed to utilize FTA Section 5310 capital funds, that are "passed through" BCT to local human service agencies (currently including Community Action, Community Inclusive Recreation, and the Marian E. Burch Adult Day Care Center). Planned Section 5310-funded projects in this TIP include replacement of office computers & furniture, new dispatch/vehicle maintenance software with mobile vehicle data devices, and route planning software, along with nearly \$970,000 total for replacement of seventeen vehicles. The required matching funds (20% of total cost) for the FTA Section 5310 projects is typically provided by Michigan's State Comprehensive Transportation Fund.

Illustrative Projects

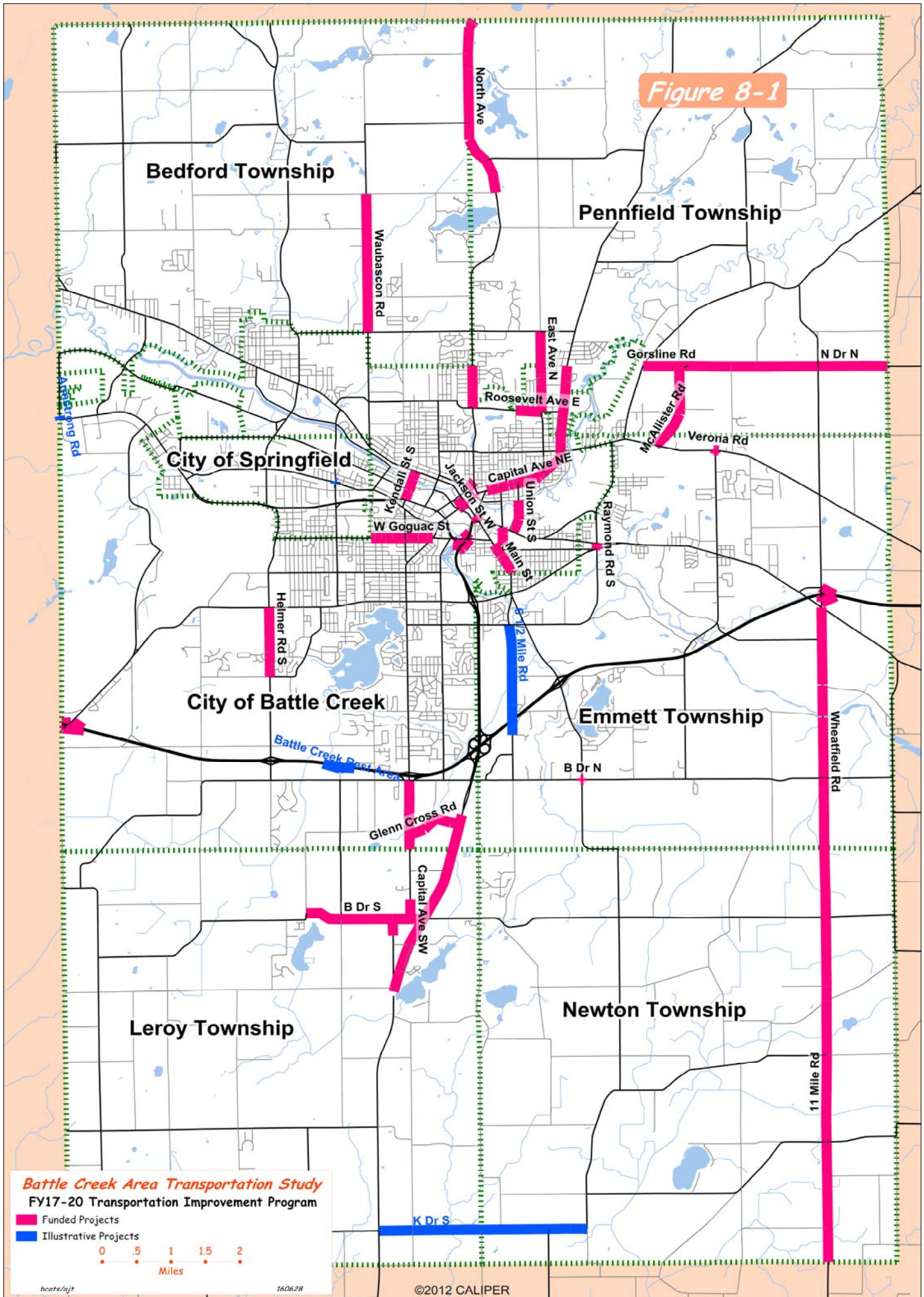
Given transportation funding issues that routinely arise each year, often many projects programmed in TIPs have to be rescheduled, delayed beyond the TIP's four-year time-frame, or otherwise cannot be officially programmed in TIPs due to uncertainty over the availability of adequate State or local funds to match Federal-aid. At MDOT's suggestion, those projects can still be identified in the MPO TIPs as "illustrative projects", for informational purposes only, optionally in the TIP document but in a list separate from the adopted TIP Project List.

The concept of tracking "illustrative projects", both State & local, has proven useful to BCATS in developing new projects as additional funding materializes, advancing projects if others are dropped, and in general having a ready reminder of project ideas considered at some point in the past that may warrant re-consideration now or in the near future. Perhaps most important, the project information readily available in one place can facilitate its expeditious amendment to the TIP for implementation as its funding is confirmed.

Accordingly, an "Illustrative Project List" is included in BCATS' official TIP records, maintained electronically in a Microsoft Excel spreadsheet commonly referred to as the "TIP E-File". Some "illustrative" projects have funding or eligibility applications pending, some have yet to be submitted to the funding agency, and some have simply been postponed from further consideration.

The most significant project on this TIP's "Illustrative Project List" is a \$4.5+ million project at the Battle Creek Rest Area #703 on I-94 eastbound between Helmer Rd & Capital Ave, to replace the existing building, parking lot, and sidewalks (with ADA ramps), and associated site work. The project's construction phase was originally programmed for FY14 in BCATS' TIP, then moved to FY18 and in November 2012 dropped altogether from the official TIP due to recognition of the rest area building's status as a possible historic structure and subsequent requirement for further review. Two other major "illustrative" projects are a \$440,000 resurfacing of 6½ Mile Rd (from Christian Dr northward to G Dr N/Golden Ave), and a \$525,000 resurfacing of K Dr S (from M-66 eastward to 7½ Mile Rd). Both projects were programmed for 2015, but the Federal "STUL" funds for FY15 were depleted at the State level before the projects could be obligated. The Calhoun County Road Dept has addressed the pavement conditions with preventive maintenance fixes, and may resurrect the Fed-aid resurfacing projects should funding become available.

Figure 8-1



| Code | Fund Description | Source |
|-------|---|---------|
| AR | American Recovery and Reinvestment Act - Any Area | Federal |
| AR1 | American Recovery and Reinvestment Act - 120 Day Obligation | Federal |
| ARE | American Recovery and Reinvestment Act - Enhancement | Federal |
| ARE1 | American Recovery and Reinvestment Act - Enhancement - 120 Day Obligation | Federal |
| ARU | American Recovery and Reinvestment Act - TMA | Federal |
| ARUL | American Recovery and Reinvestment Act - Small MPO, Small Urban | Federal |
| ARL | American Recovery and Reinvestment Act - Rural | Federal |
| AIRR | American Recovery and Reinvestment Act - Indian Reservation Roads | Federal |
| AFLH | American Recovery and Reinvestment Act - National Park Roads | Federal |
| AFFH | American Recovery and Reinvestment Act - Forest Highways | Federal |
| AFBD | American Recovery and Reinvestment Act - Ferry Boats | Federal |
| BHI | Bridge Rehabilitation - Prior 1991 - Interstate | Federal |
| BHN | Bridge Rehabilitation - National Highway System (NHS) | Federal |
| BHO | Bridge Rehabilitation - Not Classified, Off System | Federal |
| BHT | Bridge Rehabilitation - Surface Transportation Program (STP) | Federal |
| BI08 | Build Michigan FY08 | Federal |
| BOWD | Business Opportunity & Workforce Development Center | Federal |
| BRI | Bridge Replacement - Pre 1991 Interstate | Federal |
| BRN | Bridge Replacement - National Highway System (NHS) | Federal |
| BRO | Bridge Replacement - Not Classified, Off System | Federal |
| BRT | Bridge Replacement - Surface Transportation Program (STP) | Federal |
| CBCD | Corridor & Border Crossing Discretionary | Federal |
| CBIP | Coordinated Border Infrastructure Program - SAFETEA-LU | Federal |
| CM | Congestion Mitigation & Air Quality | Federal |
| CMG | Congestion Mitigation & Air Quality - 100% Federal | Federal |
| DIG | ISTEA Demonstration 100% Federal on Interstate | Federal |
| DOG | ISTEA Demonstration 100% Federal Not Classified | Federal |
| DPN | ISTEA Demonstration 80% Federal on NHS | Federal |
| DPO | ISTEA Demonstration 80% Federal Not Classified | Federal |
| DPS | ISTEA Demonstration 80% Federal on STP | Federal |
| DPSA | Demonstration Project Section 112 Division A | Federal |
| DST | Donor Bonus Surface Transportation | Federal |
| DSTU | Donor Bonus Surface Transportation - (Urban > 200,000) | Federal |
| DSTT | Donor Bonus Surface Transportation - Rural - Trunkline | Federal |
| EBSL | Equity Bonus - SAFETEA-LU | Federal |
| EDAF | Economic Development - Category A with Federal Aid | Federal |
| EDCF | Economic Development - Category C with Federal Aid | Federal |
| EDDF | Economic Development - Category D with Federal Aid | Federal |
| EDFF | Economic Development - Category F with Federal Aid | Federal |
| ER | Emergency Relief | Federal |
| FBD | Ferry Boat & Terminal Discretionary | Federal |
| FFH | Federal Forest Highway | Federal |
| FLH | Federal Land Highways - Public Lands | Federal |
| HBOA | Highway Bridge Obligation Authority | Federal |
| HPP | High Priority Projects (Demo) | Federal |
| HPSL | High Priority Projects - SAFETEA-LU | Federal |
| HRRR | High Risk Rural Roads - SAFETEA-LU | Federal |
| HSG | High Speed Rail Crossings - 100% Federal | Federal |
| HSIP | Highway Safety Improvement Program - SAFETEA-LU | Federal |
| IM | Interstate Maintenance - No Added Lanes | Federal |
| IMD | Interstate Maintenance Discretionary | Federal |
| IMG | Interstate Maintenance - Safety - 100% Federal | Federal |
| ITS | Intelligent Transportation Systems | Federal |
| JST | 85% Minimum Floor Surface Transportation | Federal |
| JSTU | 85% Minimum Floor Surface Transportation (Urban Area > 200,000) | Federal |
| LTA | Local Technical Assistance Program | Federal |
| MG | Minimum Guarantee | Federal |
| NCII | National Corridor Infrastructure Improvement - SAFETEA-LU | Federal |
| NH | National Highway System | Federal |
| NHG | National Highway System - Safety - 100% Federal | Federal |
| NHI | National Highway Funds on I (Does not Qualify for I) | Federal |
| NHIM | National Highway Funds on I (Qualifies for IM) | Federal |
| NHS | National Highway System - MDOT Safety Program | Federal |
| NRT | National Recreational Trails | Federal |
| OFHWA | Other FHWA Funds (Specify source in <i>Comments</i>) | Federal |
| PNRS | Projects of National and Regional Significance | Federal |
| RP | Research Project | Federal |
| RPH | American Recovery and Reinvestment Act | Federal |
| SBD | Scenic Byways - Discretionary | Federal |
| SIB | State Infrastructure Bank | Federal |
| SLG | Surface Transportation Safety | Federal |
| SRSE | Safe Routes to School - Either - SAFETEA-LU | Federal |
| SRSI | Safe Routes to School - Infrastructure - SAFETEA-LU | Federal |
| SRSN | Safe Routes to School - Non-infrastructure - SAFETEA-LU | Federal |
| SST | Supportive Services Training | Federal |
| ST | Surface Transportation Program (STP) - Any Area | Federal |
| STE | STP - Enhancement | Federal |
| STG | STP - Safety - 100% Federal for ST | Federal |
| STH | STP - Safety - Hazard Elimination | Federal |
| STI | STP - Interstate (90%) | Federal |

| | | |
|------|---|---------|
| STL | STP - Local | Federal |
| STR | STP - Safety - Rail-Highway Crossing Protection | Federal |
| STRG | STP - Safety Rail-Highway & Incentive Payment - 100% Federal | Federal |
| STS | STP - Any Area- MDOT Safety Program | Federal |
| STT | STP - Trunkline | Federal |
| STU | STP - Urban Areas > 200,000 Population | Federal |
| STUL | STP - Urban Areas < 200,000 Population | Federal |
| STUT | STP - Urban Areas < 200,000 Population - Trunkline | Federal |
| SUG | STP - Safety - 100% Federal for STU | Federal |
| TBR | Timber Bridge Fund | Federal |
| TCP | Tax Compliance Program | Federal |
| TCSP | Transportation, Community and System Preservation | Federal |
| TG | Transportation Grant (100% Fed) | Federal |
| TIP | Transportation Improvements Projects SAFETEA-LU | Federal |
| 3038 | Section 3038 - Over the Road Bus Program | Transit |
| 3045 | Section 3045 - National Fuel Cell Technology Development Program | Transit |
| 5303 | Section 5303 - CTF Metropolitan Transportation Planning | Transit |
| 5304 | Section 5304 - CTF Statewide Transportation Planning | Transit |
| 5305 | Section 5305 - Metropolitan and Statewide Planning | Transit |
| 5307 | Section 5307 - UZA Formula | Transit |
| 5308 | Section 5308 - Clean Fuels Program | Transit |
| 5309 | Section 5309 - Capital Bus and Capital New Starts | Transit |
| 5310 | Section 5310 - Elderly & Disabled | Transit |
| 5311 | Section 5311 - Non-UZA | Transit |
| 5313 | Section 5313 - Transit Cooperative Research Program | Transit |
| 5314 | Section 5314 - National Research and Technology Program | Transit |
| 5316 | Section 5316 - Transit - Section 5316 - Job Access/Reverse Commute | Transit |
| 5317 | Section 5317 - Transit - Section 5317 - New Freedom Initiative | Transit |
| 5320 | Section 5320 - Alternative Transportation in Parks and Public Lands | Transit |
| 5339 | Section 5339 - Alternative Analysis | Transit |
| 5505 | Section 5505 - University Transportation Centers Program | Transit |
| A307 | Section 5307 - UZA Formula - American Recovery and Reinvestment Act | Transit |
| A311 | Section 5311 - Non-UZA - American Recovery and Reinvestment Act | Transit |
| AR-T | American Recovery and Reinvestment Act - Transit | Transit |
| BI04 | Build Michigan Bond Issue 2004 | State |
| BI06 | Build Michigan Bond Issue 2006 | State |
| BI08 | Build Michigan Bond Issue 2008 | State |
| BT01 | Bond Trunkline Roads for First Issue | State |
| CTF | Comprehensive Transportation Fund | State |
| EDA | Economic Development - Category A | State |
| EDC | Economic Development - Category C | State |
| EDD | Economic Development - Category D | State |
| EDF | Economic Development - Category F | State |
| JT07 | Jobs Today Bond Issue 2007 GARVEE (State AC for Federal GARVEE Bonds) | State |
| LFMP | Local Fund Match Program - 100% Local | State |
| M | State Funds - Michigan Betterment | State |
| MBS | Michigan Budget Stabilization | State |
| MBWB | Michigan Blue Water Bridge | State |
| MCS | State Funds - Critical Structures | State |
| MDA | Drainage Assessment | State |
| MER | Emergency Program | State |
| MIR | State Funds - Institutional Roads | State |
| MRR | Michigan Railroad | State |
| MRRF | Michigan Revolving Real Estate Fund | State |
| MS | Safety Program | State |
| MTB | Turnback Program | State |
| SIBG | 100% State Infrastructure Bank | State |
| CITY | Local - City (Specify city in <i>Comments</i>) | Local |
| CNTY | Local - County (Specify county in <i>Comments</i>) | Local |
| OLF | Other Local Funds (Specify local fund source in <i>Comments</i>) | Local |
| PRVT | Private (Non-governmental) | Local |
| TRAL | Local - Transit Authority Funds (Specify transit authority in <i>Comments</i>) | Local |
| TWP | Local - Township (Specify township in <i>Comments</i>) | Local |
| VLG | Local - Village (Specify village in <i>Comments</i>) | Local |

Primary Work Types

| | | | |
|---|------------------------|--|---------------|
| Bridge - other | Surface Transportation | Transit operations | Transit |
| Bridge replacement | Surface Transportation | Transit operations equipment | Transit |
| Bridge restore & rehabilitate | Surface Transportation | Transit vehicle additions/replacements | Transit |
| New route/structure (capacity increase) | Surface Transportation | Transit vehicle rehabilitation | Transit |
| Reconstruct | Surface Transportation | Aviation | Miscellaneous |
| Restore & rehabilitate | Surface Transportation | GPA | Miscellaneous |
| Resurface | Surface Transportation | Heritage routes | Miscellaneous |
| Roadside facility | Surface Transportation | Intermodal/multimodal | Miscellaneous |
| Traffic ops/safety | Surface Transportation | Marine/port | Miscellaneous |
| Widen - major (capacity increase) | Surface Transportation | Miscellaneous | Miscellaneous |
| Widen - minor | Surface Transportation | Planning and research | Miscellaneous |
| Transit communication equipment | Transit | Rail | Miscellaneous |
| Transit facility | Transit | Studies | Miscellaneous |
| Transit maintenance equipment and parts | Transit | Wetland mitigation | Miscellaneous |



| ***** Battle Creek Area Transportation Study (BCATS) -- Project List -- FY 2017-2020 Transportation Improvement Program (TIP) ***** | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------|---|--|--------|--|---|-------|-------------------|---------------------|-----------------|-------------------|-----------------|-------------------|-----------------------|-------------------|----------------------------|------------------------|--|------------------------------|
| 6/22/2016 | | | | | | | | | | | | | | | | | | | |
| All projects in Calhoun County. No Advance Construct projects. All projects Air Quality Exempt. | | | | | | | | | | | | | | | | | | | |
| Fiscal Year | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$) | Federal Fund Source | State Cost (\$) | State Fund Source | Local Cost (\$) | Local Fund Source | Total Phase Cost (\$) | MDOT Job No. (JN) | TIP ID (Assigned by BCATS) | MPO/ Rural Action Date | Comments | Total Project Cost (\$1000s) |
| 2017 | Calhoun County Road Dept | B Dr S and Capital Ave SW | B Dr S from 3.5 Mile Rd eastward to M-66 (1.7 mi); Capital Ave SW, 0.25 mi north & south of B Dr S | 2.23 | Resurface | Resurfacing | CON | 572,950 | STUL | | | 127,050 | CNTY | 700,000 | 122855 | 20171101 | 6/22/16 | Local funds from Calhoun County Act 51 revenue.. Fed/Local shares recalculated at 81.85/18.15% by administrative action 1/13/16, ajt. | 770 |
| 2017 | Calhoun County Road Dept | Intersection Geometrics Improvement - Wattles Rd (9.5 Mile Rd) @ Verona Rd | Wattles Rd @ Verona Rd intersection & approaches, in Emmett Twp | 0.06 | Traffic ops/safety | Add dedicated left turn lanes on westbound Verona Rd approach and northbound Wattles Rd approach. Intersection is a "T", with northbound Wattles Rd ending at Verona Rd. | CON | 137,798 | CM | | | 30,556 | CNTY | 168,354 | 121062 | 20171103 | 6/22/16 | Local funds from Calhoun County Act 51 revenue. Total cost increased 10.7% from \$152,149 to \$168,355 (81.85% CMAQ, 18.15% CCRD) BY FY14-17 TIP AMENDMENT #11 Jan/2016. | 185 |
| 2017 | City of Battle Creek | Goguac St, McCamly St, & Roosevelt Ave | Goguac: from Capital Ave SW westward to Carl Ave, 4750'. McCamly: from VanBuren St northward to North Ave, 620'. Roosevelt: from East Ave westward to Garrison Ave, 1996'. | 1.40 | Resurface | Resurfacing (2" mill & overlay) with spot sidewalk & ramp replacement | CON | 364,380 | STUL | | | 80,800 | CITY | 445,180 | 122856 | 20171201 | 6/22/16 | Local funds from City of BC Act 51 revenue.. Fed/Local shares recalculated at 81.85/18.15% by administrative action 1/13/16, ajt. McCamly & Roosevelt work added to original Goguac St project (JN-122856) BY AMENDMENT #12 May/2016, with funds available from "deleted" project (Main St, moved to 2018 in new FY17-20 TIP), to expedite bid letting & provide funding flexibility. McCamly & Roosevelt projects individually assigned JN-130180 & JN-130181 respectively after entry into eSTIP as 2018 projects in new FY17-20 TIP draft; those JNs to be "abandoned". | 490 |
| 2017 | City of Battle Creek | Propane Conversion / Retrofit, 18 Light-Duty Vehicles | Vehicles used within City of BC & adjacent area as necessary | | Miscellaneous | Conversion of up to 18 (eighteen) Class 1 [(<6,001 lb gross vehicle weight (GVW)] or Class 2 (6,001-10,000 lb GVW) "light-duty" pickups or vans, to utilize propane as primary fuel. | CON | 104,604 | CM | | | 23,196 | CITY | 127,800 | 124463 | 20179201 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #3 May/14. Affirmation of CMAQ eligibility received 5/19/14 by e-mail from E. Fowler for MDOT CMAQ Project Review Committee. Project changed from 15 to 18 vehicles, and total cost increased 31.6% from \$97,123 to \$127,800 (81.85% CMAQ, 18.15% City) BY FY14-17 TIP AMENDMENT #11 Jan/2016. | 128 |
| 2017 | Local Road Agencies | BC Areawide Roadway Preventive Maintenance (crack fill and/or chip seal) | selected Fed-aid eligible non-trunkline roadways in the BCATS metropolitan area | | Restore & rehabilitate | Capital preventive maintenance with spot HMA overlay, overband crack filling, and/or single chip sealing as appropriate | CON | 232,170 | STUL | | | 51,483 | OLF | 283,653 | 122881 | 20171601 | 6/22/16 | Local funds from City of BC, City of Springfield, and Calhoun County Act 51 revenue. Fed/Local shares recalculated at 81.85/18.15%, and total phase cost reduced by 18.4% (from \$341,785) , to match balance of available FY17 STUL funds after funding 3 specified road projects, by administrative action 1/13/16, ajt. Total \$ adjusted (+\$3,831 STUL) in FY14-17 TIP by administrative action 5/6/16, to utilize all available STUL funds. | 312 |
| 2017 | MDOT | I-94 WB entrance ramp at Exit 104 interchange PE | I-94 WB entrance ramp from I-94BL/M-311 (11 Mile/Wheatfield Rd) east-south-westward to I-94 | 0.17 | Reconstruct | Reconstruction of the loop entrance ramp | PE | 144,000 | HSIP | 16,000 | M | | | 160,000 | 127639 | 20179501 | 6/22/16 | Added BY AMENDMENT #9 July/15, per 6/9/15 update from DH/MDOT. \$1.1M CON phase scheduled for 2020. Listed separate from Trunkline Traffic Operations and Safety GPA. | 1,283 |
| 2017 | MDOT | M-311 (11 Mile/Wheatfield Rd) PE/1 | from BCATS southern Metropolitan Area Boundary line btwn Newton & Burlington Twps northward to B Drive S | 5.00 | Traffic ops/safety | fixed object removal - tree removal and culvert replacement | PE | 115,164 | HSIP | 12,796 | M | | | 127,960 | 124061 | 20169502 | 6/22/16 | Added BY AMENDMENT #5 Nov/14. Only 5.0 mi segment from B Dr S southward to Newton/Burlington twps boundary in BCATS area, or 56% of the full 8.9 mi project further southward to M-60; costs listed here represent 56% of total \$228,500 for PE. Moved from 2016 to 2017 BY FY14-17 TIP AMENDMENT #11 Jan/2016. | 1,162 |
| 2017 | MDOT | M-311 (11 Mile/Wheatfield Rd) PE/2 | from B Drive S northward to I-94 BL (Michigan Avenue) | 4.50 | Traffic ops/safety | fixed object removal - tree removal | PE | 26,550 | HSIP | 2,950 | M | | | 29,500 | 124062 | 20169503 | 6/22/16 | Added BY AMENDMENT #5 Nov/14. Moved from 2016 to 2017 BY FY14-17 TIP AMENDMENT #11 Jan/2016. | 165 |
| 2017 | MDOT | M-66 - CON | from south of D Dr S northward to north of Glenn Cross Rd | 2.70 | Resurface | 3/4" mill & 1.5" overlay | CON | 519,769 | ST | 115,258 | M | | | 635,027 | 129142 | 20179502 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #11 Jan/2016, separate from Trunkline Highway Preservation GPA. CMAQ funding being sought to include expansion/extension of southbound right turn lane on approach to Glenn Cross Rd. | 635 |
| 2017 | MDOT | Wrong-Way Crash Reduction at Ramp Terminals (CON) | interchange ramps at I-94 exits 92 & 104, and I-194 exit 3 | | Traffic ops/safety | Improvements to reduce potential for wrong-way entry to freeway ramps | CON | 28,757 | HSIP | 3,195 | M | | | 31,952 | 116716 | 20171501 | 6/22/16 | BCATS area work is ~19% of larger project including other freeway ramps within MDOT Southwest Region, costs listed here represent 19% of total \$168,168 for CON. | 183 |
| 2017 | Transit - City of Battle Creek | 1 (one) Heavy-Duty - Low Floor Bus, for fixed-route service | Battle Creek Transit (BCT) fixed-routes | | Transit vehicle additions/replacements | Replace one bus used in fixed-route service | T-Cap | 209,995 | CM | 52,499 | CTF | 162,506 | CITY | 425,000 | 121028 | 20171301 | 6/22/16 | Administrative action 5/13/14 to adjust cost up 2.5% to match CMAQ application of Feb/2014. Changed from medium duty to heavy duty, and total cost increased 42.9% from \$262,494 to \$375,000, BY FY14-17 TIP AMENDMENT #11 Jan/2016. CMAQ funding is maximum available, leaving required match > 20%. Funding mix modified by ADMINISTRATIVE ACTION 3/9/16 to set sum of Fed+State shares to be split 80% Fed, 20% State, with remaining balance to meet the \$375,000 total designated as Local Cost. ADMINISTRATIVE ACTION 6/2/16 to add \$50,000 to Local Cost in order for estimated Total Phase Cost to match that of other identical 2017 bus replacement project. | 425 |
| 2017 | Transit - City of Battle Creek | 1 (one) Heavy-Duty - Low Floor Bus, for fixed-route service | Battle Creek Transit (BCT) fixed-routes | | Transit vehicle additions/replacements | Replace one bus used in fixed-route service | T-Cap | 382,500 | 5339 | | | 42,500 | CITY | 425,000 | | 20179305 | 6/22/16 | FTA Sec 5339 - Small Urban Bus & Bus Facilities. ADA fully equipped, Fed share 90%. ADDED BY FY14-17 TIP AMENDMENT #12 MAY/16. | 425 |
| 2017 | Transit - City of Battle Creek | Community Action (formerly Community Action Agency) Capital Assistance - 2017 Application | within Calhoun County | | Transit vehicle additions/replacements | Replacement of 2 small light duty vans (one 15-passenger and one 12-passenger w/lift). | T-Cap | 72,800 | 5310 | 18,200 | CTF | | | 91,000 | | 20179302 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #11 Jan/2016, with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" FY17 application. | 91 |
| 2017 | Transit - City of Battle Creek | Community Action (formerly Community Action Agency) Capital Assistance - Computers & Office Furniture | in Community Action central office, 175 Main St (east side of Main St just north of Dickman Rd E & railroad tracks). | | Transit capital | Replacement of computers & furniture at 3 workstations in Community Action central office. | T-Cap | 4,423 | 5310 | 777 | CTF | 1,026 | OLF | 6,226 | | 20179304 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #11 Jan/2016, with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" FY17 application. Local funds from Community Action. | 6 |
| 2017 | Transit - City of Battle Creek | Community Action (formerly Community Action Agency) Capital Assistance - Software | in Community Action central office & in Community Action vehicles in-service within Calhoun County | | Transit capital | New (expansion) transportation dispatch/vehicle maintenance software with mobile vehicle data devices. | T-Cap | 77,339 | 5310 | 17,847 | CTF | 3,966 | OLF | 99,152 | | 20179303 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #11 Jan/2016, with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" FY17 application. Local funds from Community Action. | 99 |
| 2017 | Transit - City of Battle Creek | Community Inclusive Recreation (CIR) Capital Assistance - 2017 Application | within Calhoun County | | Transit vehicle additions/replacements | Acquisition of two (2) new small (15-psngr) light-duty cutaway buses, 138" wheelbase, w/lift, gas engine, to REPLACE two vehicles in existing fleet. | T-Cap | 92,800 | 5310 | 23,200 | CTF | | | 116,000 | | 20179301 | 6/22/16 | Added BY FY14-17 TIP AMENDMENT #11 Jan/2016, with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" FY17 application. | 116 |

***** Battle Creek Area Transportation Study (BCATS) -- Project List -- FY 2017-2020 Transportation Improvement Program (TIP) *****

6/22/2016

All projects in Calhoun County. No Advance Construct projects. All projects Air Quality Exempt.

| Fiscal Year | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$) | Federal Fund Source | State Cost (\$) | State Fund Source | Local Cost (\$) | Local Fund Source | Total Phase Cost (\$) | MDOT Job No. (JN) | TIP ID (Assigned by BCATS) | MPO/ Rural Action Date | Comments | Total Project Cost (\$1000s) |
|-------------|--------------------------------|--|---|--------|--|--|-------|-------------------|---------------------|-----------------|-------------------|-----------------|-------------------|-----------------------|-------------------|----------------------------|------------------------|---|------------------------------|
| 2017 | Transit - City of Battle Creek | Expected Transit Farebox Revenue | BCT service area | | Transit operations | | T-Ops | | | | | 410,941 | CITY | 410,941 | | 20171302 | 6/22/16 | City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, Auxiliary Trans Revenues (i.e.advertising), & NonTrans Revenues. Held constant thru this TIP. Admin action Feb9-15 to update costs to match FY16 application and include Auxiliary Trans & NonTrans Revenues | 411 |
| 2017 | Transit - City of Battle Creek | Specialized Services Operating Assistance | within Calhoun County | | Transit operations | Operating assistance to local human services agencies | T-Ops | | | 92,624 | CTF | | | 92,624 | | 20171303 | 6/22/16 | State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP. | 93 |
| 2017 | Transit - City of Battle Creek | Transit Operating Assistance | BCT service area | | Transit operations | | T-Ops | 1,065,368 | 5307 | 1,475,468 | CTF | 888,230 | CITY | 3,429,066 | | 20171304 | 6/22/16 | Local funds from City of Battle Creek general fund, held constant thru this TIP. Fed & State amounts increased by 3.75% from previous year (2016) estimate that was updated by Admin Action Feb9-15 to match costs on FY16 application. | 3,429 |
| 2018 | Calhoun County Road Dept | B Dr N @ Beadle Lake Rd Signal Modernization - Reimburse MDOT SWR for CMAQ "Loan" | B Dr N @ Beadle Lake Rd intersection in Emmett Twp | | Traffic ops/safety | Modernization & upgrade of traffic signal(s) at intersection, consisting of update of existing box span wire support system; installation of new actuated signal(s) with left-turn phasing; and pedestrian signals & ADA compliance. | CON | 54,486 | CMG | | | | | 54,486 | 120751 | 20141101 | 6/22/16 | Federal affirmation of CMAQ funding eligibility 3/25/13. Local funds from Calhoun County Act 51 revenue. ADMINISTRATIVE ACTION 1/2/14 to set funding to 100% Federal CMAQ. Cost estimate increased \$70,000 (\$39,145 STUL, \$30,855 CCRD) BY AMENDMENT #4 July/14, with Fed fund source changed from CMG (100% CMAQ) to CM as majority. 81.85% Fed / 18.15% Local shares calculated on total phase cost. Moved from 2014 to 2015 BY AMENDMENT #7 March/15, initially with removal of \$39,145 of FY14 Federal STUL funds from project, leaving non-Fed share of \$70,000 to be wholly from CCRD, and implementation postponed indefinitely pending availability of CCRD funds. 3/16/15 - e-mail from D. Harden, MDOT Southwest Region (SWR), confirming MDOT offer of additional funds needed (from MDOT SWR CMAQ allocation) as a "loan" to be recovered in a future, TBD year. 3/19/15 - total cost updated to \$174,000, to be funded 100% CMAQ (\$100,000 from BCATS/Calhoun County 2014 CMAQ allocation, obligated 6/2/14; \$74,000 from MDOT SWR CMAQ allocation, UNKNOWN OBLIGATION AS OF 4/22/15). Also corrected AQ status to "Exempt", from incorrect "Non-Exempt" entry 9/12/14 for this project instead of the Glenn Cross Rd Extension. ADMINISTRATIVE ACTION 3/7/16 to reduce total cost from \$174,000 to \$154,486 per Jan/2016 letting & award/contract. This TIP "project" is for "Loan" from MDOT SWR in new amount of \$54,486 to be repaid from BCATS/Calhoun County FY18 "Local" CMAQ allocation. | 60 |
| 2018 | Calhoun County Road Dept | East Ave | from Roosevelt Ave northward to Morgan Rd | 1.17 | Resurface | Resurfacing | CON | 266,013 | STUL | | | 58,987 | CNTY | 325,000 | 130038 | 20181101 | 6/22/16 | Local funds from Calhoun County Act 51 revenue. | 358 |
| 2018 | Calhoun County Road Dept | McAllister Rd | from Verona Rd northward to N Dr N | 1.35 | Resurface | Resurfacing | CON | 274,198 | STUL | | | 60,802 | CNTY | 335,000 | 130177 | 20181102 | 6/22/16 | Local funds from Calhoun County Act 51 revenue. | 369 |
| 2018 | Calhoun County Road Dept | One Clean Diesel Dump Truck, double-axle, cab+chassis only Fed-aid eligible | within Calhoun County | | Miscellaneous | Replace one dump truck in existing fleet | CON | 138,391 | CM | | | 105,429 | CNTY | 243,820 | 121064 | 20181103 | 6/22/16 | Local funds from Calhoun County Act 51 revenue. Fed-aid eligilbe cab+chassis expense figured at \$185,000 of toal vehicle cost of \$270,000. CMAQ share = \$185,000 * 81.85%. | 244 |
| 2018 | City of Battle Creek | Helmer Rd | from Gethings Rd northward to Columbia Ave | 1.00 | Resurface | Resurfacing with spot sidewalk & ramp replacement | CON | 301,945 | STUL | | | 66,955 | CITY | 368,900 | 130178 | 20181201 | 6/22/16 | Local funds from City of Battle Creek Act 51 revenue. | 406 |
| 2018 | City of Battle Creek | Intersection Signal Modernization - Capital @ Jackson | Capital Ave @ Jackson St | 0.40 | Traffic ops/safety | Upgrade/modernize signal & interconnection to nearby signals and City's Traffic Management Center | CON | 325,000 | CMG | | | 0 | | 325,000 | 130179 | 20181202 | 6/22/16 | Signal project eligible for 100% Fed CMAQ funding. CMAQ project app 2016049 submitted via MGS Feb5-16. OK in TIP pending approval by MDOT CMAQ Project Review Committee. ESTIP20160224122614 by A. Tilma. | 358 |
| 2018 | City of Battle Creek | 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. | 0.57 | Resurface | Resurfacing (2" mill & overlay) | CON | 158,863 | STUL | | | 35,227 | CITY | 194,090 | 122879 | 20171202 | 6/22/16 | Local funds from City of BC Act 51 revenue. Total cost increased \$30,000 in FY14-17 TIP Am#11 Jan-Feb/2016. Deleted (as 2017 project) from FY14-17 TIP BY AMENDMENT #12 May/2016, and moved to 2018 in new FY17-20 TIP at total \$194,090. | 213 |
| 2018 | MDOT | M-66 (Capital Ave NE) | M-66 from Capital Ave/Division St intersection northward to Frey Dr | 2.54 | Restore & rehabilitate | 1.5" mill & 1.5" overlay with ADA ramps | CON | 1,188,563 | NH | 263,560 | M | | | 1,452,123 | 129143 | 20181502 | 6/22/16 | PE & ROW phases in 2016 Trunkline Highway Preservation GPA in FY14-17 TIP | 1,669 |
| 2018 | Transit - City of Battle Creek | 1 (one) Heavy-Duty - Low Floor Bus, for fixed-route service | Battle Creek Transit (BCT) fixed-routes | | Transit vehicle additions/replacements | Replace one bus used in fixed-route service | T-Cap | 390,150 | 5339 | | | 43,350 | CITY | 433,500 | | 20181305 | 6/22/16 | FTA Sec 5339 - Small Urban Bus & Bus Facilities. ADA fully equipped, Fed share 90%. Cost based on 2017 project for like vehicle estimate increased 2%/yr. | 434 |
| 2018 | Transit - City of Battle Creek | Community Action (formerly Community Action Agency) Capital Assistance - Planned 2018 Application | within Calhoun County | | Transit vehicle additions/replacements | Acquisition of one (1) new 15-psngr van, to REPLACE one vehicle in existing fleet. | T-Cap | 35,200 | 5310 | 8,800 | CTF | | | 44,000 | | 20181306 | 6/22/16 | To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY18 application. | 44 |
| 2018 | Transit - City of Battle Creek | Community Action (formerly Community Action Agency) Capital Assistance - Planned 2018 Application | within Calhoun County | | Transit vehicle additions/replacements | Acquisition of one (1) new small light-duty cutaway bus, 138" wheelbase, w/lift, gas engine, to REPLACE one vehicle in existing fleet. | T-Cap | 46,400 | 5310 | 11,600 | CTF | | | 58,000 | | 20181307 | 6/22/16 | To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY18 application. | 58 |
| 2018 | Transit - City of Battle Creek | Community Inclusive Recreation (CIR) Capital Assistance - Planned 2018 Application | within Calhoun County | | Transit vehicle additions/replacements | 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. | T-Cap | 47,328 | 5310 | 11,832 | CTF | | | 59,160 | | 20181308 | 6/22/16 | 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. | 59 |

***** Battle Creek Area Transportation Study (BCATS) -- Project List -- FY 2017-2020 Transportation Improvement Program (TIP) *****

6/22/2016

All projects in Calhoun County. No Advance Construct projects. All projects Air Quality Exempt.

| Fiscal Year | Responsible Agency | Project Name | Limits | Length | Primary Work Type | Project Description | Phase | Federal Cost (\$) | Federal Fund Source | State Cost (\$) | State Fund Source | Local Cost (\$) | Local Fund Source | Total Phase Cost (\$) | MDOT Job No. (JN) | TIP ID (Assigned by BCATS) | MPO/ Rural Action Date | Comments | Total Project Cost (\$1000s) |
|-------------|--------------------------------|---|---|--------|--|--|-------|-------------------|---------------------|-----------------|-------------------|-----------------|-------------------|-----------------------|-------------------|----------------------------|------------------------|---|------------------------------|
| 2018 | Transit - City of Battle Creek | Expected Transit Farebox Revenue | BCT service area | | Transit operations | | T-Ops | | | | | 410,941 | CITY | 410,941 | | 20181301 | 6/22/16 | City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, Auxiliary Trans Revenues (i.e.advertising), & NonTrans Revenues. Held constant thru this TIP. | 411 |
| 2018 | Transit - City of Battle Creek | Marian Burch Adult Daycare Center (MBADC) Capital Assistance - Planned 2018 Application | within Calhoun County | | Transit vehicle additions/replacements | Replacement of one mini-van | T-Cap | 17,600 | 5310 | 4,400 | CTF | 1,800 | OLF | 23,800 | | 20181302 | 6/22/16 | Funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY18 application. Local \$ from MBADC for non-participating cost of lettering on vehicle exterior. | 24 |
| 2018 | Transit - City of Battle Creek | Specialized Services Operating Assistance | within Calhoun County | | Transit operations | Operating assistance to local human services agencies | T-Ops | | | 92,624 | CTF | | | 92,624 | | 20181303 | 6/22/16 | State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP. | 93 |
| 2018 | Transit - City of Battle Creek | Transit Operating Assistance | BCT service area | | Transit operations | | T-Ops | 1,065,368 | 5307 | 1,475,468 | CTF | 888,230 | CITY | 3,429,066 | | 20181304 | 6/22/16 | Local funds from City of Battle Creek general fund, held constant thru this TIP. | 3,429 |
| 2019 | Calhoun County Road Dept | North Ave, Pennfield Twp | from Halbert Rd northward to Calhoun County limits | 2.65 | Resurface | Resurfacing | CON | 532,025 | STUL | | | 117,975 | CNTY | 650,000 | 130186 | 20191101 | 6/22/16 | Local funds from Calhoun County Act 51 revenue. | 715 |
| 2019 | City of Battle Creek | Elm St | from Mary St northward to Michigan Ave | 0.33 | Resurface | Resurfacing with spot sidewalk & ramp replacement | CON | 83,831 | STUL | | | 18,589 | CITY | 102,420 | 130187 | 20191201 | 6/22/16 | Local funds from City of Battle Creek Act 51 revenue. | 113 |
| 2019 | City of Battle Creek | Glenn Cross Rd | from Capital Ave eastward to M-66 | 0.82 | Resurface | Resurfacing | CON | 213,285 | STUL | | | 47,295 | CITY | 260,580 | 130189 | 20191202 | 6/22/16 | Local funds from City of Battle Creek Act 51 revenue. | 287 |
| 2019 | City of Battle Creek | Intersection Signal Modernization - Capital @ Michigan | Capital Ave @ Michigan Ave | | Traffic ops/safety | Upgrade/modernize signal & interconnection to nearby signals and City's Traffic Management Center | CON | 325,000 | CMG | | | 0 | | 325,000 | 121059 | 20191203 | 6/22/16 | Signal project eligible for 100% Fed CMAQ funding. | 325 |
| 2019 | City of Battle Creek | North Ave, City of BC | from Roosevelt Ave northward to Coolidge Ave (city limits) | 0.61 | Resurface | Resurfacing with spot sidewalk & ramp replacement | CON | 196,440 | STUL | | | 43,560 | CITY | 240,000 | 130189 | 20191204 | 6/22/16 | Local funds from City of Battle Creek Act 51 revenue. | 264 |
| 2019 | MDOT | M-311 (11 Mile/Wheatfield Rd) - CON | from BCATS southern Metropolitan Area Boundary line btwn Newton & Burlington Twps northward to I-94 BL (Michigan Ave) | 9.50 | Restore & rehabilitate | Multi-course HMA overlay | CON | 3,558,566 | ST | 789,102 | M | | | 4,347,668 | 123301 | 20191501 | 6/22/16 | Only 9.5 mi segment from I-94BL (Michigan Ave) southward to Newton/Burlington twps boundary in BCATS area, or 71% of the full 13.4 mi project further southward to M-60: Fed \$3,558,566 + State M \$789,102, total phase \$4,347,668 costs listed here represent 71% of total \$6,132,500 for CON. Total Project Cost \$6,801,500. 2016 PE in FY14-17 TIP. | 6,802 |
| 2019 | MDOT | M-311 (11 Mile/Wheatfield Rd) Bridge over Kalamazoo River - CON | 1/4 mile N+S of Kalamazoo River at M-311 (11 Mile/Wheatfield Rd), just north of D Dr N, including bridge. | 0.50 | Bridge replacement | Construction to replace bridge & rehabilitate approaches | CON | 2,788,630 | ST | 618,371 | M | | | 3,407,000 | 125818 | 20191502 | 6/22/16 | 2015 PE & SUB phases and 2016 ROW phase in FY14-17 TIP for 2019 construction. | 3,906 |
| 2019 | MDOT | M-311 (11 Mile/Wheatfield Rd) CON/1 | from BCATS southern Metropolitan Area Boundary line btwn Newton & Burlington Twps northward to B Drive S | 5.00 | Traffic ops/safety | fixed object removal - tree removal and culvert replacement | CON | 470,484 | HSIP | 52,276 | M | | | 522,760 | 124061 | 20191503 | 6/22/16 | Only 5.0 mi segment from B Dr S southward to Newton/Burlington twps boundary in BCATS area, or 56% of the full 8.9 mi project further southward to M-60; costs listed here represent 56% of total \$933,500 for CON. PE phase in 2017. | 1,162 |
| 2019 | MDOT | M-311 (11 Mile/Wheatfield Rd) CON/2 | from B Drive S northward to I-94 BL (Michigan Avenue) | 4.50 | Traffic ops/safety | fixed object removal - tree removal | CON | 121,950 | HSIP | 13,550 | M | | | 135,500 | 124062 | 20191504 | 6/22/16 | PE phase in 2017. | 165 |
| 2019 | Transit - City of Battle Creek | 1 (one) Heavy-Duty - Low Floor Bus, for fixed-route service | within BCATS metropolitan planning area in Calhoun County | | Transit vehicle additions/replacements | Replace one large bus in existing fleet | T-Cap | 192,877 | CM | 48,219 | CTF | 201,074 | CITY | 442,170 | 124462 | 20191304 | 6/22/16 | Balance of FY19 CMAQ funds available after funding Capital @ Michigan signal project, extra matching share amount to be requested from CTF. Cost based on 2017 project for like vehicle estimate increased 2%/yr. | 442 |
| 2019 | Transit - City of Battle Creek | Community Inclusive Recreation (CIR) Capital Assistance - Planned 2019 Application | within Calhoun County | | Transit operations equipment | Acquisition & installation of "Viamente" route planning software, replacement | T-Cap | 2,240 | 5310 | 560 | CTF | | | 2,800 | | 20191307 | 6/22/16 | To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY19 application. | 3 |
| 2019 | Transit - City of Battle Creek | Community Inclusive Recreation (CIR) Capital Assistance - Planned 2019 Application | within Calhoun County | | Transit vehicle additions/replacements | Acquisition of one (1) new pickup truck to REPLACE one 2006 Chevy Silverado, used to transport program participants & equipment. | T-Cap | 33,600 | 5310 | 8,400 | CTF | | | 42,000 | | 20191308 | 6/22/16 | To be implemented with funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY19 application. | 42 |
| 2019 | Transit - City of Battle Creek | Expected Transit Farebox Revenue | BCT service area | | Transit operations | | T-Ops | | | | | 410,941 | CITY | 410,941 | | 20191301 | 6/22/16 | City of Battle Creek "farebox revenue" from fares, tokens/tickets, passes, misc transp contracts, Auxiliary Trans Revenues (i.e.advertising), & NonTrans Revenues. Held constant thru this TIP. | 411 |
| 2019 | Transit - City of Battle Creek | Marian Burch Adult Daycare Center (MBADC) Capital Assistance - Planned 2019 Application 1 | within Calhoun County | | Transit vehicle additions/replacements | Replacement of one cutaway small bus | T-Cap | 52,000 | 5310 | 13,000 | CTF | 1,800 | OLF | 66,800 | | 20191302 | 6/22/16 | Funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY19 application. Local \$ from MBADC for non-participating cost of lettering on vehicle exterior. | 67 |
| 2019 | Transit - City of Battle Creek | Marian Burch Adult Daycare Center (MBADC) Capital Assistance - Planned 2019 Application 2 | within Calhoun County | | Transit vehicle additions/replacements | Replacement of one medium-duty large bus | T-Cap | 96,000 | 5310 | 24,000 | CTF | 1,800 | OLF | 121,800 | | 20191303 | 6/22/16 | Funds "passed through" Battle Creek Transit (BCT). FTA Section 5310 "Enhanced Mobility of Seniors & Individuals with Disabilities" planned FY19 application. Local \$ from MBADC for non-participating cost of lettering on vehicle exterior. | 122 |
| 2019 | Transit - City of Battle Creek | Specialized Services Operating Assistance | within Calhoun County | | Transit operations | Operating assistance to local human services agencies | T-Ops | | | 92,624 | CTF | | | 92,624 | | 20191305 | 6/22/16 | State funds "passed through" Battle Creek Transit (BCT). Held constant thru this TIP. | 93 |
| 2019 | Transit - City of Battle Creek | Transit Operating Assistance | BCT service area | | Transit operations | | T-Ops | 1,065,368 | 5307 | 1,475,468 | CTF | 888,230 | CITY | 3,429,066 | | 20191306 | 6/22/16 | Local funds from City of Battle Creek general fund, held constant thru this TIP. | 3,429 |

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 Group (TSG) office (the Marshall TSG 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 Bureau 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.

Administrative Actions

There are occasions when the advancement of projects is shifted within the years of the TIP, based upon changing circumstances. In those situations, the following project selection process (approved by the BCATS Policy Committee on July 25, 2007) will be utilized:

The project selection process shall consider all state and local projects in the first two years of the TIP as being selected. However, any change in the priority for advancement of those projects to the implementation phase shall be made known to the BCATS staff immediately and shall have the concurrence of the TIP Subcommittee, which establishes the initial TIP listing. The BCATS Technical and Policy Committees shall be advised of any changes in project priority in the first two years of the TIP as an informational item at their next regularly scheduled meeting dates. Projects contained in the third and fourth years of the TIP may be advanced only after administrative approval is granted by the Technical and Policy Committees by formal action. However, such administrative approval/action will not constitute a formal amendment to the TIP.

There are also occasions when other aspects of projects (beyond the implementation year) change before the project is implemented. Some of those changes are substantial and require a formal TIP amendment, as outlined in next portion of this section. However, many times those changes are minor and will be allowed to be executed by staff per the following language (approved by the BCATS Policy Committee on July 25, 2007):

Changes to projects in the areas of fund source, project phase, cost change, and scope change which do not require a formal TIP amendment, per either BCATS or FHWA/FTA policies (see section on amendments) shall be considered administrative actions which may be carried out by staff to expedite the implementation

of the project(s). Any such changes will be made known to the BCATS Technical and Policy Committees at the time of the next regularly scheduled TIP amendment and/or project listing update cycle.

Amendments

A formal TIP amendment is needed, before federal approval for funding can be obtained, only when a new project is to be added, when a current or future year project is to be deleted, or when the following substantive revisions are made to a currently programmed project:

- 1. Year:** When a project is moved into the TIP from outside the 4-year scope of the TIP (postponing a project to a future year does not require an amendment). Note: see the preceding “Administrative Actions” discussion regarding project movement within the already approved 4-year listing of projects in the TIP.
- 2. Project Phase:** When an additional phase is to be added to a given project, or the project phase is changed from that listed for a particular year (for example: preliminary engineering, right-of-way, or construction phases)
- 3. Cost Change:**
 - FHWA Programs: When a project’s cost, as shown in the TIP, increases by 25% or more as a result of inflation or inaccurate initial estimate, or if the cost change is equal to or greater than 25% of the total federal fund category in any given fiscal year.
 - FTA Programs: For major changes exceeding 30% of the project’s cost, as shown in the TIP.
- 4. Scope Change:** When the purpose or scope of a project in the TIP changes. This may result in a cost change as well, depending upon the extent of the scope change involved. The change may also be a redefinition of the magnitude of the project where the cost remains unchanged.

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.

Pro Rata Policy for TIP Projects

On July 25, 2007, the BCATS Policy Committee adopted the following regarding the consideration of percent federal participation in projects involving Surface Transportation Program Urban (STUL) funding or 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 and notice is provided to MDOT of an exception.

In cases where the project estimates (prior to bid letting) show a potential cost increase of more than 25% over the approved TIP cost, the owner of the project shall be required to contact the BCATS staff office immediately with this cost information and the scheduled bid letting date. If necessary, changes will be made to other projects or the pro rata share of the subject project in order to maintain the financial integrity of the STUL program.

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 pro rata 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.

After any changes are made relative to the situations discussed in the above paragraphs, BCATS staff will revise the STUL funding schedule with the updated information and provide this updated information to the BCATS Committees at their next regularly scheduled meetings. Any necessary amendments or administrative changes to projects will be dealt with at that time.

APPENDIX



BATTLE CREEK AREA TRANSPORTATION STUDY

Policy Committee

Minutes of June 22, 2016 Meeting

VOTING MEMBERS PRESENT: Steve Frisbie, Harry Burdett, Mark Dionise, Angela Kline, Rick Fowler (for John Lanum), Deb Owens, Tom Sprau, and Rich Werner

NON-VOTING MEMBERS PRESENT: None

VOTING MEMBERS ABSENT: Steve Buller, Laveta Hardish and Rob Behnke

NON-VOTING MEMBERS ABSENT: Rachael Tupica and SMPC

OTHERS PRESENT: Pat Karr, Andrew Tilma, and David Grunwald

Chair Sprau called the meeting to order at 1:46 p.m. in the Council Room at Springfield City Hall, 601 Avenue A, Springfield, MI 49037 after a quorum was reached.

ROLL CALL

A quorum was present (see above for voting members present).

APPROVAL OF THE AGENDA

It was moved by Fowler, supported by Owens, to approve the agenda. MOTION CARRIED UNANIMOUSLY.

**Res.
16-24**

PUBLIC COMMENTS

There were no public comments.

APPROVAL OF THE MINUTES

It was moved by Werner, supported by Burdett, to approve the minutes of the May 25, 2016 meeting, as presented, subject to any additions, corrections or changes. MOTION CARRIED UNANIMOUSLY.

**Res.
16-25**

COMMUNICATIONS

Karr reported the following items of communication:

- BCATS has received an award letter for the 5303 transit planning funded work item. This will be discussed later on the agenda in regard to the FY 2016 Unified Work Program amendment.
- Copies of two news releases were provided to the members from the state Office of Highway Safety Planning (OHSP). One involves the second season of the “Summer of Safety” campaign. The other news release summarizes the results of the Memorial Day “Click it or Ticket” campaign.

- BCATS has received a letter from the Contract Services Division at MDOT seeking to close out the authorizations for many contracts. Time will be needed to evaluate each of these authorizations.
- MDOT has put out two calls for safety projects under two different funding programs, the High Risk Rural Road and the general Local Safety programs. Karr has forwarded the information about these programs to the appropriate local road agencies. Both categories call for applications to be submitted in September, 2016 for FY 2018 projects.
- A response has been received from BCATS' attorney, John Macfarlane, regarding his review of the draft of the new MOU between BCATS and the City of Battle Creek/Battle Creek Transit. He had no substantive comments on the draft and recommends proceeding with the update process as outlined.
- Information for the underwriting process involved with BCATS' insurances has been submitted to IBEX/MMRMA. A new insurance year starts October 1, 2016 for BCATS.
- A revised self-certification form for inclusion in the final new Transportation Improvement Program was provided to BCATS by MDOT. Therefore, this item is on the agenda today for adoption.
- BCATS received an e-mail from the County's Planner regarding County interest in expanded transit services and the possibility of the County applying for funds to this end from the Firekeepers Revenue Sharing Board. Karr replied to the e-mail and provided information about Battle Creek Transit's plan for a Transit Master Plan study, as reported above.
- BCATS has received an approval letter from MDOT for an extension of the timeline for completion for the update to the BCATS Metropolitan Transportation Plan. The plan will now be adopted in November, 2016.
- The completed FY 2017 Unified Work Program, approved by the Policy Committee in May, has been submitted to MDOT for processing.

UNFINISHED BUSINESS

A. FY 2017-2020 Transportation Improvement Program (TIP) and Adopting Resolution

Tilma reviewed the draft FY 2017-2020 TIP document and indicated the changes since the discussion of the document previously. He discussed the chapter which describes the projects and provides the final listing of projects for the four years of the TIP. He noted the "Illustrative List" of projects and the role that list plays in the future administration of the TIP. Tilma also reviewed the addition of material in the environmental justice chapter, including the thematic maps. He indicated that summary tables of the information for this chapter will be added as part of the final document. The final TIP is to be submitted to MDOT by July 1, 2016.

It was moved by Werner, supported by Frisbie, to approve the FY 2017-2020 Transportation Improvement Program and Adopting Resolution, including the additional material noted by Tilma, and to authorize Sprau to sign the Resolution.

**Res.
16-26**

NEW BUSINESS

A. FY 2016 Unified Work Program (UWP) Amendment

Karr indicated that the impetus for this amendment is the award for the Transit Master Plan under the 5303 transit planning program. In order for the work activity to proceed, the item needs to be included in the current BCATS Unified Work Program. In addition to adding this item, the amendment will shift funds amongst work items to best reflect where BCATS staff activity has and will occur yet this year. The overall BCATS staff office does not change, the funds will only be moved amongst work items for staff.

It was moved by Fowler, supported by Burdett to approve the FY 2016 Unified Work Program Amendment, as presented. MOTION CARRIED UNANIMOUSLY.

**Res.
16-27**

B. 2040 Metropolitan Transportation Plan Update

Karr noted that extension of the deadline for the Plan update completion, as noted under “Communications.” Tilma added that the capacity deficiencies, as determined by the travel demand model, have been determined. The next steps are to determine if there are projects that can address these deficiencies over the 20 years of the Plan. Other areas being considered are needs for safety projects, pavement condition projects, non-motorized projects, and other. Karr has been working on the non-technical components of the document. Information about the Plan update will continue to come to the BCATS Committees over the next several months.

This item was presented at this time for information and discussion, with no action required.

C. Revised Memorandum of Understanding with the City of Battle Creek/Battle Creek Transit - Update

Karr indicated that, as discussed at prior meetings, there is a need to update the memorandum of understanding between BCATS and the City of Battle Creek/Battle Creek Transit (BCT) for planning activities as a result of a “finding” during BCT’s triennial review which was conducted by the Federal Transit Administration in April of this year. At that time, the auditor indicated that due to new federal requirements of recent transportation legislation an updated agreement should be developed that spells out the responsibilities of each agency related to conducting the planning activities for the area.

Karr developed a draft new MOU and provided it to Werner. The draft was provided to the Federal Transit Administration for review and they provided a positive response. The draft has now been provided to both BCATS’ attorney and to the City attorney (for BCT). The proposed schedule is for the BCATS Policy Committee to consider the new MOU on July 20th and for the Battle Creek Commission to consider it at their meeting the day before, July 19th.

This item was presented at this time for information and discussion, with no action required.

D. Revised Metropolitan Transportation Planning Process Certification Resolution

Karr indicated that there are some minor changes to the resolution as compared to the version acted upon last month. She noted the reference to the FAST Act and the movement of the air quality discussion to the bottom of the resolution.

It was moved by Kline, supported by Fowler, to adopt the revised Metropolitan Transportation Planning Process Certification Resolution, as presented. MOTION CARRIED UNANIMOUSLY.
16-28

E. Coordinated Mobility Plan for Prosperity Region 8

Karr distributed a portion of the final document prepared by a consultant that presented what is termed a "Coordinated Mobility Plan for Prosperity Region 8." The portion of the document provided addresses recommendations for action as far as transit in the region.

This item was presented at this time for information and discussion, with no action required.

COMMENTS**A. Next Meeting**

Chair Sprau announced that the next Policy Committee meeting is scheduled for Wednesday, July 20, 2016, 1:30 p.m. in the City of Springfield Council Chambers. He noted that this is the 3rd and not the 4th Wednesday of July. The date is on the approved list of meeting dates adopted last December.

B. Committee Member Comments

Karr announced that there is a kick-off meeting next week for a regional Local Safety Plan effort being promoted by MDOT. The meeting is on Thursday, June 30th at 9am at Kalamazoo Metro Transit. Anyone interested in attending should see her for details.

Karr informed the members that Tilma had recently become a grandfather, as his daughter had a baby girl about a week and a half ago. Congratulations were offered by all. Owens noted that it was Frisbie's birthday today. He was extended well wishes by the members.

Dionise stated that the final jurisdictional transfers have taken place as a result of the closing of a portion of Skyline Drive which had served as the I-94 Business loop.

C. Public Comments

There were no public comments.

ADJOURNMENT

Chair Sprau adjourned the meeting at 2:20 p.m.

BATTLE CREEK AREA TRANSPORTATION STUDY
Approval of the
FY 2017-2020 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

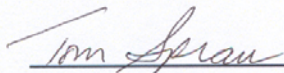
WHEREAS, the Battle Creek Area Transportation Study *FY 2017-2020 TIP* has been developed pursuant to Section 134 of title 23, United States Code, and

WHEREAS, the Battle Creek Area Transportation Study *FY 2017-2020 TIP* includes a "Financial Constraint Demonstration" that lists categories of anticipated revenue and estimated funding amounts for the identified projects 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 2017-2020 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 2017-2020 Transportation Improvement Program* is consistent with its *2035 Transportation Plan*, and

BE IT FURTHER RESOLVED, that the Battle Creek Area Transportation Study approves its *FY 2017-2020 Transportation Improvement Program*.



Tom Sprau, Chair


Battle Creek Area Transportation Study Policy Committee

DATE: June 22, 2016

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Battle Creek Area Transportation Study, the Metropolitan Planning Organization for the Battle Creek, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. 23 U.S.C. 324, regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- X. (*applicable to Non-Attainment and Maintenance Areas only*) Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504 and 7506(c) and (d)) and 40 CFR part 93



Tom Sprau, Chairperson
Battle Creek Area Transportation Study

June 22, 2016

Date

David Wresinski, Director
Bureau of Transportation Planning

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.



FY 2017-2020 Transportation Improvement Program (TIP)

Battle Creek Area Transportation Study (BCATS)

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