

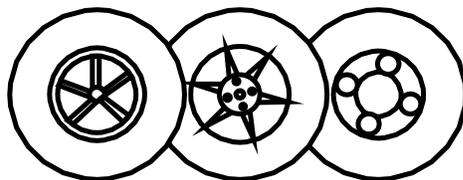
FY 2026-2029

TRANSPORTATION IMPROVEMENT PROGRAM - DRAFT -

Battle Creek Area Transportation Study

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BCATS

ACKNOWLEDGMENTS

This document partially fulfills work item 2.0501 of BCATS' annual Unified Work Program (UWP) for FY 2025.

The preparation of this report has been financed , in part, through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Additional financing was provided by the Cities of Battle Creek and Springfield, and Calhoun County/Calhoun County Road Department. This document was prepared by Jeff Franklin, BCATS' Executive Director.

BCATS' FY 2026-2029 Transportation Improvement Program was approved by the Battle Creek Area Transportation Study Policy Committee on May 28, 2025 (Resolution #25-__). *The draft minutes of the May 28, 2025 Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix of this document.*

BATTLE CREEK AREA TRANSPORTATION STUDY

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BATTLE CREEK AREA TRANSPORTATION STUDY

FY 2026-2029

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) 2026-2029 (October 1, 2025 through September 30, 2029) and has been prepared in accordance with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regulations (U.S. Code of Federal Regulations, 23 CFR 450). 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). The major purpose of the TIP is to identify and prioritize Federal-Aid projects and programs in local urbanized areas. An equally important objective of the TIP is to ensure that scheduled transportation improvements are consistent with current and projected financial resources.

A Transportation Improvement Program developed in consideration of these purposes provides for the efficient use of available financial resources in addressing the area's transportation needs. This orderly and efficient programming of prioritized transportation improvements is the primary reason for TIP development.

PROGRAM DEVELOPMENT PROCESS

According to the Federal regulations, Federal-aid projects identified in the TIP must be consistent with the long-range transportation planning process (including any performance-based planning and performance targets - for pavement, bridges, system reliability, safety, congestion, and public transit) and must be developed by the local MPO (in this case BCATS), the State, and any affected public transit operator(s). The Bipartisan Infrastructure Law

reinforced the consideration of performance targets, particularly for National Highway System (NHS) facilities.

The development of the Transportation Improvement Program begins with the Michigan Department of Transportation (MDOT) and local road & transit agencies submitting to BCATS the projects and programs (from the Plan and 4-R needs) which they identify as best meeting the transportation needs of their respective systems. Those recommendations evolve in consideration of BCATS' 2045 Metropolitan Transportation Plan (February, 2022); the 4-R (reconstruction, rehabilitation, restoration, and resurfacing) needs of the State and local agencies for the Battle Creek metropolitan area; and BCATS' current FY 2023-2026 Transportation Improvement Program.

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 2023-2026 TIP that were obligated in FY 2023 or FY 2024 are listed in BCATS' annual "Obligated Projects Report" for each of those years (included for informational purposes at the end of this section). Most state and local projects programmed for 2023 and 2024 have proceeded through to implementation.

At present, it appears that all FY 2025 state and local projects in the FY 2023-2026 TIP are progressing toward implementation during the FY 2025 construction season. The FY 2026 program of projects in the current TIP is expected to transfer to the new TIP with changes that are being made through TIP amendments prior to the new TIP being adopted.

Prioritization of Federal-Aid Projects

A multi-jurisdictional effort which best illustrates the cooperative nature of the transportation planning process is the selection and prioritization of Federal-aid projects proposed to utilize Federal Surface Transportation - Urban Local funds (STUL), to be included in the TIP. Review of projects using other Federal-aid for transportation is also conducted within this process, although final authority for selection of projects using other Federal-aid (such as local safety and bridge) generally rests with MDOT.

For the development of the FY 2026-2029 TIP, the initial selection of projects to include in the TIP is primarily the responsibility of the TIP Subcommittee in consultation with BCATS staff. The TIP Sub-Committee includes representatives from the local road agencies, Battle Creek Transit, along with BCATS staff. MDOT staff are involved when coordination of state and local projects is indicated. The nominated projects are identified by 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. Impacts of projects in meeting performance measures and targets is taken into consideration in developing a proposed TIP project list and information to assess that aspect was included on the project nomination forms.

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

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 8 - 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.

Transition from Battle Creek Transit (BCT) to Transportation Authority of Calhoun County (TACC)

The Transportation Authority of Calhoun County is a new urban transit agency within the BCATS planning area, and is expected to become to FTA designated recipient of federal transit funding at the beginning of FY2026 (October 1st, 2025). The TACC would then replace the prior operations of Battle Creek Transit. Given the timing of this transition from one major urban transit agency to another, this TIP document includes both BCT and TACC when describing transit planning and future transit operations. It is important to note that BCT planning and operations to date would continue unhindered by this transition to the TACC. TACC is expected to bring greater transit planning and transit operating efficiency to the BCATS area.

Transportation for the Elderly and Persons with Disabilities

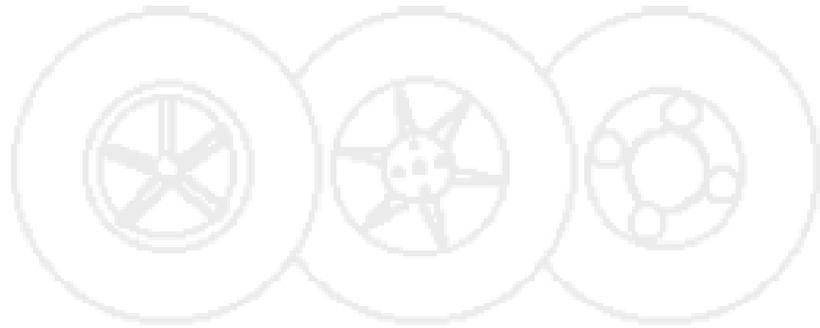
Battle Creek Transit (BCT), the Transportation Authority of Calhoun County (TACC), and BCATS are aware of the need for specialized transportation facilities and services for the elderly and persons with disabilities, and welcome opportunities to work with organizations and non-profits in meeting that 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. BCATS staff anticipates participation in the TACC's equivalent Local Coordinating Committee when it is formed in FY2026.

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

BCT and TACC'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 Subcommittee evaluating projects for inclusion in the TIP. BCATS Committees have added TACC as a participating member within FY2025 in anticipation of the future role of TACC within the BCATS planning area.

BCT, TACC, BCATS, and other area agencies involved in transportation planning or service have examined ways of improving transportation through more effective coordination. BCT originally completed the required Coordination Public Transit Human Service Agency Plan. The Plan was most recently updated in 2022. Battle Creek Transit currently serves as a pass-through agency for state funds for several local non-profit transit providers. This pass-through agency status for state funds is also anticipated to transition to the TACC in FY2026.



BCATS



BCATS

November, 2023

Battle Creek Area Transportation Study

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BCATS Reports Obligated Federal Transportation Projects for FY 2023

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 (TIP). The TIP is the short-term implementation component of the 20-year long range Metropolitan Transportation Plan that each MPO develops and maintains to plan future improvements to the transportation system.

Under federal transportation legislation passed in 2005, the MPOs are to report to local officials and the public an “annual listing of obligated projects” after the end of each TIP programming year. The programming year is a fiscal year or period of time that runs from October 1st through September 30th of the following calendar year. This annual reporting requirement has continued under subsequent federal legislation, including the most recent transportation funding bill, the Bipartisan Infrastructure Law (BIL) passed in November 2021.

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 2023 (which ended September 30, 2023). Important to note is that the projects were “obligated” (i.e.: funding was authorized) - but were not necessarily completed. Some projects actually constructed during 2023 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2023 may not be constructed until 2024 or after. The listing of 2023 obligated projects for the BCATS area appears in this publication. Also included in the listing, for information purposes, are some projects which did not utilize any federal funds. For those projects, the category of state funding is listed as well as the cost of the project. Any questions about this report may be addressed to the BCATS staff office via any of the contact options at the top of this page.

Federal Legislation continues to provide funding . . .

In November of 2021, when the federal Bipartisan Infrastructure Law (BIL) was passed, the BIL provided for an increase in federal funding for road and transit projects over a five year time period from fiscal years 2022 to 2026. This increased funding level impacted the FY 2023 program as far as total projects able to be obligated. BCATS' role continues to be to administer whatever level of federal funding is provided for highway, transit and other modes of transportation in the greater Battle Creek area.

Implementing Agency	Phase of Project	Project Name	Improvement(s)	Programmed Total Phase Cost (1)	Federal Fund Source	Federal Funds Programmed (1)	Federal Funds Obligated (2)	Total Actual Project Cost (3)
LOCAL								**
BCATS	NI	FY 2024 Battle Creek Consolidated Planning Funds (for October 1, 2023 - September 30, 2024)	Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of Battle Creek & Springfield; Townships of Bedford, Pennfield, Emmett, Leroy, & Newton	\$334,570	PL	\$274,872	\$275,898	\$335,596
CCRD	CON	Morgan Road/North Avenue Intersection	Intersection upgrade - Modernize existing signals, including video detection system (2 federal funding sources combined)	\$361,986	CRSM + CMG	\$324,067	\$361,986	\$1,086,676
CBC	CON	Union Street S	Bridge Rehabilitation for bridge structure #1408 over the Battle Creek (federal + state funding sources combined)	\$2,483,000	BFP + MCS	\$1,986,400	\$1,986,400	\$2,483,000
CCRD	CON	Morgan Road	Mill and Resurface from North Avenue eastward to M-66 (1.5 miles) - additional funding added	\$692,380	STUL	\$566,713	\$566,713	\$692,300
CCRD	CON	Uldriks Drive (1 Mile Road)	Tree removal and clearing from M-89 to U Drive N (2.43 miles)	\$173,000	HSIP	\$155,700	\$155,700	\$173,000
CCRD	CON	Morgan Road	Pavement Markings from North Avenue to M-66 (1.5 miles)	\$52,669	HSIP	\$47,402	\$47,402	\$52,669
CBC	CON	Capital Avenue	HMA Mill and Resurface with ADA Ramps from Rebecca to Van Buren (4.14 miles) (3 federal funding sources combined)	\$1,770,000	STUL + ST + HIPS	\$895,547	\$361,886	\$412,165
CSPR	CON	Harmonia Road	Mill and Resurface from Evergreen to M-37 (Helmer) (1.34 miles)	\$500,000	STUL	\$409,250	\$341,564	\$417,305
CBC, CCRD	CON	North Avenue (6 Mile Road)	Mill and Resurface with ADA Ramps from E Roosevelt Avenue northward to Morgan Road (1.12 miles)	\$543,677	STUL	\$445,000	\$463,328	\$583,469
CCRD	CON	S. Wattles Road (9 Mile Road)	Pulverize existing and Resurface from B Drive N to G Drive N (2.02 miles) (2 federal funding sources combined)	\$2,184,999	STUL + HIPS	\$2,155,959	\$2,024,999	\$2,201,771
CCRD	CON	Main Street	HMA Mill and Resurface with ADA Ramps from M-96 (Columbia Avenue) to City limits (~180' south of Kingman) (0.3 miles)	\$205,000	STUL	\$28,224	\$139,568	\$170,516
TRANSIT								
CBC/BCT	NI	BCT Transit Capital	Mobility Management Project	\$82,500	5310	\$66,000	\$66,000	\$82,500
CBC/BCT	NI	BCT Bus Shelter Project and Misc.	Bus shelter installation project, marketing/outreach, fare subsidy	\$322,141	CM	\$257,713	\$257,713	\$322,141
CBC/BCT	NI	BCT Transit Capital	New Freedom Mobility Management Project	\$459,990	5317	\$229,995	\$229,995	\$459,990
CBC/BCT	NI	BCT Transit Capital	Replace, upgrade communications equipment	\$159,336	5339	\$127,469	\$127,469	\$159,336
CBC/BCT	NI	Community Action Transit Capital	Purchase computer equipment (three (3) computers and nine (9) monitors)	\$6,000	5310	\$4,800	\$4,800	\$6,000
CBC/BCT	NI	Marian E. Burch Adult Day Care Transit Capital	Purchase one (1) replacement bus	\$142,051	5310	\$113,641	\$113,641	\$142,051
CBC/BCT	NI	BCT Transit Operating Assistance 2022	Federal + local operating assistance for Battle Creek Transit (for total budget, add state share of budget shown in information only section below)	\$3,442,086	5307	\$1,991,634	\$1,991,634	\$3,442,086
CBC/BCT	NI	BCT Transit Capital	Office equipment & furniture; communications & radio equipment; ITS technology including MDT/AVL/GPS	\$659,740	5339	\$527,791	\$527,791	\$659,740
CBC/BCT	NI	BCT Transit Capital	Replace two (2) administrative vehicles; purchase a shop truck with plow, and mobile column lift/vehicle hoist	\$485,500	STUL	\$388,400	\$388,400	\$485,500
STATE								
MDOT	PE + PES	M-89 (Washington Avenue) Bridge over Battle Creek River	Bridge Superstructure Replacement (CON expected 2026)	\$801,800	BFP	\$656,273	\$656,273	\$5,649,924
MDOT	PE + PES	I-94BL/M-96 (Michigan Avenue) Bridge over MDOT RR Corridor	Bridge Capital Preventative Maintenance (CON expected 2026)	\$12,500	BFP	\$10,231	\$10,231	\$127,500
MDOT	CON	M-37, M-66, and M-78 in Bedford and Pennfield Township	Road CPM - Single course chip seal with fog seal (9.75 miles)	\$1,287,000	ST	\$964,465	\$853,389	\$1,345,500*
MDOT	CON	M-37 @ Grand Trunk Western Railroad	Active Warning Device Upgrade	\$84,975	STRH	\$76,478	\$145,187	\$161,319
MDOT	CON	Southwest Regionwide Existing Dynamic Message Signs	Install closed circuit television cameras on existing Dynamic Message Signs in the BCATS area (3 locations on I-94)	\$127,027	NH	\$116,025	\$109,209	\$814,323*
MDOT	PE	M-96 (Helmer Road) from Territorial Road to Dickman Road	Convert 4 lanes to 5 lane section (add left turn lane) (0.96 miles) (CON expected 2025)	\$395,125	NH	\$323,410	\$323,410	\$3,025,322
MDOT	PE	Southwest Regionwide Pedestrian Crosswalk Installations	Install 2 pedestrian crosswalk locations in the BCATS area: M-66 (Capital Avenue NE) at Bridge Street; M-66 (Division Street) at State Street	\$31,871	VRU	\$28,684	\$28,684	\$1,286,321*
MDOT	PE + CON	Southwest Regionwide Longitudinal Pavement Markings	Longitudinal pavement marking application on trunklines in the BCATS area	\$179,100	HSIP	\$161,190	\$206,842	\$2,553,610*
MDOT	PE	Southwest Regionwide Special Pavement Markings	Special pavement marking application on trunklines in the BCATS area	\$164	HSIP	\$148	\$148	\$511,818*
MDOT	CON	Southwest Regionwide Pavement Marking Retroreflectivity	Conduct retroreflectivity readings on trunkline pavement markings in the BCATS area	\$1,269	HSIP	\$1,142	\$1,142	\$14,101*
MDOT	PE	Various Locations –Marshall TSC Signal Modernization	Modernize Signalized Intersections	\$340,217	STG	\$340,217	\$340,217	\$3,761,433*
NON-FEDERALLY FUNDED 2023		FOR INFORMATION ONLY-NOT REQUIRED TO BE REPORTED						
Implementing Agency	Phase of Project	Project Name	Improvement(s)		State Fund Source	State Amount		Project Cost **
CBC/BCT	NI	Transit Operating Specialized Services FY 2022	Specialized services operating funding for Marian Burch Adult Day Care, Community Action, Community Inclusive Recreation, and BCT		CTF	\$108,434		\$108,434
CBC/BCT	NI	Battle Creek Transit 2022 State Operating Assistance	Local bus operating assistance from the State of Michigan to Battle Creek Transit		CTF	\$1,450,452		\$1,450,452
MDOT	CON	I-94BL (Columbia Avenue) from Skyline Drive to Helmer Road	Road CPM - Milling and one course asphalt overlay (2.12 miles)		M	\$1,053,000		\$1,053,000
CBC, MDOT	EPE	City of Battle Creek Traffic Study	Traffic & Operational study for the Beckley Road corridor managed by the City of Battle Creek		M	\$10,305		\$10,305
MDOT	PE	M-96 (Dickman Road) from the county line to M-37	Road CPM - Milling and one course asphalt overlay with sidewalk ramp improvements (3.59 miles) (CON expected 2024)		M	\$45,000		\$45,000

See table key on next page

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



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

Deciphering the Table on the Previous Page

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; CSPR=City of Springfield; BCATS=Battle Creek Area Transportation Study; MDOT=Michigan Department of Transportation

Phase of Project Codes: PE=preliminary engineering; EPE=early PE; PES=Preliminary Engineering Structures; NI=non-infrastructure (such as Planning, Transit and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition

Federal Fund Source Codes: ST=Surface Transportation any area; STRH=Surface Transportation Program Safety Rail-Highway and Incentive (100% federally funded); STUL=Surface Transportation urban local (<200,000 population); HIPS=Highway Improvement Program (<200,000 population); BFP=Bridge Formula Program; PL=Planning; CMG=Congestion Mitigation & Air Quality Program (100% federally funded); CM=Congestion Mitigation & Air Quality Program (local match required); CRSM=Carbon Reduction Program (<200,000 population); STG=Surface Transportation (100% federally funded); NH=National Highway System; HSIP=Highway Safety Improvement Program; VRU=Vulnerable Road Users Program; TA=Transportation Alternatives; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=FTA Section 5339 - Bus and Bus Facilities

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

Other Abbreviations - CPM=Capital Preventative Maintenance; ITS=Intelligent Transportation System; MDT=Mobile Data Terminals; AVL=Automatic Vehicle Location; GPS=Geographic Positioning System

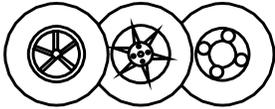
Notated Column Numbers from the prior page:

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

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

Did you know . . .

- A total of approximately \$13.1 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2023 - while this is about \$3 million less than the amount of federal funds obligated for the BCATS area in 2022, it is \$2.7 million more than the amount of federal funds obligated for the BCATS area in 2021. The state's Rebuilding Michigan Bond Program continues to result in many major projects being funded primarily, or wholly, by state funding sources only. This is not unique to the BCATS area.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives, safety, air quality improvement, rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. This represents federal gas tax revenues coming back to the local community. MDOT also completes projects with state transportation funds generated from state gas tax revenues and bonding programs, as noted above.
- In 2023, of the total obligated federal funds, about \$620,000 was allocated for state and local projects benefitting improved air quality (including carbon emission reduction), and just over \$3.7 million was allocated for transit projects.



BCATS

November, 2024



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Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt						
2024																																				
Local MPO Based Constraints																																				
Carbon Reduction - Small Mpo																																				
2024	Local	216602	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	Golden Ave	Golden Ave at Riverside Dr intersection & approaches	0.35	Traffic Safety	Remove and replace signal with modernized box span configuration	CON	Active	2023 - 2026	\$164,163	\$182,640	\$18,477	\$0	\$0						2024	CRSM	Road/Other	11/09/2023	11/20/2023					
Carbon Reduction - Small Mpo Total :																\$164,163	\$182,640	\$18,477	\$0	\$0																
STP - Small MPO																																				
2024	Local	216512	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Calhoun County	N. Wattles Rd (9 1/2 Mile Rd)	Michigan Ave to Verona Rd	1.51	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing the full width of pavement	CON	Active	2023 - 2026	\$666,275	\$731,923	\$65,648	\$0	\$0						2024	STUL	Road/Other	11/09/2023	10/18/2023					
2024	Local	216527	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	Citywide	Segments of Michigan Ave, Porter St, Sonoma Rd	1.55	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Active	2023 - 2026	\$346,957	\$346,957	\$0	\$0	\$0						2024	STUL	Road/Other	08/08/2024	08/13/2024					
2024	Local	216528	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	Citywide	Various Locations - City of Battle Creek	4.68	Road Capital Preventive Maintenance	Capital Preventive Maintenance (CPM) and associated items	CON	Active	2023 - 2026	\$322,533	\$404,649	\$82,116	\$0	\$0						2024	STUL	Road/Other	03/18/2024	03/25/2024					
STP - Small MPO Total :																\$1,335,765	\$1,483,529	\$147,764	\$0	\$0																
Stp Flex - Small Mpo																																				
2024	Local	216512	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Calhoun County	N. Wattles Rd (9 1/2 Mile Rd)	Michigan Ave to Verona Rd	1.51	Road Rehabilitation	Crush & Shape & Asphalt Resurfacing the full width of pavement	CON	Active	2023 - 2026	\$52,000	\$52,000	\$0	\$0	\$0						2024	ST	Road/Other	11/09/2023	10/18/2023					
2024	Local	216527	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	Citywide	Segments of Michigan Ave, Porter St, Sonoma Rd	1.55	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Active	2023 - 2026	\$6,109	\$6,109	\$0	\$0	\$0						2024	ST	Road/Other	08/08/2024	08/13/2024					
Stp Flex - Small Mpo Total :																\$58,109	\$58,109	\$0	\$0	\$0																
Transit - STP - Small MPO - Flex																																				
2024	Multi-Modal	212836	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek, City of	Transit Capital - BCT, HIP bus stop shelters	Areawide	0.00	SP1303	Unobligated FY22 HIP COVID Relief - Bus stops/shelter replacement	NI	Programmed	2023 - 2026	\$375,000		(\$375,000)	\$93,750																
2024	Multi-Modal	220808	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek, City of	Transit Capital	areawide	0.00	SP1105	FY 2024 Carbon Reduction Program (CRP) - Van Replacement	NI	Active	2023 - 2026	\$167,016	\$167,016	\$0	\$41,754	\$41,754						CRSM	SP1105	09/30/2024	09/24/2024						
Transit - STP - Small MPO - Flex Total :																\$542,016	\$167,016	(\$375,000)	\$135,504	\$41,754																
Local MPO Based Constraints Total :																\$2,100,053	\$1,891,294	(\$208,759)	\$135,504	\$41,754																
Local Projects from Statewide Sources																																				
CMAQ																																				
2024	Local	216602	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	Golden Ave	Golden Ave at Riverside Dr intersection & approaches	0.35	Traffic Safety	Remove and replace signal with modernized box span configuration	CON	Active	2023 - 2026	\$156,128	\$156,128	\$0	\$0	\$0						2024	CMG	Road/Other	11/09/2023	11/20/2023					



Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt	
2024	Multi-Modal	212833	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek, City of	Transit Capital - BCT, CMAQ bus stop shelters	Areawide	0.00	SP1702	CMAQ (flexed FY21) - Bus stop shelters, marketing/outreach, fare subsidy	NI	Programmed	2023 - 2026	\$10,000		(\$10,000)	\$2,500					CM	SP1702	09/30/2024				
2024	Multi-Modal	212833	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek, City of	Transit Capital - BCT, CMAQ bus stop shelters	Areawide	0.00	SP1302	CMAQ (flexed FY21) - Bus stop shelters, marketing/outreach, fare subsidy	NI	Programmed	2023 - 2026	\$237,713		(\$237,713)	\$59,428					CM	SP1302	09/30/2024				
2024	Multi-Modal	212833	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek, City of	Transit Capital - BCT, CMAQ bus stop shelters	Areawide	0.00	SP1705	CMAQ (flexed FY21) - Bus stop shelters, marketing/outreach, fare subsidy	NI	Programmed	2023 - 2026	\$10,000		(\$10,000)	\$2,500					CM	SP1705	09/30/2024				
CMAQ Total :																\$413,841	\$156,128	(\$257,713)	\$64,428	\$0											
Other																															
2024	Local	218378	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Battle Creek	20th St S	from Columbia Avenue (M-96) to Goguac Street West	0.99	Road Rehabilitation	Road resurface	CON	Active	2023 - 2026	\$0		\$0	\$370,000	\$370,000				EDF	Road/Other	11/13/2023	11/13/2023	Reversible		
2024	Local	220279	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	Springfield	Ave A	from Dickman Road (M-89) to Helmer Road (M-37)	1.20	Road Rehabilitation	Road rehabilitation	CON	Programmed	2023 - 2026	\$0		\$0	\$375,000					EDF	Road/Other	08/30/2024		Reversible		
Other Total :																\$0		\$0	\$745,000	\$370,000											
Local Projects from Statewide Sources Total :																\$413,841	\$156,128	(\$257,713)	\$809,428	\$370,000											
MDOT Project Templates																															
Bridge Replacement and Preservation																															
2024	Trunkline	217224	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	M-294	over Kalamazoo River, Battle Creek, Calhoun County	0.00	Bridge CSM	Healer Sealer, Beam and Deck Fascia Patching, Jts Repl and Repr, Silane	PE	Active	2023 - 2026	\$11,404	\$11,404	\$0	\$2,529	\$2,529				BFP		10/02/2023	10/18/2023			
2024	Trunkline	217224	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	M-294	over Kalamazoo River, Battle Creek, Calhoun County	0.00	Bridge CSM	Healer Sealer, Beam and Deck Fascia Patching, Jts Repl and Repr, Silane	PES	Active	2023 - 2026	\$16,370	\$16,370	\$0	\$3,630	\$3,630				BFP		10/02/2023	10/18/2023			
Bridge Replacement and Preservation Total :																\$27,774	\$27,774	\$0	\$6,159	\$6,159											
Marshall Modernization																															
2024	Trunkline	219004 *	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	M-96	Strongwood Ave to East of Eden St	3.48	Reconstruction	Reconstruction	ROW	Active	2023 - 2026	\$0	\$0	\$0	\$6,523,000	\$6,523,000				M		02/22/2024	08/27/2024	Reversible		
2024	Trunkline	219004 *	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	M-96	Strongwood Ave to East of Eden St	3.48	Reconstruction	Reconstruction	CON	Active	2023 - 2026	\$0	\$0	\$0	\$42,000,000	\$3,100,000				M		02/23/2024	04/29/2024	Reversible		
2024	Trunkline	219007 *	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	I-94	Kalamazoo River to I-69	6.44	Reconstruction	Reconstruction	ROW	Active	2023 - 2026	\$0	\$0	\$0	\$2,967,000	\$2,967,000				M		02/22/2024	08/27/2024	Reversible		
2024	Trunkline	219007 *	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC]	MDOT	I-94	Kalamazoo River to I-69	6.44	Reconstruction	Reconstruction	CON	Active	2023 - 2026	\$0	\$0	\$0	\$99,250,000	\$9,025,021				M		02/23/2024	04/29/2024	Reversible		
Marshall Modernization Total :																\$0	\$0	\$0	\$150,740,000	\$21,615,021											
Other																															



Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt	
2024	Trunkline	212098	Calhoun				MDOT	I-94	The Battle Creek Rest Area	0.00	Roadside Facilities - Improve	Reconstruct the Battle Creek Rest Area Building	CON	Active	2023 - 2026	\$0	\$0	\$0	\$5,425,000	\$5,422,894					M			01/05/2024	01/24/2024	Reversible	
2024	Trunkline	213296 *	Calhoun				MDOT	M-96	from west village limit of Augusta to M-37	4.45	Road Capital Preventive Maintenance	Milling and one course asphalt overlay	CON	Active	2023 - 2026	\$0	\$0	\$0	\$2,979,000	\$2,259,196					M			11/09/2023	12/07/2023		
2024	Trunkline	219213	Calhoun				MDOT	I-94BL	from Amtrak Railroad Crossing to 9.5 Mile Rd (Wattle Rd)	2.71	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	PE	Active	2023 - 2026	\$40,925	\$40,925	\$0	\$9,075	\$9,075					NH			04/02/2024	03/28/2024		
2024	Trunkline	219213	Calhoun				MDOT	I-94BL	from Amtrak Railroad Crossing to 9.5 Mile Rd (Wattle Rd)	2.71	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	ROW	Active	2023 - 2026	\$2,947	\$1,637	(\$1,310)	\$653	\$363					NH			05/06/2024	05/13/2024		
2024	Trunkline	219213	Calhoun				MDOT	I-94BL	from Amtrak Railroad Crossing to 9.5 Mile Rd (Wattle Rd)	2.71	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	CON	Active	2023 - 2026	\$0	\$0	\$0	\$1,771,000	\$1,454,226					M			08/30/2024	09/12/2024	Reversible	
2024	Trunkline	219406	Calhoun				MDOT	I-94BL	from Dickman Road to Amtrak railroad crossing	1.34	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	PE	Active	2023 - 2026	\$102,313	\$102,313	(\$1)	\$22,688	\$22,688					NH			05/06/2024	05/13/2024		
Other Total :																\$146,185	\$144,875	(\$1,311)	\$10,207,416	\$9,168,440											
Road - Capital Preventive Maintenance																															
2024	Trunkline	219294 *	Berrien				MDOT	Regionwide	Various Routes in the Southwest Region	62.29	Road Capital Preventive Maintenance	Crack Seal	PE	Active	2023 - 2026	\$5,116	\$5,116	\$0	\$1,134	\$1,134					ST			03/01/2024	04/15/2024		
Road - Capital Preventive Maintenance Total :																\$5,116	\$5,116	\$0	\$1,134	\$1,134											
Road - Rehabilitation and Reconstruction																															
2024	Trunkline	211804 *	Van Buren		Kalamazoo		MDOT	I-94	Various locations in Berrien, Van Buren and Calhoun counties.	4.07	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	EPE	Active	2023 - 2026	\$0	\$0	\$0	\$15,000	\$15,000					M			12/14/2023	07/03/2024	Reversible	
Road - Rehabilitation and Reconstruction Total :																\$0	\$0	\$0	\$15,000	\$15,000											
Traffic & Safety																															
2024	Trunkline	207391 *	Kalamazoo		Kalamazoo		MDOT	Regionwide	All trunkline routes in Southwest Region	2.88	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	PE	Completed	2023 - 2026	\$1,620	\$1,159	(\$461)	\$180	\$129					HSIP			10/31/2023	10/26/2023		
2024	Trunkline	207391 *	Kalamazoo		Kalamazoo		MDOT	Regionwide	All trunkline routes in Southwest Region	2.88	Traffic Safety	Permanent pavement marking application on trunklines in Southwest Region	CON	Active	2023 - 2026	\$326,916	\$385,777	\$58,861	\$36,324	\$1,356					HSIP,VRU			03/08/2024	03/04/2024		
2024	Trunkline	207403 *	Kalamazoo		Kalamazoo		MDOT	Regionwide	All trunkline routes in Southwest Region	1.69	Traffic Safety	Pavement marking retroreflectivity readings on Southwest Region trunklines	CON	Active	2023 - 2026	\$1,620	\$1,387	(\$233)	\$180	\$0					HSIP			12/01/2023	03/26/2024		
2024	Trunkline	218784 *	Kalamazoo		Kalamazoo		MDOT	Regionwide	Various Crosswalk Locations in Southwest Region	1.43	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	ROW	Active	2023 - 2026	\$11,700	\$10,800	(\$900)	\$1,138	\$1,200					VRU			01/31/2024	03/19/2024		



Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt					
2024	Trunkline	218784 *	Kalamazoo		Kalamazoo		MDOT	Regionwide	Various Crosswalk Locations in Southwest Region	1.43	Traffic Safety	Installation of Pedestrian Crosswalk Improvements	CON	Active	2023 - 2026	\$344,926	\$350,311	\$5,385	\$33,534	\$34,199					VRU			08/13/2024	09/09/2024						
2024	Trunkline	218818	Calhoun				MDOT	M-96	M-96 Columbia from Helmer to Michigan	5.33	Traffic Safety	Vulnerable Road User Road Safety Audit	EPE	Active	2023 - 2026	\$22,500	\$22,500	\$0	\$2,187	\$2,500						VRU			02/02/2024	05/07/2024					
2024	Trunkline	218819	Calhoun				MDOT	M-66	I-194 to Morgan	3.61	Traffic Safety	Vulnerable Road User Road Safety Audit	EPE	Active	2023 - 2026	\$22,500	\$22,500	\$0	\$2,187	\$2,500						VRU			02/05/2024	05/09/2024					
Traffic & Safety Total :																\$731,782	\$794,434	\$62,652	\$75,730	\$41,884															
MDOT Project Templates Total :																\$910,857	\$972,199	\$61,342	\$161,045,439	\$30,847,638															
S/TIP Exempt Grouping Heavy Maintenance																																			
2024	Maintenanc	221391	Calhoun				MDOT	M-66	M-66 between D Dr S and L Dr S in Calhoun County	4.05	Road Capital Preventive Maintenance	Chip Seal and Fog	CON	Programmed	2023 - 2026	\$0		\$0	\$543,000							M			07/08/2024		Irreversible				
2024	Maintenanc	221391	Calhoun				MDOT	M-66	M-66 between D Dr S and L Dr S in Calhoun County	4.05	Road Capital Preventive Maintenance	Chip Seal and Fog	CON	Programmed	2023 - 2026	\$0		\$0	\$10,000							M			07/08/2024		Irreversible				
Heavy Maintenance Total :																\$0		\$0	\$553,000																
Metropolitan Planning																																			
2024	Local	221495	Calhoun				Battle Creek Area Transportation Study	Areawide	Battle Creek Urbanized Area	0.00	Planning, Research & Design	FY25 (10-1-2024 to 9-30-2025) Battle Creek Consolidated Planning Funds	NI	Active	2023 - 2026	\$269,453	\$221,909	(\$47,544)	\$0	\$0						2024	PL	Road/Other	09/03/2024	09/04/2024	Irreversible				
Metropolitan Planning Total :																\$269,453	\$221,909	(\$47,544)	\$0	\$0															
Traffic Signal - New Signals																																			
2024	Trunkline	220746	Calhoun				MDOT	M-96	M-96(COLUMBIA) @ M-294(MAIN)	0.00	Traffic Safety	Replacing existing flashing yellow arrow with 3 section head	CON	Active	2023 - 2026	\$0	\$0	\$0	\$3,309	\$3,309						M			02/01/2024	02/01/2024	Reversible				
Traffic Signal - New Signals Total :																\$0	\$0	\$0	\$3,309	\$3,309															
S/TIP Exempt Grouping Total :																\$269,453	\$221,909	(\$47,544)	\$556,309	\$3,309															
Transit Project Categories																																			
5307																																			
2024	Multi-Modal	216643	Calhoun				Battle Creek, City of	Transit Operating - Battle Crk Transit, Fed+Local	Areawide - Battle Creek Transit	0.00	3000	FY24 Operating Assistance - FTA Sec5307 and Local	NI	Programmed	2023 - 2026	\$1,977,553		(\$1,977,553)	\$0	\$0						5307	3000		09/30/2024						
5307 Total :																\$1,977,553		(\$1,977,553)	\$0	\$0															
5310																																			



Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt	
2024	Multi-Modal	215195	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Community Action Agency of South Central MI, Inc	Transit Capital - Community Action, Sec5310	Areawide services, computer equipment in CA central office	0.00	6410	FY 2024 Sec5310 Transit Capital, computer equipment in CA central office	NI	Active	2023 - 2026	\$4,800	\$4,800	\$0	\$1,200	\$1,200						5310	6410	09/30/2025	09/30/2024		
2024	Multi-Modal	216654	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Capital, BattleCrkTransit, NF MobilityMgmt	Areawide - Battle Creek Transit/Calhoun County	0.00	6410	FY24, Section 5310, continuation of mobility mgmt for countywide trans	NI	Active	2023 - 2026	\$66,000	\$66,000	\$0	\$16,500	\$16,500							5310	6410	09/30/2024	10/16/2023	
2024	Multi-Modal	216659	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Community Action Agency of South Central MI, Inc	Transit Capital, Community Action, Sec5310 veh	Areawide - Calhoun County	0.00	6410	FY24 Sec5310 capital; replace one light-duty bus/passenger van	NI	Active	2023 - 2026	\$29,351	\$29,351	\$0	\$7,338	\$7,338							5310	6410	09/30/2025	09/30/2024	
5310 Total :																\$100,151	\$100,151	\$0	\$25,038	\$25,038											
5311																															
2024	Multi-Modal	221434	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Capital	Areawide	0.00	6340	Provide indoor and outdoor electrical upgrades.	NI	Programmed	2023 - 2026	\$184,000		(\$184,000)	\$46,000							5311	6340	09/30/2024			
5311 Total :																\$184,000		(\$184,000)	\$46,000												
5339																															
2024	Multi-Modal	216653	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Capital, BattleCrkTransit, Sec5339 vans	Areawide - Battle Creek Transit	0.00	SP1105	FY24, Section 5339, replace 3 vehicles with accessible mini-vans	NI	Active	2023 - 2026	\$126,999	\$126,999	\$0	\$31,750	\$31,750						5339	SP1105	09/30/2024	09/24/2024		
5339 Total :																\$126,999	\$126,999	\$0	\$31,750	\$31,750											
CTF																															
2024	Multi-Modal	219611	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Operating	Areawide	0.00	SP05	Local Bus Operating	NI	Active	2023 - 2026	\$0	\$0	\$0	\$1,723,910	\$1,723,910						CTF	SP05	09/30/2024	10/01/2023	Reversible	
2024	Multi-Modal	220013	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Operating	areawide	0.00	SP09	FY24 Spec.Srvc.- Services for the elderly and individuals with disabilities	NI	Active	2023 - 2026	\$0	\$0	\$0	\$191,341	\$191,341						CTF	SP09	09/30/2024	12/11/2023	Reversible	
CTF Total :																\$0	\$0	\$0	\$1,915,251	\$1,915,251											
Other																															
2024	Multi-Modal	216648	Calhoun				3 - Southcentral Michigan Planning Council [SCMPC] Battle Creek, City of	Transit Operating - Battle Crk Transit, NewFreedom	Areawide - Battle Creek Transit	0.00	6470	FY24 New Freedom operating assistance for expanded demand response service	NI	Active	2023 - 2026	\$229,995	\$229,995	\$0	\$0	\$0						5317	6470	09/30/2024	10/16/2023		
Other Total :																\$229,995	\$229,995	\$0	\$0	\$0											
Transit Project Categories Total :																\$2,618,698	\$457,145	(\$2,161,553)	\$2,018,039	\$1,972,039											
2024 Total:																\$6,312,902	\$3,698,675	(\$2,614,227)	\$164,564,719	\$33,234,740											



Battle Creek Area Transportation Study (Battle Creek) Obligation Report for Fiscal Year(s) : 2024

Fiscal Year	Job Type	Job #	County	FAC	TMA	RTF	Responsible Agency	Project Name	Limits	Construction Length	Primary Work	Project Description	Phase	Phase Status	S/TIP Cycle	Fed Estimated Amount	Fed Obligated Amount	Difference (Oblig. - Est.)	State Estimated Amount	State Obligated Amount	ACC Estimated Amount	AC Actual Amount	ACC Actual Amount	AC/ACC	Transaction FY	Fund Source	Budget Line Item	Scheduled Obligation Date	Actual Obligation Date	S/TIP Exempt
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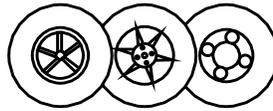
Preferences:

Fiscal Year(s): 2024

MPO/Non-MPO: Battle Creek Area Transportation Study (Battle Creek)

Include S/TIP Exempt Reversible: Yes

Include S/TIP Exempt Irreversible :Yes



*Susan L. Anderson Municipal Building,
Springfield City Hall
601 Avenue A
Springfield, MI 49037*

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

Deciphering the Table on the Previous Page

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; CSPR=City of Springfield; BCATS=Battle Creek Area Transportation Study; MDOT=Michigan Department of Transportation

Phase of Project Codes: PE=preliminary engineering; EPE=early PE; PES=Preliminary Engineering Structures; NI=non-infrastructure (such as Planning, Transit and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition

Federal Fund Source Codes: ST=Surface Transportation any area; STRH=Surface Transportation Program Safety Rail-Highway and Incentive (100% federally funded); STUL=Surface Transportation urban local (<200,000 population); HIPS=Highway Improvement Program (<200,000 population); BFP=Bridge Formula Program; PL=Planning; CMG=Congestion Mitigation & Air Quality Program (100% federally funded); CM=Congestion Mitigation & Air Quality Program (local match required); CRSM=Carbon Reduction Program (<200,000 population); STG=Surface Transportation (100% federally funded); NH=National Highway System; HSIP=Highway Safety Improvement Program; VRU=Vulnerable Road Users Program; TA=Transportation Alternatives; 5307=Federal Transit Administration (FTA) Section 5307 - UZA (urbanized areas) Formula (Operating Assistance); 5310=FTA Section 5310 - Elderly & Disabled; 5339=FTA Section 5339 - Bus and Bus Facilities

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

Other Abbreviations - CPM=Capital Preventative Maintenance; ITS=Intelligent Transportation System; MDT=Mobile Data Terminals; AVL=Automatic Vehicle Location; GPS=Geographic Positioning System

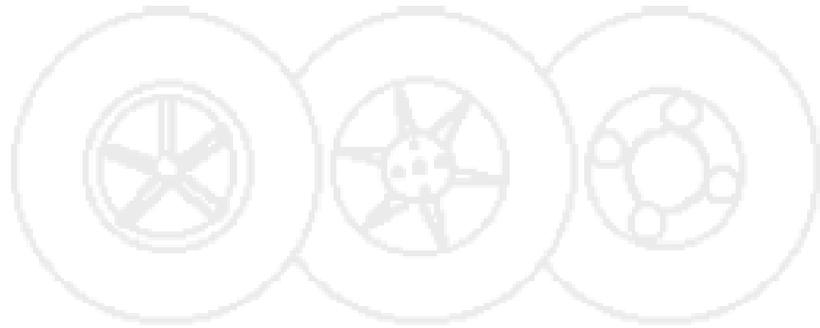
Notated Column Numbers from the prior page:

(1) "Fed Estimated Amount" is the amount programmed for the project in BCATS' Transportation Improvement Program (TIP). (2) "Fed Obligated Amount" is the amount of Federal \$ actually contracted for the project and recorded in the MDOT database. Some projects may be identified as "Areawide", "Countywide", or "Regionwide" and the obligated funds are only being reported for the portion of the project located in the BCATS area, as best as that amount can be determined.

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

Did you know . . .

- A total of approximately \$6.3 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2024. Additionally, the state's Rebuilding Michigan Bond Program continues to result in many major projects being funded primarily, or wholly, by state funding sources only. This is not unique to the BCATS area.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives, safety, air quality improvement, rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. This represents federal gas tax revenues coming back to the local community. MDOT also completes projects with state transportation funds generated from state gas tax revenues and bonding programs, as noted above.
- In 2024, of the total obligated federal funds, about \$578,000 was allocated for state and local projects benefitting improved air quality (including carbon emission reduction), and just over \$3.4 million was allocated for transit projects (federal funds).



BCATS

SECTION 2 - FINANCIAL PLAN/FINANCIAL CONSTRAINT

Introduction

The fiscal year (FY) 2026-2029 Transportation Improvement Program (TIP) is a four-year scheduling document containing the projects that are planned to be obligated to implement the surface transportation policies contained in the BCATS' 2045 Metropolitan Transportation Plan. The TIP project list is required to be *fiscally constrained*; that is, the cost of projects programmed in the FY 2026-2029 TIP cannot exceed the amount of funding *reasonably expected to be available* for surface transportation projects during the time period covered by the FY 2026-2029 TIP. This financial plan is the section of the TIP documenting the methods used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also estimates the cost of operating and maintaining the transportation system in BCATS during the four-year period covered by the TIP.

Sources of Transportation Funding

The basic sources of transportation funding in Michigan are motor fuel taxes and vehicle registration fees. Motor fuel is taxed at both the federal and state levels, the federal government at 18.4¢ per gallon on gasoline and 24.4¢ per gallon on diesel fuel, and the State of Michigan at 31.0¢ per gallon on both gasoline and diesel fuel which began on January 1st, 2025. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. These motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of any excise tax, unless the tax adjusted to compensate for inflation.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a crucial source of transportation funding for the state. Currently, slightly less than one-half of the transportation funding collected by the state is in the form of vehicle registration fees.

Cooperative Revenue Estimation Process

Estimating the amount of funding available for the FY 2026-2029 TIP is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a "best guess" of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA), a voluntary association of metropolitan planning organizations (MPOs) and agencies responsible for the administration of federally-funded highway and transit planning activities throughout the state, formed the Financial Work Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPOs, including BCATS. It represents a cross-

section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approved by the MTPA. They are used for all TIP financial plans in the state.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

Part A: Highway Funding

Sources of Federal Highway Funding

Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is the [Infrastructure Investment and Jobs Act (IIJA), sometimes also referred to as the Bipartisan Infrastructure Law (BIL)]. Through this law, Michigan receives approximately \$1.4 billion in federal-aid highway funding annually. This funding is apportioned in the form of several programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows.

National Highway Performance Program (NHPP): This funding is used to support condition and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., **I-**, **US-**, and **M-**roads), but also includes certain locally-owned roads classified as **principal arterials**. This funding is primarily used on state-owned highways.

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or disabled persons, highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

Congestion Mitigation and Air Quality Improvement (CMAQ): Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management (TDM) such as ride share and vanpools; transit; and non-motorized projects that divert non-recreational travel from single-occupant vehicles.

Transportation Alternatives Program (TAP): Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

Carbon Reduction Program (CRP): These funds encompass various eligible activities aimed at reducing transportation emissions defined as carbon dioxide (CO₂) emissions from on-road highway sources. Funds may also be used to promote sustainable transportation practices. Funds are split between the state and various urbanized areas based on population.

Other Federal-Aid Highway Funds: In addition to the core federal-aid highway funds described above, there are other federal-aid funds for highway infrastructure. With the exception of the Rail- Highway Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs are competitive funds that states, or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:

- ***Rail-Highway Grade Crossings:*** Intended to reduce hazards at rail-highway grade crossings. MDOT selects and manages these projects statewide. These projects may be located on trunkline or local roads. Since this is a statewide program, individual MPOs cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY 2026-2029 TIP.

- ***National Highway Freight Program:*** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPOs, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan to use NHFP funding. This is a state program operated on a statewide basis by MDOT.

- ***Earmark Funding:*** Earmarks are transportation projects selected by members of Congress and placed in federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark project as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent

earmark funding, but this is being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds

At least every two years, allocations are calculated for each of these programs, based on federal apportionments and *rescissions* (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations for FY 2025, as released by MDOT, are used as the baseline for this FY 2026-2029 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of federal-aid highway funds received will increase by 2% each year during the FY 2026-2029 TIP period.

Sources of Highway Funding Generated at the State Level

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as *Act 51*. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.¹

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. Beginning January 1, 2017, these changes included increasing motor fuel tax rates on gasoline and diesel annually by the lesser of the U.S. inflation rate or 5 percent, increasing vehicle registration fees, one-time by an average of 20% and redirecting up to \$600 million of Income Tax revenues from the General Fund to the Michigan Transportation Fund (highways).

When these changes took full effect in the 2020-21 state fiscal year, MTF revenues were anticipated to increase to over \$4 Billion annually. The financial impact of COVID-19 shutdowns resulted in less than expected collections. MDOT Cash Receipts in the 2021-22 state fiscal year totaled \$3.537 billion. Cash Receipts in the 2022-23 state fiscal year totaled \$3.681 billion.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing

¹ Act 51 of 1951, Section 10(1)(j).

grass in the rights-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local community and county road agencies' main source for funding these items. Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

Base and Assumptions Used in Forecast Calculations of State-Generated Highway Funds

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding, or is non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties, cities, and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each year can be projected. As long as the amount of MTF funding for highways shown in the TIP does not exceed the total projected MTF funding available, it is assumed that state-generated funding shown in the FY 2026-2029 TIP is constrained to reasonably available revenues.

Michigan has two state funded programs distributed to counties by formula. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money in these programs is separate from the state MTF money that is distributed to the cities, villages, and county road commissions each year. These funds are distributed to urban and rural counties as defined in Act 51. In the Battle Creek Area Transportation Study area, the distribution of each funding source is:

- TEDF Category D: All-season road network in rural counties. *In the Battle Creek Area Transportation Study area, these are Calhoun County.*

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless they are being supplemented with federal-aid highway funding by the awardee, or the project is considered regionally significant.

Base and Assumptions Used to Forecast TEDF Programs

Funding targets for TEDF Category D funds for fiscal years 2026 through 2029 were released by MDOT. TEDF Category D projects programmed in the TIP are constrained to the targets provided, plus any carryforward of the state portion of these programs.

State-Administered Programs that Use both Federal-Aid and State Funding

Local Bridge is an important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with Surface Transportation Block Grant Program (STBG) funding retained by the state. As well as Bridge Formula Program (BFP) funding authorized through IIJA. The Local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Since the Local Bridge program is competitively-awarded, only those Local Bridge projects that have already been awarded for use in fiscal years 2026 through 2029 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

Sources of Locally-Generated Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally-funded transportation projects that are not of regional significance are not required to be included in the TIP. This makes it difficult to determine how much local funding is being spent for roads in the Battle Creek Area Transportation Study area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and special assessment districts in force during each year of the TIP period, which is difficult to achieve. It is therefore assumed that locally-generated funding shown in the FY 2026-2029 TIP is constrained to reasonably available revenues.

State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state and within the Battle Creek Area Transportation Study area. Each highway with an **I-**, **M-**, or **US-** designation (e.g. I-94, M-37, M-89, M-96), is part of this network, which is known as the **State Trunkline System**. The portion of the State Trunkline System in the Battle Creek Area Transportation Study area is 1% of the lane-miles of highway on the state trunkline system, with hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided Battle Creek Area Transportation Study with a list of projects planned for the portion of the trunkline system within the BCATS area over the FY 2026-2029 TIP period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to Battle Creek Area Transportation Study (and similar lists provided to the other MPOs in the state) is constrained to reasonably available revenues.

Innovative Financing Strategies--Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as “soft match,” rather than using the usual cash match for federal transportation projects. States have to demonstrate *maintenance of effort* when using toll credits—in other words, each state must show that the toll money is being used for transportation purposes and that it is not reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four highway bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently been not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan.² Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail, and intermodal projects. Loans are available at with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

Transportation Infrastructure Finance and Innovation Act (TIFIA): This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

Bonding: Bonding is a form of borrowing where the borrower issues (sells) IOUs for portions of the debt it is incurring, called *bonds*, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk--the greater the perceived chance of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations. While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds’ principal and interest. Michigan’s Act

² FHWA Office of Innovative Program Delivery. “Project Finance: An Introduction” (FHWA, 2012).

51 law requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construct/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal-aid funds for the federal share of the project in a future year (advance construct conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of two or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources up front, and then be able to wait for federal reimbursement in a later year.

Public-Private Partnerships (P3): Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most commonly through toll revenue generated by the new facility.³

Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair, and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. *Operations and maintenance* includes those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal-aid highway funds cannot be used for operations and maintenance. Since the TIP only includes federally-funded capital highway projects (and non-federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses. While in aggregate, operations and maintenance activities *are* regionally significant, the individual projects do not rise to that level. However, federal regulations require an estimate of

³ http://www.fhwa.dot.gov/ipd/p3/defined/design_build_finance_operate.htm.

the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2026-2029 TIP period. This section of the Financial Plan provides an estimate of the cost of operations and maintenance in the BCATS area and details the method used in the estimation.

Using the FY 2024 estimate as a baseline, costs were increased 4% per year over the life of the FY 2026-2029 TIP to adjust for inflation (also known as *year of expenditure* adjustment—see **Year of Expenditure (Inflation) Adjustment for Project Costs** section below) to provide a total of \$27 million estimated operations and maintenance costs on the state trunkline system in the BCATS area from FY 2026 through 2029.

Local Act-51 road agencies (county road commissions, incorporated cities, and incorporated villages) are responsible for operating and maintaining the roads they own, including those roads they own that are designated as part of the federal-aid system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-mile of road in the system has an approximately equal operations and maintenance cost.

Highway Commitments and Projected Available Revenue

The FY 2026-2029 TIP must be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed revenues “reasonably expected to be available” during the relevant plan period. MDOT issued each MPO in the state, including Battle Creek Area Transportation Study, a local program allocations table covering the years of the FY 2026-2029 TIP. These allocations specify what is reasonably expected to be available to local agencies in the Surface Transportation Block Grant (STBG)—Urban and –Rural Program, National Highway Performance Program, and the Transportation Economic Development (TEDF) Category D Program. Projects using these funds are constrained to the amounts in the allocations table, plus any funding from the *state* TEDF Category D Program.

Funds for projects that are competitively awarded are considered to be reasonably expected to be available only after they have been officially awarded. This includes all Safety, CMAQ, TAP, and Bridge projects. The only projects using these funds in the TIP are those that have already been awarded. Therefore, these projects are self-constrained to available revenue.

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (known as *year of expenditure*, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned in the section entitled **Operations and Maintenance of the Federal-Aid Highway System**, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use the same 4% annual inflation rate as MDOT to determine YOE costs. As an example, if a project

costs \$750,000 in the first year of the TIP, the same project is projected to cost \$843,648 in the fourth year of the TIP, at a 4% YOY rate. This is done in order to provide a more realistic estimate of a project's cost at different points in time. Because of the constant pressure of inflation on all goods and services in the economy, it is preferable to build a project as close to the present day as possible; thus the attraction of bonding as a funding strategy (see the **Innovative Financing Strategies—Highway** section above). This also demonstrates the fundamental problem facing infrastructure funding—the rate of inflation (standardized at 4% for MDOT and local agencies) is higher than the expected growth in tax revenues (standardized at 2%). Transit projects have a different inflation rate that reflects the different goods and services necessary to operate transit systems, as opposed to road networks.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP—Highway Projects

This financial plan is required to show that the cost of highway projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as *demonstration of fiscal constraint*, and is also required for transit projects (see below). The table in Appendix A of this financial plan compares the amount of funding from each of the federal, state, and local highway funding sources programmed in TIP highway projects to the amount of each highway funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix A demonstrates that the FY 2026-2029 TIP is fiscally constrained for highway—the amount programmed using each highway funding source does not exceed the amount reasonably expected to be available from that highway funding source in any of the four years of the TIP.

Part B: Transit Funding

Sources of Federally-Generated Transit Funding

Federally-generated revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the federal motor fuel tax collected nationwide is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). Federal-aid transit funding is similar to federal-aid highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal-aid transit programs.

Section 5307 Urbanized Area Formula Grants: This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations), transit planning, and projects eligible under the former Section 5316 Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses in urbanized areas with populations less than 200,000. One percent of funds received are to be used by the agency to improve security at agency facilities. Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Each State's share of a multi-state urbanized area was calculated on the basis of the percentage of population attributable to the States in the UZA, as determined by the 2020 Census. Urbanized areas of 200,000 population or larger receive their

own apportionment directly from FTA. Apportionments for areas between 50,000 and 199,999 population are allocated to each urbanized area by FTA and distributed by MDOT to transit agencies in these urbanized areas. In Battle Creek Area Transportation Study area, Battle Creek Transit (transitioning to the Transportation Authority of Calhoun County) is the FTA designated recipient of federal transit funding.

Section 5310, Enhanced Mobility of Seniors & Individuals with Disabilities: Funding for traditional projects to meet the transportation needs of older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet these needs. Section 5310 incorporates activities from the former Section 5317 New Freedom program exceeding the Americans with Disabilities Act (ADA) requirements. Urbanized areas in the state with populations over 200,000 receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-project basis, and the Grand Rapids urbanized area where the urban transit recipient has designated MDOT to continue the funding allocation. Since there are no urbanized areas over 200,000 population in the Battle Creek Area Transportation Study area, all transit agencies receiving Sec. 5310 funds do so through allocations from the State of Michigan.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities in areas under 50,000 population. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a continuation basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 funding is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 5339 (a), Buses and Bus Facilities Formula Program: Funds are made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state receives two fixed amounts, amount apportioned to state governors for urbanized areas 50,000 to 199,999 in population and amount for state/territory allocation respectively. These amounts are sub-allocated by MDOT to the agencies in these urbanized areas based on their percentage of Section 5307 allocation and to the rural areas based on the project priority as determined by MDOT. Amounts apportioned to state governors for urbanized areas 50,000 to 199,999 in population are received directly by transit agencies in these areas. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program (5339(b) and the Low or No Emissions Bus Discretionary Program 5339(c). Section 5339(b) Bus and Bus Facilities

Competitive Program and Section 5339(c) Low or No Emission Grant Program are distributed by FTA with Notice of Funding Opportunities.

Flex Funding. In addition to these funding sources, transit agencies can also apply for Surface Transportation Block Grant Program, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds based on the geographic location of the transit agency. In FY2026-2029, BCT/TACC has been selected as the BCATS recipient of CRP and CMAQ funding for their Transit Vehicle Signal Preemption project (signal equipment upgrades on select BCT/TACC routes).

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2026-2029 TIP by each transit agency to be constrained to reasonably-expected available revenues.

Sources of State-Generated Transit Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF).⁴ This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF.⁵ Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

Base and Assumptions Used in Forecast Calculations of State Transit Funds

MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purpose(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding, and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generated transit funding amounts programmed into the FY 2026-2029 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

⁴ However, funding raised through enactment of the transportation laws mentioned earlier cannot be used for public transit, so this will most likely require adjustments to maintain the ten percent rule in Act 51.

⁵ Hamilton, William E. *Act 51 Primer* (House Fiscal Agency, February 2007), p. 4.

Sources of Locally-Generated Transit Funding

Major sources of locally-generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. TACC has a transit millage, and farebox revenue is collected currently by BCT.

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the FY 2020-2023 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

Innovative Financing Strategies--Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the **Innovative Financing Strategies—Highway** section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Bridge in Port Huron. Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft match means that actual money does not have to be provided—the toll revenues are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.⁶

Transit Capital and Operations

Transit expenditures are divided into two basic categories, capital and operations. *Capital* refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. *Operations* refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP—Transit Projects

This financial plan is required to show that the cost of transit projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as *demonstration of fiscal constraint*, and is also required for highway projects (see above). The table in Appendix B of this financial plan compares the amount of funding from each of the federal, state, and local transit funding sources programmed in TIP transit projects to the amount of each transit funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix B demonstrates that the FY 2026-2029 TIP is fiscally constrained for transit—the amount programmed using each transit funding source does not exceed the amount reasonably expected to be available from that transit funding source in any of the four years of the TIP.

⁶ FHWA Office of Innovative Program Delivery at http://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/matching_strategies/toll_credits.htm.

Addendum A. Demonstration of Fiscal Constraint—Highway, FY 2026-2029 TIP

Amounts in millions of Dollars.

Funding Source	Funding Level	2026	2027	2028	2029	Total by Source
Congestion Mitigation & Air Quality Improvement Program (CMAQ), Estimated Available	Federal	\$9.90	\$10.10	\$10.30	\$10.51	\$40.80
Congestion Mitigation & Air Quality Improvement Program (CMAQ), Programmed	Federal	\$9.90	\$10.10	\$10.30	\$10.51	\$40.80
National Highway Performance Program (NHPP), Estimated Available	Federal	\$3.50	\$3.57	\$3.64	\$3.71	\$14.43
National Highway Performance Program (NHPP), Programmed	Federal	\$3.50	\$3.57	\$3.64	\$3.71	\$14.43
Surface Transportation Block Grant Program (STBG), Estimated Available	Federal	\$25.62	\$26.13	\$26.66	\$27.19	\$105.60
Surface Transportation Block Grant Program (STBG), Programmed	Federal	\$25.62	\$26.13	\$26.66	\$27.19	\$105.60
Transportation Alternatives Program (TAP), Estimated Available	Federal	\$1.39	\$1.42	\$1.45	\$1.48	\$5.73
Transportation Alternatives Program (TAP), Programmed	Federal	\$1.39	\$1.42	\$1.45	\$1.48	\$5.73
MTF and Other State Funding, Estimated Available	State	\$6.10	\$6.22	\$6.35	\$6.47	\$25.14
MTF and Other State Funding, Programmed	State	\$6.10	\$6.22	\$6.35	\$6.47	\$25.14
Local Funding, Estimated Available	Local	\$5.22	\$5.32	\$5.43	\$5.54	\$21.51
Local Funding, Programmed	Local	\$5.22	\$5.32	\$5.43	\$5.54	\$21.51
Total, All Sources, Estimated Available	N/A	\$51.73	\$52.76	\$53.82	\$54.90	\$213.21
Total, All Sources, Programmed	N/A	\$51.73	\$52.76	\$53.82	\$54.90	\$213.21

Addendum B. Demonstration of Fiscal Constraint—Transit, FY 2026-2029 TIP

Amounts in millions of Dollars.

Funding Source	Funding Level	2026	2027	2028	2029	Total by Source
Section 5307 Urbanized Area Formula Program, Estimated Available	Federal	\$12.60	\$12.85	\$13.11	\$13.37	\$51.93
Section 5307 Urbanized Area Formula Program, Programmed	Federal	\$12.60	\$12.85	\$13.11	\$13.37	\$51.93
Section 5310 Enhanced Mobility of Seniors & People with Disabilities, Estimated Available	Federal	\$7.71	\$7.86	\$8.02	\$8.18	\$31.78
Section 5310 Enhanced Mobility of Seniors & People with Disabilities, Programmed	Federal	\$7.71	\$7.86	\$8.02	\$8.18	\$31.78
Section 5311 Formula Grants for Rural Areas, Estimated Available	Federal	\$4.12	\$4.20	\$4.29	\$4.37	\$16.98
Section 5311 Formula Grants for Rural Areas, Programmed	Federal	\$4.12	\$4.20	\$4.29	\$4.37	\$16.98
Section 5339 Bus and Bus Facilities, Estimated Available	Federal	\$2.60	\$2.65	\$2.71	\$2.76	\$10.72
Section 5339 Bus and Bus Facilities, Estimated Available	Federal	\$2.60	\$2.65	\$2.71	\$2.76	\$10.72
CTF and Other State Funding, Programmed	State	\$6.10	\$6.22	\$6.35	\$6.47	\$25.14
CTF and Other State Funding, Programmed	State	\$6.10	\$6.22	\$6.35	\$6.47	\$25.14
Local Funding, Estimated Available	Local	\$5.22	\$5.32	\$5.43	\$5.54	\$21.51
Local Funding, Programmed	Local	\$5.22	\$5.32	\$5.43	\$5.54	\$21.51
Total, All Sources, Estimated Available	N/A	\$38.35	\$39.12	\$39.90	\$40.70	\$158.06
Total, All Sources, Programmed	N/A	\$38.35	\$39.12	\$39.90	\$40.70	\$158.06



SECTION 3 - PERFORMANCE-BASED PLANNING

A key feature of transportation planning continued in the Bipartisan Infrastructure Bill (BIL) of 2021 is a “performance-and-outcome-based” program. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23 CFR 490 outlines that the national performance goals for the federal-aid highway program are required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delays.

PERFORMANCE MEASURES

The regulations required the U.S. Department of Transportation/Federal Highway Administration to establish final rules on performance measures to address the seven areas in the legislation, resulting in the following areas being identified as measures for the system:

- pavement condition on the Interstate system and on the remainder of the National Highway System (NHS)
- performance (system reliability) of the Interstate system and the remainder of the NHS
- bridge condition on the NHS
- fatalities and serious injuries, both number and rate per vehicle mile traveled, on all public roads, plus bicycle and pedestrian fatalities and serious injuries
- traffic congestion
- on-road mobile source emissions
- freight movement on the Interstate system

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

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles of non-expendable, tangible property with a useful life of at least one year

- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

PERFORMANCE TARGETS

States were required to set performance targets in support of these measures. States could set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

- coordinate with an MPO when setting performance targets for the area represented by that MPO; and
- coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program (NHPP), and state performance plans under the Congestion Mitigation and Air Quality Improvement Program are required to include performance targets. Additionally, state and MPO targets should be included in statewide transportation plans.

MPO TARGET SETTING

Within 180 days of the state, and/or providers of public transportation, setting performance targets, the legislation requires that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets.

PERFORMANCE BASED PLANNING IN BCATS

The Battle Creek Area Transportation Study (BCATS) has several systems in place to address the mandated performance measures and targets. BCATS maintains a traffic count program including historic data which facilitates having the necessary data for the travel demand model which forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides BCATS with PASER data (both current and historic) to address the status of pavement conditions in the BCATS area. MDOT also collects data through the Highway Performance Monitoring System

(HPMS). BCATS has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

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

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

The following pages show the current status of all transportation performance measures supported by BCATS. BCATS opts to support state targets rather than set individual MPO targets with separate methodology.

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

Resolution #24-38

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

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

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

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

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

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

Michigan State Safety Targets for Calendar Year 2025

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

and;

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

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

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

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



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

Resolution to Support Michigan Department of Transportation Adjusted 4-Year National Highway System Pavement Condition AND Bridge Condition Performance Measure Targets Resolution #24-39

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

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

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

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

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

Michigan’s Adjusted 4-Year Pavement and Bridge Targets

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

and;

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

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

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

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



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

Resolution to Support Michigan Department of Transportation State Targets for Pavement Performance Measures Resolution #23-05

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

WHEREAS, the Federal Highway Administration (FHWA) final rule (82 FR 5886) required States to set targets at two-year and four-year intervals for pavement condition on the National Highway System (NHS) for the 2022-2025 Performance Period; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established Interstate and Non-Interstate NHS pavement targets for the required time periods; and

WHEREAS, the MDOT coordinated the establishment of pavement targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through monthly Target Coordination Meetings for the first iteration of these targets, and through discussions at various meetings of the Michigan Transportation Planning Association for this latest target setting, and

WHEREAS, the MDOT has officially adopted the state pavement targets as of December 22, 2022 as shown in the table below:

Michigan State Pavement Targets

Pavement Performance Measure	Baseline Condition	2-Year Performance Targets	4-Year Performance Targets
% Interstate Pavement in Good Condition	70.4%	59.2%	56.7%
% Interstate Pavement in Poor Condition	1.8%	5.0%	5.0%
% Non-Interstate NHS in Good Condition	41.6%	33.1%	33.1%
% Non-Interstate NHS in Poor Condition	8.9%	10.0%	10.0%

and;

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

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

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

Adopted this 25th day of January, 2023 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.

Harry Burdett, Chairperson
Battle Creek Area Transportation Study
Policy Committee

**Resolution to Support Michigan Department of Transportation
2022-2025 National Highway System Bridge Performance Measure
Condition Targets
Resolution #23-06**

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

WHEREAS, the Federal Highway Administration (FHWA) final rule (82 FR 5886) required States to set recurring four-year performance periods for which MDOT was required to set two-year (midpoint) and four-year (full performance) targets for bridge condition on the National Highway System (NHS); and

WHEREAS, the Michigan Department of Transportation (MDOT) has provided new FY 2022-2025 4-year bridge condition targets by deck area; and

WHEREAS, the MDOT initially coordinated the establishment of bridge targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the monthly Target Coordination Meetings and, subsequently through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, as of December 22, 2022, the MDOT has officially adopted 2022-2025 4-year state bridge targets as shown in the table below:

Michigan’s 4-Year Bridge Targets

Bridge Performance Measure	Baseline Condition	2-Year Predicted Performance Target	4-Year Predicted Performance Target
% National Highway System Bridge Deck Area square foot in Good Condition as compared to the total NHS bridge deck area	22.1%	15.2%	12.8%
% National Highway System Bridge Deck Area square foot in Deck Area in Poor Condition as compared o the total NHS bridge deck area	7.0%	6.8%	5.8%

and;

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

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

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

Adopted this 25th day of January 2023 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.

Harry Burdett, Chairperson
Battle Creek Area Transportation Study
Policy Committee

Resolution to Support Michigan Department of Transportation State Targets for Travel Time Reliability Performance Measure

Resolution #23-07

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

WHEREAS, the Federal Highway Administration (FHWA) final rule (82 FR 5886) required States to set targets at two-year and four-year intervals for travel time reliability on the National Highway System (NHS) for the 2022-2025 Performance Period; and

WHEREAS, the Michigan Department of Transportation (MDOT) has NHS Reliability and NHS Freight Reliability performance targets for the required time periods; and

WHEREAS, the MDOT coordinated the establishment of travel time reliability targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through monthly Target Coordination Meetings for the first iteration of these targets, and through discussions at various meetings of the Michigan Transportation Planning Association for this latest target setting, and

WHEREAS, the MDOT has officially adopted the state travel time reliability targets as of December 22, 2022 as shown in the table below:

Michigan State Travel Time Reliability Targets

Travel Time Reliability Performance Measure	Baseline Condition	2-Year Performance Targets	4-Year Performance Targets
Interstate Travel Time Reliability	97.1%	80.0%	80.0%
Non-Interstate Travel Time Reliability	94.4%	75.0%	75.0%
Freight Reliability (truck travel time reliability)	1.31	1.60	1.60

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of the State establishing and reporting its travel time reliability targets, establish travel time reliability targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state travel time

reliability targets, or committing to a quantifiable target for each travel time reliability performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED, that the Battle Creek Area Transportation Study has agreed to support the MDOT’s state travel time reliability targets shown above, and;

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

Adopted this 25th day of January, 2023 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.

Harry Burdett, Chairperson
Battle Creek Area Transportation Study
Policy Committee

**Resolution to Support Battle Creek Transit
Public Transportation Agency Safety Performance Targets
Resolution #23-11**

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

WHEREAS, the Public Transportation Agency Safety Plan regulation (49 CFR Part 673.5), effective July 19, 2019, required Transit Operators to develop an Agency Safety Plan and set Safety Performance Targets for the Public Transportation Agency within one year from the effective date of the regulations (the deadline was extended until December 2020); and

WHEREAS, Battle Creek Transit (BCT) provided the Battle Creek Area Transportation Study with its initial Safety Plan and Safety Performance Targets and has recently provided BCATS with updated Safety Performance Targets as follows:

Battle Creek Transit Safety Performance Targets*

Mode of Transit Service	Fatalities (total)	Fatalities (per 10k VRM)	Injuries (total)	Injuries (per 10k VRM)	Safety Events (total)	Safety Events (per 10k VRM)	System Reliability (VRM/failures)
Fixed Route Bus	0	0	1	.024	2	.047	15,000
ADA/Paratransit	0	0	0	0	1	.08	20,000

* Targets above are based on the previous 5 years of BCT’s safety performance data.

RESOLVED, that the Battle Creek Area Transportation Study acknowledges receipt of the most recently updated BCT Safety Performance Targets and BCT’s intent to coordinate with the MPO;

AND FURTHER RESOLVES that the Battle Creek Area Transportation Study will strive to plan and program projects within the metropolitan planning area that contribute to the accomplishment of BCT’s Agency Safety Performance Targets.

Adopted this 22nd day of March, 2023 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.



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

**Resolution to Support Battle Creek Transit
 “State of Good Repair” Targets for 2023
 Resolution #22-57**

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

WHEREAS, the Transit Asset Management Final Rule (49 CRF Part 625 Part D), effective October 1, 2016, requires Transit Operators to set “State of Good Repair” performance measure targets each year for four asset categories; and

WHEREAS, Battle Creek Transit (BCT) has provided the Battle Creek Area Transportation Study with its “State of Good Repair” targets for FY 2023 for the following asset categories:

1. Revenue Vehicles: Bus and mini-bus
2. Equipment: Non-Revenue/Service Automobile, Trucks & other Rubber Tire Vehicles, and Maintenance Equipment
3. Facilities: Administration, Maintenance, and Passenger Facilities

BCT “State of Good Repair” Targets for Calendar Year 2023

Asset Category – Performance Measure	Current Condition	2023 Target
REVENUE VEHICLES Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU - Bus	77%
	MB - Mini-bus	100%
	MV - Mini	0%
EQUIPMENT Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	100%
	Trucks & other Rubber Tire Vehicles	75%
	Maintenance Equipment	0%
FACILITIES Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	50%
	Maintenance	50%
	Passenger Facilities	100%

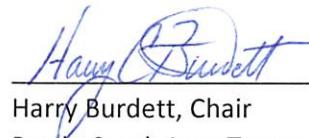
and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of BCT establishing its “State of Good Repair” targets, establish targets for these same asset categories by agreeing to plan and program projects so that they contribute toward the accomplishment of the BCT targets, or commit to a quantifiable target for each asset class for its own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Battle Creek Area Transportation Study has agreed to support the Battle Creek Transit “State of Good Repair” targets shown above for calendar year 2023, and

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

Adopted this 14th day of December, 2022 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.



Harry Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee

**Resolution to Support Battle Creek Transit
“State of Good Repair” Targets for 2022
Resolution #22-06**

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

WHEREAS, the Transit Asset Management Final Rule (49 CRF Part 625 Part D), effective October 1, 2016, requires Transit Operators to set “State of Good Repair” performance measure targets each year for four asset categories; and

WHEREAS, Battle Creek Transit (BCT) has provided the Battle Creek Area Transportation Study with its “State of Good Repair” targets for FY 2022 for the following asset categories:

1. Revenue Vehicles: Bus and mini-bus
2. Equipment: Non-Revenue/Service Automobile, Trucks & other Rubber Tire Vehicles, and Maintenance Equipment
3. Facilities: Administration, Maintenance, and Passenger Facilities

BCT “State of Good Repair” Targets for Calendar Year 2022

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

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of BCT establishing its "State of Good Repair" targets, establish targets for these same asset categories by agreeing to plan and program projects so that they contribute toward the accomplishment of the BCT targets, or commit to a quantifiable target for each asset class for its own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Battle Creek Area Transportation Study has agreed to support the Battle Creek Transit "State of Good Repair" targets shown above for calendar year 2022, and

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

Adopted this 26th day of January, 2022 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.



Harry Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee

**Resolution to Support Battle Creek Transit
 “State of Good Repair” Targets for 2021
 Resolution #20-50**

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

WHEREAS, the Transit Asset Management Final Rule (49 CRF Part 625 Part D), effective October 1, 2016, requires Transit Operators to set “State of Good Repair” performance measure targets each year for four asset categories; and

WHEREAS, Battle Creek Transit (BCT) has provided the Battle Creek Area Transportation Study with its “State of Good Repair” targets for FY 2021 for the following asset categories:

1. Revenue Vehicles: Bus and mini-bus
2. Equipment: Non-Revenue/Service Automobile, Trucks & other Rubber Tire Vehicles, and Maintenance Equipment
3. Facilities: Administration, Maintenance, and Passenger Facilities

BCT “State of Good Repair” Targets for Calendar Year 2021

Asset Category – Performance Measure	Current Condition	2021 Target
REVENUE VEHICLES Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU – Bus MB – Mini-bus	75% 60%
EQUIPMENT Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile Trucks & other Rubber Tire Vehicles Maintenance Equipment	33.33% 50% 0%
FACILITIES Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration Maintenance Passenger Facilities	50% 0% 100%

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of BCT establishing its "State of Good Repair" targets, establish targets for these same asset categories by agreeing to plan and program projects so that they contribute toward the accomplishment of the BCT targets, or commit to a quantifiable target for each asset class for its own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Battle Creek Area Transportation Study has agreed to support the Battle Creek Transit "State of Good Repair" targets shown above for calendar year 2021, and

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

Adopted this 16th day of December, 2020 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.



Harry Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee

**Resolution to Support Battle Creek Transit
“State of Good Repair” Targets for 2020
Resolution #19-54**

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

WHEREAS, the Transit Asset Management Final Rule (49 CRF Part 625 Part D), effective October 1, 2016, requires Transit Operators to set “State of Good Repair” performance measure targets each year for four asset categories; and

WHEREAS, Battle Creek Transit (BCT) has provided the Battle Creek Area Transportation Study with its “State of Good Repair” targets for FY 2020 for the following asset categories:

1. Revenue Vehicles: Bus and mini-bus
2. Equipment: Non-Revenue/Service Automobile, Trucks & other Rubber Tire Vehicles, and Maintenance Equipment
3. Facilities: Administration, Maintenance, and Passenger Facilities

BCT “State of Good Repair” Targets for Calendar Year 2020

Asset Category – Performance Measure	Current Condition	2020 Target
REVENUE VEHICLES % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	BU – Bus	33%
	MB – Mini-bus	43%
EQUIPMENT % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	33%
	Trucks & other Rubber Tire Vehicles	50%
	Maintenance Equipment	0%
FACILITIES % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	0%
	Maintenance	0%
	Passenger Facilities	100%

and;

WHEREAS, the Battle Creek Area Transportation Study may, within 180 days of BCT establishing its "State of Good Repair" targets, establish targets for these same asset categories by agreeing to plan and program projects so that they contribute toward the accomplishment of the BCT targets, or commit to a quantifiable target for each asset class for its own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Battle Creek Area Transportation Study has agreed to support the Battle Creek Transit "State of Good Repair" targets shown above for calendar year 2020, and

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

Adopted this 18th day of December, 2019 by the Battle Creek Area Transportation Study Policy Committee at its regularly scheduled meeting.



Harry Burdett, Chair
Battle Creek Area Transportation Study
Policy Committee



SECTION 4 - PUBLIC PARTICIPATION

Throughout the BCATS' TIP development process, consideration is given to public participation so that citizens, affected public agencies, transportation agency employees, private providers of transportation, and other interested parties have an opportunity to comment on the proposed TIP. In January, 2021, BCATS adopted an update to its Public Participation Plan, (PPP). The PPP outlines who will be notified of BCATS activities. The update of the BCATS PPP took place in conjunction with the development of BCATS' 2045 Metropolitan Transportation Plan (MTP).

The development of the 2026-2029 TIP was the subject of two special newsletter/flyer sheets which were distributed to an extensive listing of persons, agencies, and groups, as well as additional agencies identified with the "Consultation" process, see Section 5. The newsletters were published in May, 2024 and April, 2025. Copies of the newsletters are included at the end of this section. BCATS also made copies of the newsletters available to the local units of government for public distribution. The distribution of the newsletters resulted in no public comments being received.

On April 2, 2025 BCATS published a formal notice (text copied below) of "request for comments" on the proposed new TIP on the BCATS website frontpage. The notice listed the dates of the BCATS' Committee meetings in May 2025 as opportunities to comment on the FY 2026-2029 TIP.

REQUEST FOR COMMENTS ON 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM AND AIR QUALITY TRANSPORTATION CONFORMITY DETERMINATION REPORT

1. THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public comment on the final draft of the BCATS 2026-2029 Transportation Improvement Program (TIP), as part of a public comment period extending from April 2, 2025, until the Battle Creek Area Transportation Study Policy Committee meeting scheduled for May 28, 2025 at 1:30pm. The TIP identifies a four-year program of transportation projects in the greater Battle Creek metropolitan area. Use the [Michigan Transportation Program Portal](#) to view and provide feedback on BCATS area projects.

2. THE BATTLE CREEK AREA TRANSPORTATION STUDY (BCATS) HEREBY GIVES NOTICE of opportunity for public comment on the Transportation Conformity Determination Report for the 1997 Ozone NAAQS for the Kalamazoo - Battle Creek Limited Orphan Maintenance Area for air quality. This required Report, which includes the BCATS area, was drafted by the Kalamazoo Area Transportation Study (KATS) in April 2025 and reflects information about both KATS and BCATS relative to this update of conformity determination in conjunction with

the preparation of the new 2026-2029 TIPs for both agencies. The Report is available for a public comment period in the BCATS area from April 2, 2025 until May 28, 2025, in conjunction with the comment period for the BCATS' 2026-2029 TIP, noted above. The air quality conformity analysis includes the KATS metropolitan planning area, the BCATS metropolitan planning area, and the rural areas of Calhoun, Kalamazoo and Van Buren Counties.

The BCATS public meetings in May (Technical Committee 5/14/25 and Policy Committee 5/28/25), as well as this published comment period, are your opportunity to review and comment on the two items described above.

Further details about this notice can be provided by BCATS staff at the bcats@bcatsmpo.org e-mail address. BCATS Committee meetings are being held in-person at the City of Springfield City Hall Council Chambers at 601 Avenue A, Springfield, MI. Comments may be provided to: BCATS, 601 Avenue A, Springfield, MI 49037; phone 269/963-1158, or e-mail bcats@bcatsmpo.org (e-mail is the preferred option).

Using the "MTPP" for BCATS FY2026-2029 TIP Public Comments

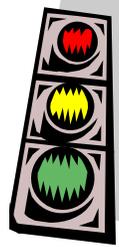
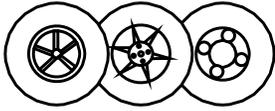
Projects programmed for the BCATS FY2026-2029 TIP are live and available for view and comment using the Michigan Transportation Program Portal (MTPP): [Michigan Transportation Program Portal](#). Comments received will be compiled and included within the Appendix of the TIP and STIP document(s).

Based on the type and location of the comment, a coordinated effort between MDOT and BCATS will be used to address each individual comment as received. The comment types are categorized as follows:

- Trunkline Projects in a Rural Area
- Local and Multi-Modal Projects in a Rural Area
- Trunkline within an MPO
- Local and Multi-Modal Projects within an MPO

All identified contacts pertaining to the location will receive a copy of the comment. BCATS will receive and respond to comments made on projects within the MPO. A copy of the response will be sent to MDOT.

The Newsletter of
the Battle Creek
Area Transportation
Study



The Signal Spring, 2024



BCATS

May, 2024

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

50 YEARS of BCATS! 1974 and still travelling...

As anyone living in the greater Battle Creek area will attest, this has been an unusually busy construction season for all of the local road agencies and the Michigan Department of Transportation on area roads and bridges. The Bipartisan Infrastructure Law (BIL) has provided a much needed, if modest increase in federal transportation funding. A bonding program at the state level made possible project implementation at today's dollar value instead of continuing to segment projects prolongingly for years to come at increased cost. The Ford Blue Oval battery park is set to bring further federal and state infrastructure investment to the area as Michigan Department of Transportation plans to invest in significant upgrades to I-94, I-69, and M-96. Local agencies also plan significant upgrades to the local network to support the battery park.

The Battle Creek Area Transportation Study, as the Metropolitan Planning Organization for the greater Battle Creek area, has been at the center of it all. BCATS is tasked with bringing federal, state, and local investment together for the transportation network as a whole, through a continuing collaboration of our local municipalities. And it has been doing this for FIFTY years! Founded in May, 1974, after exceeding a population status defined in federal law, BCATS is required to bring together our metropolitan transportation stakeholders to decide on the limited resources available to support the transportation needs of the whole community. In the last fifty years, millions of dollars have been sourced to maintain and strengthen the greater Battle Creek transportation network. There is always more work to be done, and BCATS looks forward to the next fifty years. Learn more about BCATS concerns in the pages of this newsletter, and THANK YOU for your involvement past, present, and continuing into the future.



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



?? Did you know ?? - that driving with your headlights on all the time reduces your chances of being in a crash by 32% (Source: Michigan State Police)

Greenhouse Gas Emissions Performance Measure - Hiatus

The U.S. District Court, Northern District of Texas, Lubbock Division ([5:23-CV-304-H](#)), has opined the Federal Highway Administration acted without congressional authorization in creating the Greenhouse Gas (GHG) final rule requiring the measurement, reporting and target setting for the amount of carbon dioxide emitted by vehicles using the Interstate and NHS. The Texas D.C. order vacates and remands the GHG rule for all states and MPOs for “being substantially deficient of statutory authority.” A similar but separate multi-state challenge filed in the U.S. District Court, Western District of Kentucky Paducah Division ([5:23-cv-00162-BJB-LLK](#)), also vacated the rule but limited the vacation to those states that jointly filed suit. The case before the Kentucky D.C. is not fully concluded, and Michigan was not a challenging state. The FHWA potentially has additional legal avenues they may elect to pursue further. What does this mean for BCATS? At this time, Michigan MPOs are relieved of the requirement to report federally compliant GHG targets to FHWA, but this could change. BCATS continues to monitor this topic.



BCATS receives and prioritizes federal Carbon Reduction Program funds and federal Congestion Mitigation Air Quality funds annually, on road and transit projects that when implemented, are designed to improve air quality conditions in the Battle Creek urbanized area.

Fiscal Year 2026-2029 Transportation Improvement Program (TIP) Development kicks off this summer

Together with Battle Creek Transit, City of Battle Creek, City of Springfield, Calhoun County Road Department, and the Michigan Department of Transportation, BCATS will begin the development of its FY2026-2029 TIP this summer. The aforementioned member agencies will cooperatively prioritize their projects to be funded by BCATS process during these four years of the TIP. The public is welcome to participate at BCATS meetings and events throughout the summer and fall of 2024 (and beyond). Contact BCATS staff for additional information.

The “TIP” includes all of the “to-be-funded” priorities of road and transit projects in the Battle Creek urban area.

The TIP is a requirement to remain eligible for Federal and State transportation dollars. BCATS redevelops a TIP every three years, including ongoing amendments to the current TIP as priorities change over time. BCATS process currently funds approximately \$16.3M annually in road and transit projects.

Local Agency Projects in the BCATS Area This Construction Season

The City of Battle Creek has commenced their resurfacing project on Capital Ave from Rebecca north to Van Buren Street. The project is being completed in phases to reduce the impact on the public. The City of Battle Creek will also see the signal at Golden Avenue and Riverside Drive updated. Additionally, various City of Battle Creek road segments will see maintenance or rehabilitation projects. 20th Street from Columbia Avenue north to Goguac Street will be resurfaced.



The Calhoun County Road Department has commenced their rehabilitation project on N. Wattles Road from Michigan Avenue north to Verona Road. Additional various County road segments will see safety and maintenance projects (within Bedford, Pennfield, Emmett, Newton, and Leroy townships).

The City of Springfield has been awarded a grant to rehabilitate Avenue A from Dickman Road east to Helmer Road. Work will begin in the coming months. The City of Springfield is also actively investigating corridor planning for 20th Street near Avenue A.

50 Years of BCATS! 1974 vs. 2024

Then: Best Movie—The Godfather Part II. Now: Oppenheimer.

Then: Best Actor—Art Carney. Now: Cillian Murphy.

Then: Best Actress—Ellen Burstyn. Now: Emma Stone.

Then: Most Watched TV Shows—Gunsmoke; Emergency. Now: Fallout; Young Sheldon

Then: New Words for 1974—”Nuke” “Yen”. Now: “Greedflation” “Barbiecore”.

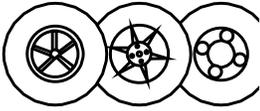
Then: Gallon of gasoline cost \$0.52. Now: \$3.81.

Then: Gallon of milk cost \$1.38. Now: \$4.00.

And some things don't change! In response to the 1973 oil crisis, permanent daylight savings time was enacted in January 1974, yet retracted in October. As of 2024, proposals for permanent daylight savings time, under the guise of “sunshine protection” remain a topic in debate by U.S. Congress.

MDOT Continues I-94 Rebuild/Repair for 2024 Construction

The Michigan Department of Transportation (MDOT) has closed two local roads at I-94 as the \$160 million rebuild/repair project continues in 2024. 9 Mile Road and 6 1/2 Mile Road, both in Emmett Township will be closed and detoured through August 30th. MDOT is rebuilding and repaving 10 miles of I-94 between Helmer Road and 17 1/2 Mile Road (in Marshall Township), and rebuilding or repairing 17 bridge structures along this segment. Funding for this project is made possible by Gov. Gretchen Whitmer's Rebuilding Michigan bond program. This I-94 road and bridge rebuilding project will extend the life of the freeway and bridges, a significant local and national trade corridor, and of utmost importance to the greater Battle Creek area.



BCATS

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

BCATS Policy Committee meets monthly, on the fourth Wednesday. BCATS Policy Committee consists of Battle Creek Transit, City of Battle Creek, City of Springfield, Calhoun County Road Department, Charter Township of Bedford, Charter Township of Emmett, Charter Township of Pennfield, Leroy Township, and representatives from the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. A comprehensive, cooperative, and continuing planning process is a requirement of Federal law for urbanized areas greater than 50,000 in population. BCATS encourages public involvement in the activities of the Metropolitan Planning Organization. If interested, please visit www.bcatsmpo.org, or contact BCATS staff at bcats@bcatsmpo.org or 269-963-1158.



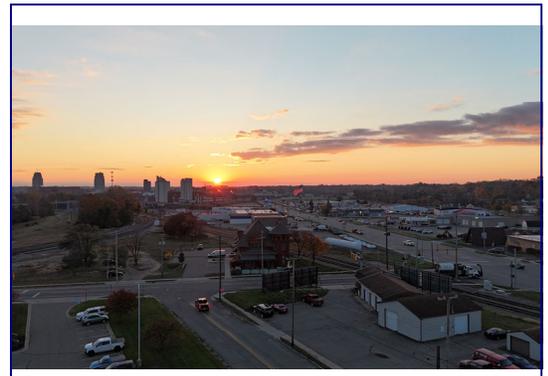
Long-time Executive Director Pat Karr retires

At its meeting in December, the BCATS Policy Committee accepted the resignation of Pat Karr, BCATS Executive Director of 39+ years. Pat Karr expects retirement to be busy, with a planned downsizing of her main residence, and plentiful trips north to vacation property on Lake Superior. BCATS will greatly miss the knowledgeable expertise of our former leader, and wish Pat the best in the years to come. Pat leaves behind long-time Principal Planner, Andrew Tilma, whose own breadth of knowledge will be greatly appreciated in this transition period under a brand new Director.

New Executive Director of BCATS

BCATS is pleased to welcome its new Executive Director, Jeff Franklin, effective January 2nd, 2024. Jeff comes to BCATS from the Michigan Department of Transportation, where he was assigned to the BCATS area as an MPO program manager for the past 7 years. Jeff's background and experience make him uniquely qualified to step into the vacancy left by Pat Karr, and continue BCATS work with Principal Planner, Andrew Tilma.

Photo right: City of Battle Creek, Department of Public Works, aerial drone takes a snapshot of sunrise at Kendall Street, just north of Dickman Road. Courtesy: City of Battle Creek, DPW

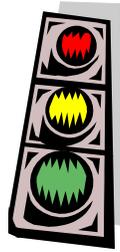


Transit Corner: An Ode to Transit



Public transit benefits everyone—those who rely on transit to get to work, school, shopping, and recreation, AND the remainder of travelers who benefit from less vehicles on the roadway impacting traffic. Consider the air pollution reduction through improved transit technology, actively implemented by Battle Creek Transit. In your commute about Battle Creek, where asphalt lanes direct your life, public transit improves our rush hour peak, connecting all in their daily strife.

The Newsletter of
the Battle Creek
Area Transportation
Study



“The Signal” Spring, 2025

BCATS

April, 2025

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

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

BCATS Finalizing New FY 2026-2029 TIP

BCATS invites Comments on Public Participation Plan (PPP) see page 2

The Battle Creek Area Transportation Study (BCATS) is completing the process of developing a new four-year document for the programming and implementation of transportation projects in the greater Battle Creek area. The document is the **Transportation Improvement Program**, or **TIP**, for short. In order for any of the state or local agencies, including transit, to receive Federal funding for a transportation project, the project must be included in this TIP document.

Representatives of all of the implementing agencies for potential projects meet to discuss possible projects and their relative priority to each other. Opportunities for collaborating, combining, or complementing each other’s projects are explored as well. The funding for future improvements is very limited, so coordination is important. A preliminary project list was approved by the BCATS Policy Committee in December, 2024. Projects making the final recommended list for the 2026-2029 TIP are listed below, and continued on the reverse side of this sheet:

Year - Project Name, Limits (Work Description)

- 2026 - Various City of Battle Creek bridges** over Kalamazoo River (Angell St, Kendall St, McCamley St) (bridge capital preventative maintenance)
- M-294 Bridge**, over the Kalamazoo River (bridge capital preventative maintenance)
- Avenue A**, from Helmer Road east to 20th Street (resurfacing)
- Transit Operating Assistance**, for Battle Creek Transit (annual allocation)
- MDOT Annual Longitudinal and Special Pavement Markings Programs**, in BCATS area (pavement marking application in selected locations)
- MDOT Pavement Marking Assessment**, in BCATS area (assess reflectivity and condition)
- I-94BL/M-96 bridge over rail**, in Emmett Township (bridge rehabilitation)
- Trunkline Non-Freeway Signing Updates**, within BCATS area (non-freeway sign replacement)
- M-89 Bridge**, over the Battle Creek River (bridge replacement)
- M-89 Bridge**, over the Kalamazoo River (bridge capital preventative maintenance)
- I-94**, in Calhoun County (construct 2 crash investigation sites along I-94)
- Transit Operating Assistance**, for Transportation Authority of Calhoun County
- Transit Vehicle Signal Preemption** (equipment, select intersections along transit routes)
- M-89 Culvert**, over the Sperry Drain near 20th St (culvert replacement)
- M-96 (Columbia Ave)**, traffic signal modernizations, various locations
- 6 Mile Road**, B Drive North to B Drive South (resurfacing)
- Various City of Battle Creek resurfacing projects** (segments of Riverside Drive and Limit St)

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



Public input is welcomed at each phase in the development of the new TIP document and the revision of the PPP. 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, or e-mail: bcats@bcatsmpo.org concerning issues in *The Signal* or other transportation matters.

FY 2026-2029 TIP Project List (continued)

- 2027 -** **I-194 Bridge**, over Golden Avenue (bridge rehabilitation)
M-311 Bridge, over Nottawa Creek (bridge replacement)
Various City of Battle Creek resurfacing projects (segments of 24th St, Gethings Rd, Emmett St)
M-66 from Glenn Cross Road to the Athens Twp. border (fixed object removal)
Various Calhoun County Road Department resurfacing projects (Morgan Road and Wattles Road)
Goguac St from 20th St to Carl Avenue (resurfacing)
Transit Vehicle Signal Preemption (equipment, select intersections along transit routes)
Various Calhoun County Road Department bridge capital preventative maintenance (locations TBD)
Transit Operating Assistance, for Transportation Authority of Calhoun County
- 2028 -** **M-89 Bridge**, over Wabascon Creek (bridge replacement)
K Drive S, M-66 to 6 Mile Road (road rehabilitation)
Various City of Battle Creek resurfacing projects (segments of East Ave and Roosevelt Ave)
M-96 (Columbia Ave) at Beadle Lake Road/Main St (intersection reconstruction)
Transit Vehicle Signal Preemption (equipment, select intersections along transit routes)
- 2029 -** **Beadle Lake Road**, from B Drive North to Division (resurfacing)
20th Street, from Upton Avenue to north City of Springfield limit (resurfacing)
Cliff Street, from Main St to Raymond Road (resurfacing)
Transit Vehicle Signal Preemption (equipment, select intersections along transit routes)
Transit Operating Assistance, for Transportation Authority of Calhoun County

Making Comments on the 2026-2029 TIP Before Final Adoption

The Transportation Improvement Program development schedule requires BCATS to submit a locally adopted TIP document to the Michigan Department of Transportation (MDOT) by July 1, 2025. The BCATS Policy Committee is scheduled to act on the new TIP on May 28, 2025. A draft of the final document is planned to be available on the BCATS website for review during the first week of April. The May meetings of both the BCATS Technical Committee (5/14/25) and the BCATS Policy Committee (5/28/25) will provide opportunity to comment on the FY 2026-2029 TIP. **Follow the progress of the current TIP and new TIP, as well as amendments to the program over time, at the BCATS website - www.bcatsmpo.org**

Making Comments on the Public Participation Plan (PPP)

The Public Participation Plan revision schedule requires BCATS to invite the public to comment on the PPP for an at least 45-day comment period. When public comments are received on plans, studies, or other BCATS activities, including this PPP, they will be summarized and presented to the BCATS Policy Committee prior to any formal action to adopt or approve the plan or study. A copy of all comments received will be filed and available for public review. Comments that request a formal response will be answered in a timely manner. A draft of the revised PPP document is available on the BCATS website www.bcatsmpo.org. The regularly scheduled May meetings of both the BCATS Technical Committee (5/14/25) and the BCATS Policy Committee (5/28/25) will provide opportunity to comment in person to the assembled group (on the PPP, or any other plan (TIP), or transportation concern).

Comments on the Public Participation Plan (PPP) can be provided to BCATS staff by email (bcats@bcatsmpo.org) or phone (269-963-1158).

Reminder: Public input is welcomed at each phase in the development of the new TIP document and the revision of the PPP. Please contact the BCATS office for further details.



BCATS
50 Years 1974-2024



SECTION 5 - CONSULTATION

PROCESS

The Federal BIL legislation continued 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 2026-2029 Transportation Improvement Program (TIP) in May, 2024 and April, 2025 to the following representative list of consultation agencies:

- Fish and Wildlife Service
- US EPA Region 5
- USDA Forest Service Eastern Region 9
- Michigan DNRE
- Office of State Archaeologist
- Calhoun Soil Conservation District
- USDA - Michigan State Office
- Michigan Department of Agriculture
- W.K. Kellogg Airport

- Michigan Department of Community Health
- Michigan Economic Development Corporation
- Disability Resource Center
- Calhoun County MSU Extension
- USGS - Lansing District
- SW Michigan Land Conservancy
- Consumers Energy
- Calhoun County Water Resource Commissioner
- BC/CAL/KAL Inland Port Development Corporation
- Nottawaseppi Huron Band of Potawatomi Indian Tribe
- Friends of the Kal-Haven Trail
- Region III Area Agency on Aging
- State Senator
- State Representative
- City of Battle Creek Planning Department
- Charter Township of Bedford
- Charter Township of Pennfield
- Charter Township of Emmett
- Leroy Township
- Newton Township
- Battle Creek Unlimited
- Community Action
- Marian E. Burch Adult Day Care Center
- Behnke, Inc. Trucking
- Kellogg Corporation
- Post Foods

- Canadian National Railroad
- Battle Creek Area Chamber of Commerce
- State Historic Preservation Office
- Sierra Club
- U.S. Army Corps of Engineers

The newsletters provided a listing of proposed projects for the new FY 2026-2029 TIP and requested input on the preliminary list of projects. The newsletters were distributed to both the “Public Participation” and “Consultation” mailing lists for BCATS concurrently, avoiding duplication where the lists overlap. The informational newsletters (copies included at the end of Section 4 - Public Participation) highlighted the major projects planned over the four-year TIP time frame. Input to the process from the public was stressed throughout both of the publications.

RESPONSES/COMMENTS

BCATS received no input from the consultation agencies following distribution of the May, 2024 newsletter. The result of the April, 2025 publication was similar in that no comments were received from the consultation agencies about the new TIP.

Treatment of Responses/Comments

There were no comments to respond to as a result of the outreach. Given the high percentage of 2026-2029 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 - AIR QUALITY

As part of its transportation planning process, the Battle Creek Area Transportation Study (BCATS) has completed the transportation conformity process for BCATS' 2045 Metropolitan Transportation Plan (MTP) and the FY2026-2029 Transportation Improvement Program (TIP) and relevant portions of the State Transportation Improvement Plan (STIP). The Transportation Conformity Determination Report for the 1997 Ozone NAAQS (National Ambient Air Quality Standards) demonstrates that BCATS' 2045 MTP and the new FY2026-2029 TIP, as well as the State Transportation Improvement Program (STIP) in Calhoun County, meet the federal transportation conformity requirements in 40 CFR Part 93. A brief summary of the report is below.

History of Transportation Conformity

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

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

South Coast Air Quality Mgmt. District v. EPA

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

NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations were required in these areas after Feb. 16, 2019.

The Kalamazoo/Battle Creek air quality area (Kalamazoo, Calhoun and Van Buren counties) was in maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. It was also designated attainment for the 2015 ozone NAAQS on Aug. 3, 2018. Therefore, per the South Coast II decision, a conformity determination must be made for the 1997 ozone NAAQS on the LRTPs and TIPs.

Criteria and Procedures for Determining the Transportation Conformity

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

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

Therefore, transportation conformity for the 1997 ozone NAAQS for the BCATS 2045 MTP and the 2026-2029 TIP and the rural STIP in Calhoun County can be demonstrated by showing the following requirements have been met:

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

Latest Planning Assumptions

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

Consultation

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation. Interagency consultation was conducted by and between the Battle Creek Area Transportation Study, Kalamazoo Area Transportation Study and the Michigan Department of Transportation. A virtual Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) meeting was held from April 8-15, 2025. Interagency consultation was conducted consistent with Michigan's conformity SIP. Public consultation will be conducted consistent with planning rule requirements in 23 CFR 450. The Public Participation Plan adopted by the BCATS' Policy Committee establishes the procedures by which BCATS engages the public.

The same procedures were followed for this document, ensuring that the public has an opportunity to review and comment before the MPO makes a determination. A formal public comment period for the draft conformity report and the new FY 2026-2029 TIP was held from April 2, 2025 to May 28, 2025. The BCATS Policy Committee made a formal conformity determination through a resolution at its meeting on May 28, 2025.

Timely Implementation of Transportation Control Measures (TCMs)

The Michigan SIP does not include any TCMs.

Fiscal Constraint

Transportation conformity requirements in 40 CFR 93.108 state that transportation plans and TIPs must be fiscally constrained consistent with the metropolitan planning regulations at 23 CFR part 450. The MTPs and 2026-2029 TIPs are fiscally constrained, as demonstrated in:

- BCATS 2045 MTP, Chapter 15 Financial Plan
- BCATS FY 2026-2029 TIP, Section 2 Financial Plan/Financial Constraint

Conformity Determination

The transportation conformity process determined and demonstrated that the BCATS 2045 MTP, the FY2026-2029 BCATS TIP, and the FY2026-2029 STIP for Calhoun County meet the CAA and

Transportation Conformity rule requirements for the 1997 ozone NAAQS. See the separate document, Transportation Conformity Determination Report for the Kalamazoo-Battle Creek Limited Orphan Maintenance Area (LOMA), prepared by the Kalamazoo Area Transportation Study (KATS), for further information about conformity of the BCATS 2045 Metropolitan Transportation Plan and FY 2026-2029 TIP. Further discussion of the air quality status for areas in Michigan is included in the state's FY 2026-2029 State Transportation Improvement Program (STIP).



SECTION 7 - PROJECT LIST

This section presents specific transportation improvements which the State, participating local units of government, and transit agencies intend to undertake during fiscal years (FYs) 2026-2029 (October 1, 2025–September 30, 2029). Generally, any transportation improvement in the BCATS area that will utilize Federal funds must be represented in the TIP. The initial list (as of 3/19/25) of planned FY 2026-2029 road and transit projects consists of 54 project phases, totaling over \$44.2 million in local, State, and Federal funds. For comparison, the initial project list for BCATS' previous TIP, for FY23-26, had 94 phases totaling over \$79.9 million. The FY26-29 TIP project list is presented at the end of this section.

A new data item from the previous TIP's project list continues with this TIP. It is the "Total Project Cost", shown in the right-most column. That cost includes the "Total Phase Cost" of the project plus expenses for engineering/design, right-of-way acquisition, utility work, and any other "non-participating" costs not eligible for Federal-aid. For local construction projects, the additional expenses range from 10% to 25% of the "Total Phase Cost", generally for engineering/design. None of the local projects in this original FY 2026-2029 TIP have extra right-of-way, utility, or "non-participating" costs. MDOT provides the "Total Project Cost" estimate for its State trunkline projects. For transit projects, there typically are no costs beyond the "Total Phase Cost". The cost figures used for the "Demonstration of Financial Constraint", and for any other summary cost totals in this document, are all based on the "Total Phase Cost".

The FY 2029-2029 road program includes 42 project phases, all together proposed to utilize \$38.8 million in local, State, and Federal funds. Of the listed road projects, 34 have a road or road-related construction phase at specific locations, and are highlighted in Figures 7-1 and 7-2 on following pages in this section. The entirety of the State trunkline system in the BCATS area will be addressed over the four years of this TIP by MDOT annual pavement marking and periodic signing upgrade projects (all individually on the project list).

There are no Advance Construct or Advance Construct Conversion projects in the initial FY 2026-2029 TIP. Several years ago, MDOT developed General Program Account (GPA) "lump sum" programs for listing in MPO TIP's "to address the need for small improvements as they arise". However, BCATS does not utilize GPA programs in its TIP.

At the time of the initial draft of this FY2026-2029 TIP, a complete listing of transit investment for this four-year period was not completely known, given the anticipated transition of Battle Creek Transit as the FTA designated recipient of urban transit funding to the Transportation Authority of Calhoun County, effect the beginning of FY2026. TACC is anticipated to use the TIP amendment process to add and revise all Federal urban transit funding projects on the FY2026-2029 TIP.

Regionally Significant for the BCATS' TIP

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

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

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

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

The following pages feature the project listing for the initial FY2026-2029 Transportation Improvement Program.

Explanation of Acronyms

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

Implementing Agency Codes: CBC=City of Battle Creek; CBC/BCT=Battle Creek Transit; CCRD=Calhoun County Road Department; CSPR=City of Springfield; BCATS=Battle Creek Area Transportation Study; MDOT=Michigan Department of Transportation.

Phase of Project Codes: PE=preliminary engineering; EPE=early PE; PES=Preliminary Engineering Structures (bridges); NI=Non-Infrastructure (such as Planning, Transit, Non-motorized, and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition; OPS=operations.

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

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

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



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line Items																																							
2027	Trunkline	202655	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	Countywide	Signing Upgrade	133.057	Traffic Safety	Non-Freeway Sign Replacement	CON	Programmed	26-29	STG	Traffic And Safety - Signs			\$1,045,750	\$0	\$0	\$1,045,750	\$2,275,000	\$0	\$2,275,000	\$2,725,000	\$2,725,000.00	Adjustment					N/A	11/13/2026		01/08/2027			Scope Construction Length Change	Pending
2026	Trunkline	203293	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-89 (Washington Avenue)	over GTW RR & Kalamazoo River	0.000	Bridge CPM	Epoxy Overlay, Dk Patch, Full depth patch, substructure Repr, Jts, Appr	CON	Programmed	23-26	BFP	Bridge Replacement and Preservation			\$1,081,239	\$239,762	\$0	\$1,321,000	\$1,321,000	\$0	\$1,321,000	\$1,477,000	\$1,477,000.00	Adjustment	01/24/2024	05/25/2022	09/19/2022		N/A	10/10/2025		12/05/2025				Approved
2027	Trunkline	211804	Battle Creek Area Transportation Study (BCATS)	Van Buren	MDOT	I-94	Construct two crash investigation sites in Calhoun county	4.066	Roadside Facilities - Improve	Construct crash investigation sites on I-94 and ramp extension at Exit 66.	CON	Programmed	26-29	NH	Operations			\$466,120	\$103,361	\$0	\$569,481	\$2,241,245	\$0	\$2,241,245	\$2,640,076	\$2,640,076.00	Admin Modification	11/23/2022				N/A	10/09/2026		12/04/2026				Pending
2027	Trunkline	211892	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-66	M-66 from Glenn Cross Rd south to Athens Twp Border	13.724	Traffic Safety	Fixed Object Removal	CON	Programmed	26-29	HSIP	Traffic And Safety - Safety Programs			\$284,011	\$27,612	\$3,945	\$315,568	\$652,000	\$0	\$652,000	\$803,292	\$803,292.00	Adjustment					N/A	10/05/2026		12/04/2026				Pending
2026	Trunkline	213341	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in BCATS MPO	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	PE	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			\$1,620	\$180	\$0	\$1,800	\$20,000	\$0	\$20,000	\$3,060,000	\$3,060,000.00	Admin Modification	02/28/2025				N/A	10/10/2025		03/06/2026			Phase Budget equal or over 24%	Pending
2026	Trunkline	213341	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in BCATS MPO	3.614	Traffic Safety	Application of permanent pavement markings on Southwest Region trunklines	CON	Programmed	23-26	HSIP,VRU	Traffic And Safety - Pavement Markings			\$246,240	\$27,360	\$0	\$273,600	\$3,040,000	\$0	\$3,040,000	\$3,060,000	\$3,060,000.00	Admin Modification	02/28/2025				N/A	01/09/2026		03/06/2026			Phase Budget equal or over 24%	Pending
2026	Trunkline	213342	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in BCATS MPO	2.974	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			\$810	\$90	\$0	\$900	\$10,000	\$0	\$10,000	\$0	\$0.00						N/A	10/10/2025		02/06/2026			Phase Abandoned	Pending
2026	Trunkline	213342	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Regionwide	All trunkline routes in BCATS MPO	2.974	Traffic Safety	Application of special pavement markings on Southwest Region trunkline	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			\$31,185	\$3,465	\$0	\$34,650	\$385,000	\$0	\$385,000	\$0	\$0.00						N/A	12/12/2025		02/06/2026			Phase Abandoned	Pending
2026	Trunkline	213371	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Regionwide	All of BCATS MPO	19.427	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			\$1,215	\$135	\$0	\$1,350	\$15,000	\$0	\$15,000	\$15,000	\$15,000.00	Admin Modification	02/28/2025				N/A	10/13/2025					Phase Budget equal or over 24%	Pending
2027	Trunkline	213379	Battle Creek Area Transportation Study (BCATS)	Kalamazoo	MDOT	Southwest Regionwide	All of BCATS MPO	28.353	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Southwest Region	CON	Programmed	26-29	HSIP	Traffic And Safety - Pavement Markings			\$891	\$99	\$0	\$990	\$11,000	\$0	\$11,000	\$11,000	\$11,000.00						N/A	10/01/2026						Pending



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl Non LAP	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line Items																																						
2027	Trunkline	213631	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	I-194 NB & SB	over Golden Avenue, City of Battle Creek, Calhoun County	0.000	Bridge Rehabilitation	Shallow Overlay	CON	Programmed	26-29	BFP	Bridge Replacement and Preservation		\$1,710,658	\$190,073	\$0	\$1,900,730	\$1,900,730	\$0	\$1,900,730	\$2,035,250	\$2,035,250.00	Adjustment					N/A	07/09/2027		09/03/2027				Pending
2026	Trunkline	213719	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-89	over Battle Creek River, Battle Creek, Calhoun County	0.270	Bridge Replacement	Superstructure Replacement, Road Inlay, and Road Reconstruction	CON	Programmed	23-26	BFP,ST	Bridge Replacement and Preservation		\$7,108,714	\$1,379,294	\$197,042	\$8,685,049	\$8,685,049	\$0	\$8,685,049	\$9,988,901	\$9,988,901.00	Adjustment	09/25/2024	09/25/2024	09/30/2024	N/A	10/10/2025		12/05/2025					Approved
2026	Trunkline	214181	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-96 E	Various locations	0.000	Traffic Safety	Modernize signalized intersections	CON	Programmed	23-26	STG	Traffic Signal Modernization		\$2,473,360	\$0	\$0	\$2,473,360	\$3,269,381	\$0	\$3,269,381	\$3,881,531	\$3,881,531.00	Admin Modification	02/21/2025	05/25/2022	09/19/2022	N/A	11/14/2025		01/09/2026					Approved
2027	Trunkline	214871	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	I-94BL	Dickman Road to 9 1/2 Mile Road in Calhoun County	3.924	Road Rehabilitation	Milling and two course asphalt overlay	PE	Abandoned	26-29	NH	Road - Rehabilitation and Reconstruction		\$652,754	\$136,604	\$8,142	\$797,500	\$797,500	\$0	\$797,500	\$0	\$0.00	Admin Modification	03/03/2023			N/A	05/07/2027		12/05/2031			Phase Abandoned		Pending
2029	Trunkline	214871	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	I-94BL	Dickman Road to 9 1/2 Mile Road in Calhoun County	3.924	Road Rehabilitation	Milling and two course asphalt overlay	ROW	Abandoned	26-29	NH	Road - Rehabilitation and Reconstruction		\$20,463	\$4,283	\$255	\$25,000	\$25,000	\$0	\$25,000	\$0	\$0.00				N/A	01/02/2029		12/05/2031			Phase Abandoned		Pending	
2026	Trunkline	214947	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	I-94BL	over MDOT RR Corridor, Battle Creek Township, Calhoun County	0.000	Bridge CPM	Joint Repair, Approach Patching, Slope Repair, Silane Rail	CON	Programmed	23-26	BFP	Bridge Replacement and Preservation		\$383,386	\$85,015	\$0	\$468,400	\$468,400	\$0	\$468,400	\$503,900	\$503,900.00	Adjustment				N/A	11/14/2025		01/09/2026					Pending
2026	Local	215959	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek Area Transportation Study	MichiVan	Areawide	0.000	Operation Improvements	FY2027 MichiVan program using FY2026 funds	NI	Programmed	23-26	CMG	Local Transit		\$128,592	\$0	\$0	\$128,592	\$128,592	\$0	\$128,592	\$128,592	\$128,592.00			05/25/2022	09/19/2022	N/A	09/30/2026							Approved
2026	Local	216611	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Raymond S	Golden Ave to E. River Rd	0.772	Road Rehabilitation	Pulverize existing & resurface over the graded & compacted crushed asphalt	CON	Abandoned	23-26	STUL	STP - Small MPO		\$557,288	\$0	\$123,577	\$680,865	\$680,865	\$0	\$680,865	\$0	\$0.00	Admin Modification	02/22/2024	07/24/2024	08/16/2024	N/A	10/10/2025		12/05/2025					Approved
2026	Local	216624	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Verona Rd @ 11 Mile Rd, Intersection Modernization	Verona Rd @ 11 Mile Rd intersection & approaches	2.560	Traffic Safety	Modernize signalization and associated items with new poles and signals	CON	Abandoned	23-26	CMG	CMAQ		\$162,436	\$0	\$0	\$162,436	\$370,133	\$0	\$370,133	\$0	\$0.00	Admin Modification	10/07/2024	12/18/2024	01/06/2025	N/A	10/10/2025		12/05/2025					Approved
2026	Local	216624	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Verona Rd @ 11 Mile Rd, Intersection Modernization	Verona Rd @ 11 Mile Rd intersection & approaches	2.560	Traffic Safety	Modernize signalization and associated items with new poles and signals	CON	Abandoned	23-26	CRSM	Carbon Reduction - Small Mpo		\$170,000	\$0	\$37,697	\$207,697	\$370,133	\$0	\$370,133	\$0	\$0.00	Admin Modification	10/07/2024	12/18/2024	01/06/2025	N/A	10/10/2025		12/05/2025					Approved
2026	Local	216627	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	City of BC Rehabs- Riverside Dr, Limit St	Segments of Riverside Dr, Limit St	1.479	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Programmed	23-26	STUL	STP - Small MPO		\$561,251	\$0	\$124,456	\$685,707	\$685,707	\$0	\$685,707	\$685,707	\$857,134.00	Adjustment	12/18/2024	12/18/2024	01/06/2025	N/A	10/31/2025		12/05/2025					Approved



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status	
2026	Local	216631	Battle Creek Area Transportation Study (BCATS)	Calhoun	Springfield	Avenue A	Helmer Rd to 20th St	1.029	Road Rehabilitation	2" mill and fill resurfacing	CON	Programmed	23-26	ST	Stp Flex - Small Mpo			\$62,000	\$0	\$13,748	\$75,748	\$407,405	\$0	\$407,405	\$407,405	\$482,848.00	Admin Modification	11/06/2024	05/25/2022	09/19/2022	N/A	10/31/2025		12/05/2025					Approved	
2026	Local	216631	Battle Creek Area Transportation Study (BCATS)	Calhoun	Springfield	Avenue A	Helmer Rd to 20th St	1.029	Road Rehabilitation	2" mill and fill resurfacing	CON	Programmed	23-26	STUL	STP - Small MPO			\$271,461	\$0	\$60,196	\$331,657	\$407,405	\$0	\$407,405	\$407,405	\$482,848.00	Admin Modification	11/06/2024	05/25/2022	09/19/2022	N/A	10/31/2025		12/05/2025					Approved	
2026	Multi-Modal	216647	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Operating - Battle Crk Transit, Fed+Local	Areawide - Battle Creek Transit	0.000	SP3000-operating except JARC and New Freedom	FY26 Operating Assistance - FTA Sec5307 and Local	NI	Programmed	23-26	5307	Transit			\$1,520,271	\$0	\$1,520,271	\$3,040,542	\$3,040,542	\$0	\$3,040,542	\$3,040,542	\$3,040,542.00			05/25/2022	N/A	09/09/2022	209/30/2026							This Fed + Local operating assistance is complemented annually by ~\$1.4M in "Local Bus Operating (LBO)" funds from the State of Michigan Comprehensive Transportation Fund (CTF) directed to Battle Creek Transit.	Approved
2026	Multi-Modal	216652	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Operating - Battle Crk Transit, NewFreedom	Areawide - Battle Creek Transit	0.000	6470-New Freedom Projects	FY26 New Freedom operating assistance for expanded demand response service	NI	Programmed	23-26	5317	Transit			\$229,995	\$0	\$229,995	\$459,990	\$459,990	\$0	\$459,990	\$459,990	\$459,990.00			05/25/2022	N/A	09/09/2022	209/30/2026							Approved	
2026	Multi-Modal	216656	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital, BattleCrkTransit, NF MobilityMgmt	Areawide - Battle Creek Transit/Calhoun County	0.000	6410-5310 Projects	FY26, Section 5310, continuation of mobility mgmt for countywide trans	NI	Programmed	23-26	5310	Transit			\$66,000	\$16,500	\$0	\$82,500	\$82,500	\$0	\$82,500	\$82,500	\$82,500.00			05/25/2022	N/A	09/09/2022	209/30/2026							Approved	
2026	Multi-Modal	216658	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital, BCT, Sec5339 admin vehicle	Areawide	0.000	SP1409-administrative vehicle	FY26 Sec5339; admin vehicle/shop truck	NI	Programmed	23-26	5339	Transit			\$142,725	\$35,681	\$0	\$178,406	\$178,406	\$0	\$178,406	\$178,406	\$178,406.00	Admin Modification	10/07/2024	05/25/2022	N/A	09/09/2022	209/30/2026							Approved	
2026	Trunkline	217224	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-294	over Kalamazoo River, Battle Creek, Calhoun County	0.000	Bridge CSM	Healer Sealer, Beam and Deck Fascia Patching, Jts Repl and Repr, Silane	CON	Programmed	23-26	BFP	Bridge Replacement and Preservation			\$181,953	\$40,347	\$0	\$222,300	\$222,300	\$0	\$222,300	\$256,233	\$256,233.00	Admin Modification	07/24/2023	03/22/2023	04/17/2023	N/A	10/10/2025		12/05/2025					Approved	
2028	Trunkline	217338	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-89	over Wabascon Creek, Bedford Township, Calhoun County	0.000	Bridge Replacement	Deck Replacement, Full Pt, Superstr and Substr Repair, Approach Replacement	CON	Programmed	26-29	BFP	Bridge Replacement and Preservation			\$1,248,710	\$276,899	\$0	\$1,525,607	\$1,525,607	\$0	\$1,525,607	\$1,764,756	\$1,764,756.00	Adjustment				N/A	10/08/2027		12/03/2027					Pending	



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line Items																																							
2027	Trunkline	217672	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-311	over Nottawa Creek, Newton Township, Calhoun County	0.000	Bridge Replacement	Bridge Replacement, Riprap, Approaches	CON	Programmed	26-29	BFP	Bridge Replacement and Preservation			\$2,630,660	\$583,341	\$0	\$3,214,000	\$3,214,000	\$0	\$3,214,000	\$3,717,100	\$3,717,100.00	Adjustment					N/A	10/09/2026		12/04/2026				Pending
2026	Trunkline	219285	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-89	M-89 over Sperry Drain (75' west of 20th Street) in Battle Creek	0.039	Reconstruction	HMA reconstruction and culvert replacement	CON	Programmed	23-26	ST	Culverts-Capital			\$1,600,801	\$310,602	\$44,371	\$1,955,774	\$1,955,774	\$0	\$1,955,774	\$2,193,821	\$2,193,821.00			12/18/2024	01/06/2025	N/A	06/12/2026		08/07/2026					Approved
2026	Local	220625	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	Angell St / Kendall St / McCamly St	Various Locations over Kalamazoo River, Battle Creek	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	Programmed	23-26	BHT	STP - Flexible (Bridge)			\$120,000	\$22,500	\$7,500	\$150,000	\$400,000	\$0	\$400,000	\$400,000	\$437,500.00	Admin Modification	10/07/2024	05/22/2024	06/14/2024	N/A	02/06/2026		04/03/2026					Approved
2026	Local	220625	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	Angell St / Kendall St / McCamly St	Various Locations over Kalamazoo River, Battle Creek	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	Programmed	23-26	BHT	STP - Flexible (Bridge)			\$76,000	\$14,250	\$4,750	\$95,000	\$400,000	\$0	\$400,000	\$400,000	\$437,500.00	Admin Modification	10/07/2024	05/22/2024	06/14/2024	N/A	02/06/2026		04/03/2026					Approved
2026	Local	220625	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	Angell St / Kendall St / McCamly St	Various Locations over Kalamazoo River, Battle Creek	0.000	Bridge CPM	Bridge Capital Preventative Maintenance	CON	Programmed	23-26	BHT	STP - Flexible (Bridge)			\$124,000	\$23,250	\$7,750	\$155,000	\$400,000	\$0	\$400,000	\$400,000	\$437,500.00	Admin Modification	10/07/2024	05/22/2024	06/14/2024	N/A	02/06/2026		04/03/2026					Approved
2026	Local	221493	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	6 Mile Rd	B Drive S to B Drive N	2.029	Road Rehabilitation	Resurfacing and shoulder widening	CON	Programmed	23-26	STUL	STP - Small MPO			\$557,288	\$0	\$123,577	\$680,865	\$680,865	\$0	\$680,865	\$680,865	\$851,082.00	Adjustment				N/A	10/31/2025		12/05/2025			Scope Construction Length Change		Pending
2027	Local	221578	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	City of BC Rehabs- 24th, Gethings, Emmett	Segments of 24th St, Gethings Rd, and Emmett St	2.255	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Programmed	26-29	STUL	STP - Small MPO			\$591,267	\$0	\$131,112	\$722,379	\$722,379	\$0	\$722,379	\$722,379	\$902,974.00					N/A	10/30/2026		12/04/2026			Phase Added		Pending
2026	Local	221978	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	6 Mile Rd	6 Mile Rd (Hickory Hills Dr to K Drive S)	4.102	Traffic Safety	Tree removals	CON	Programmed	23-26	HRRR	Safety			\$498,195	\$0	\$55,355	\$553,550	\$553,550	\$0	\$553,550	\$553,550	\$691,938.00			12/18/2024	01/06/2025	N/A	10/10/2025		12/05/2025					Approved
2026	Local	222001	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	B Dr N	B Drive N (Beadle Lake Rd to 12 Mile Rd)	4.528	Traffic Safety	Tree removals	CON	Programmed	23-26	HSIP	Safety			\$320,017	\$0	\$35,558	\$355,575	\$355,575	\$0	\$355,575	\$355,575	\$444,469.00	Adjustment	12/18/2024	12/18/2024	01/06/2025	N/A	11/14/2025		01/09/2026					Approved
2027	Local	222408	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Morgan Road and Wattles Road	Morgan Rd from M-37 to M-66, Wattles Rd from B Dr N to Verona Rd	9.034	Road Capital Preventive Maintenance	Chip Seal	CON	Programmed	26-29	ST	Stp Flex - Small Mpo			\$63,000	\$0	\$13,970	\$76,970	\$803,299	\$0	\$803,299	\$803,299	\$1,004,124.00	Adjustment				N/A	10/30/2026		12/04/2026					Pending
2027	Local	222408	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Morgan Road and Wattles Road	Morgan Rd from M-37 to M-66, Wattles Rd from B Dr N to Verona Rd	9.034	Road Capital Preventive Maintenance	Chip Seal	CON	Programmed	26-29	STUL	STP - Small MPO			\$594,500	\$0	\$131,829	\$726,329	\$803,299	\$0	\$803,299	\$803,299	\$1,004,124.00	Adjustment				N/A	10/30/2026		12/04/2026					Pending



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Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl Non LAP	Total Job Cost	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status	
S/TIP Line Items																																							
2027	Local	222415	Battle Creek Area Transportation Study (BCATS)	Calhoun	Springfield	Goguac St	20th St eastward to Carl Ave	0.499	Road Capital Preventive Maintenance	Asphalt Resurfacing	CON	Programmed	26-29	STUL	STP - Small MPO		\$232,233	\$0	\$57,767	\$290,000	\$290,000	\$0	\$290,000	\$290,000	\$362,500.00						N/A	10/30/2026		12/04/2026			Cost share to be split 50/50 with City of Battle Creek.	Pending	
2028	Local	222433	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	K Dr S	M-66 to 6 Mile Rd	1.495	Road Rehabilitation	Crush and shape with HMA paving	CON	Programmed	26-29	ST	Stp Flex - Small Mpo		\$65,000	\$0	\$14,414	\$79,414	\$1,111,007	\$0	\$1,111,007	\$1,111,007	\$1,388,759.00						N/A	10/29/2027		12/03/2027			Phase Added		Pending
2028	Local	222433	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	K Dr S	M-66 to 6 Mile Rd	1.495	Road Rehabilitation	Crush and shape with HMA paving	CON	Programmed	26-29	STUL	STP - Small MPO		\$844,359	\$0	\$187,234	\$1,031,593	\$1,111,007	\$0	\$1,111,007	\$1,111,007	\$1,388,759.00						N/A	10/29/2027		12/03/2027			Phase Added		Pending
2029	Local	222438	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Beadle Lake Rd	B Dr N to Division	1.059	Road Rehabilitation	Mill and resurface	CON	Programmed	26-29	ST	Stp Flex - Small Mpo		\$67,000	\$0	\$14,857	\$81,857	\$570,387	\$0	\$570,387	\$570,387	\$712,984.00						N/A	10/31/2028		12/01/2028			Phase Added		Pending
2029	Local	222438	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Beadle Lake Rd	B Dr N to Division	1.059	Road Rehabilitation	Mill and resurface	CON	Programmed	26-29	STUL	STP - Small MPO		\$399,862	\$0	\$88,668	\$488,530	\$570,387	\$0	\$570,387	\$570,387	\$712,984.00						N/A	10/31/2028		12/01/2028			Phase Added		Pending
2029	Local	222441	Battle Creek Area Transportation Study (BCATS)	Calhoun	Springfield	20th St	Upton Ave to northern City of Springfield Limit	0.783	Road Capital Preventive Maintenance	Mill and resurface	CON	Programmed	26-29	STUL	STP - Small MPO		\$600,000	\$0	\$160,000	\$760,000	\$760,000	\$0	\$760,000	\$760,000	\$950,000.00						N/A	10/31/2028		12/01/2028			Phase Added		Pending
2029	Local	222442	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	Cliff St	Main St to Raymond Rd	1.461	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Programmed	26-29	STUL	STP - Small MPO		\$475,138	\$0	\$105,360	\$580,498	\$580,498	\$0	\$580,498	\$580,498	\$725,623.00						N/A	10/31/2028		12/01/2028			Phase Added		Pending
2028	Local	222449	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek	City of BC Rehabs-East Ave and Roosevelt Ave	Segments of East Ave and Roosevelt Ave	1.803	Road Rehabilitation	HMA mill and resurface with ADA ramp upgrades and associated items	CON	Programmed	26-29	STUL	STP - Small MPO		\$601,641	\$0	\$133,412	\$735,053	\$735,053	\$0	\$735,053	\$735,053	\$918,816.00						N/A	10/29/2027		12/03/2027			Phase Added		Pending
2027	Multi-Modal	222452	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle NI Signal Preemption	NI	Programmed	26-29	CRSM	Transit - STP - Small MPO - Flex		\$174,000	\$43,500	\$0	\$217,500	\$217,500	\$0	\$217,500	\$217,500	\$217,500.00							09/30/2027					Phase Added		Pending
2028	Multi-Modal	222461	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle NI Signal Preemption	NI	Programmed	26-29	CRSM	Transit - STP - Small MPO - Flex		\$178,000	\$44,500	\$0	\$222,500	\$222,500	\$0	\$222,500	\$222,500	\$222,500.00							09/29/2028					Phase Added		Pending
2029	Multi-Modal	222462	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle NI Signal Preemption	NI	Programmed	26-29	CRSM	Transit - STP - Small MPO - Flex		\$181,000	\$45,250	\$0	\$226,250	\$226,250	\$0	\$226,250	\$226,250	\$226,250.00							09/28/2029					Phase Added		Pending
2026	Multi-Modal	222463	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle NI Signal Preemption	NI	Programmed	23-26	CRSM	Transit - STP - Small MPO - Flex		\$171,000	\$42,750	\$0	\$213,750	\$213,750	\$0	\$213,750	\$213,750	\$213,750.00							09/30/2026					Phase Added		Pending
2026	Multi-Modal	222473	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Operating	Areawide	0.000	3000-Operating Assistance	Transit Operating Assistance-TACC	NI	Programmed	23-26	CM	Transit		\$185,851	\$46,463	\$0	\$232,314	\$232,314	\$0	\$232,314	\$232,314	\$232,314.00							09/30/2026					Phase Added		Pending



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S/TIP Line Items																																						
2027	Multi-Modal	222475	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle Signal Preemption	NI	Programmed	26-29	CMG	Transit		\$187,828	\$0	\$0	\$187,828	\$187,828	\$0	\$187,828	\$187,828	\$187,828.00						09/30/2027				Phase Added		Pending	
2028	Multi-Modal	222477	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle Signal Preemption	NI	Programmed	26-29	CMG	Transit		\$191,585	\$0	\$0	\$191,585	\$191,585	\$0	\$191,585	\$191,585	\$191,585.00						09/29/2028				Phase Added		Pending	
2029	Multi-Modal	222478	Battle Creek Area Transportation Study (BCATS)	Calhoun	Battle Creek, City of	Transit Capital	Areawide	0.000	SP1807-traffic signals (prioritization, upgrades, etc.)	Transit Vehicle Signal Preemption	NI	Programmed	26-29	CMG	Transit		\$195,417	\$0	\$0	\$195,417	\$195,417	\$0	\$195,417	\$195,417	\$195,417.00						09/28/2029				Phase Added		Pending	
2026	Trunkline	222973	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-96	at M-294 (Beadle Lake Rd)	0.062	Reconstruction	Intersection Reconstruction	EPE	Programmed	23-26	NH	Operations		\$40,925	\$7,941	\$1,134	\$50,000	\$50,000	\$0	\$50,000	\$3,825,833	\$3,825,833.00	Admin Modification	02/28/2025	01/22/2025	02/27/2025	N/A	10/06/2025		12/03/2027				Approved	
2027	Trunkline	222973	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-96	at M-294 (Beadle Lake Rd)	0.062	Reconstruction	Intersection Reconstruction	PE	Programmed	26-29	NH	Operations		\$290,568	\$56,379	\$8,054	\$355,000	\$355,000	\$0	\$355,000	\$3,825,833	\$3,825,833.00				N/A	10/05/2026		12/03/2027				Pending		
2027	Trunkline	222973	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-96	at M-294 (Beadle Lake Rd)	0.062	Reconstruction	Intersection Reconstruction	ROW	Programmed	26-29	NH	Operations		\$12,278	\$2,383	\$340	\$15,000	\$15,000	\$0	\$15,000	\$3,825,833	\$3,825,833.00				N/A	10/12/2026		12/03/2027				Pending		
2028	Trunkline	222973	Battle Creek Area Transportation Study (BCATS)	Calhoun	MDOT	M-96	at M-294 (Beadle Lake Rd)	0.062	Reconstruction	Intersection Reconstruction	CON	Programmed	26-29	NH,HSIP	Operations		\$2,787,675	\$540,889	\$77,270	\$3,405,833	\$3,405,833	\$0	\$3,405,833	\$3,825,833	\$3,825,833.00				N/A	10/08/2027		12/03/2027				Pending		
2027	Local	223527	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Countywide	Various Locations - Calhoun County	0.000	Bridge CPM	Bridge CPM	CON	Programmed	26-29	BFP	HIP - Bridge		\$105,600	\$19,800	\$6,600	\$132,000	\$278,000	\$0	\$278,000	\$278,000	\$278,003.00	Adjustment			N/A	01/08/2027		03/05/2027				Pending		
2027	Local	223527	Battle Creek Area Transportation Study (BCATS)	Calhoun	Calhoun County	Countywide	Various Locations - Calhoun County	0.000	Bridge CPM	Bridge CPM	CON	Programmed	26-29	BFP	HIP - Bridge		\$116,800	\$21,900	\$7,300	\$146,000	\$278,000	\$0	\$278,000	\$278,000	\$278,003.00	Adjustment			N/A	01/08/2027		03/05/2027				Pending		
GPA Type Subtotals: S/TIP Line items																	\$36,090,586	\$4,392,458	\$3,737,506	\$44,220,539																		
Grand Total:																	\$36,090,586	\$4,392,458	\$3,737,506	\$44,220,539																		

Total Job Phases Reported: 54

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

Preferences:

Report Format: Standard

FISCAL Year(s): 2026, 2027, 2028, 2029

MPO/Non-MPO: Battle Creek Area Transportation Study (Battle Creek)

County: ALL



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Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount (Part + Non-Part)	Total Phase Amount	Total Job Cost Incl	Total Job Cost Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
-------------	----------	-------	-----	--------	--------------------	--------------	--------	--------	-------------------	---------------------	-------	--------------	-------------	-------------	----------	--------	-------------	----------------------	------------------------	------------------------	------------------------	----------------------------	--	--------------------	---------------------	------------------------	-------------	----------------------	-------------------------	--------------------	-------------------	--------------------------	------------------------	-------------------	-----------------	------------------------	--------------	----------	--------------

Prosperity Region: ALL

MDOT Region: ALL

STIP Cycle: Fiscal Year 2023 - Fiscal Year 2026

STIP Status: Approved, Pending
(A - Approved, P - Pending)

Job Type: Trunkline, Local, Multi-Modal

Phase Type: ALL

Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)

Amendment Type: ALL

Template: Trunkline - ALL, Local - ALL, Multi-Modal - ALL

Finance System: Trunkline - ALL, Local - ALL, Multi-Modal - ALL

RTF: ALL

Include S/TIP Exempt: No

Include Delayed to Future S/TIP Cycle: No

Figure 7-1

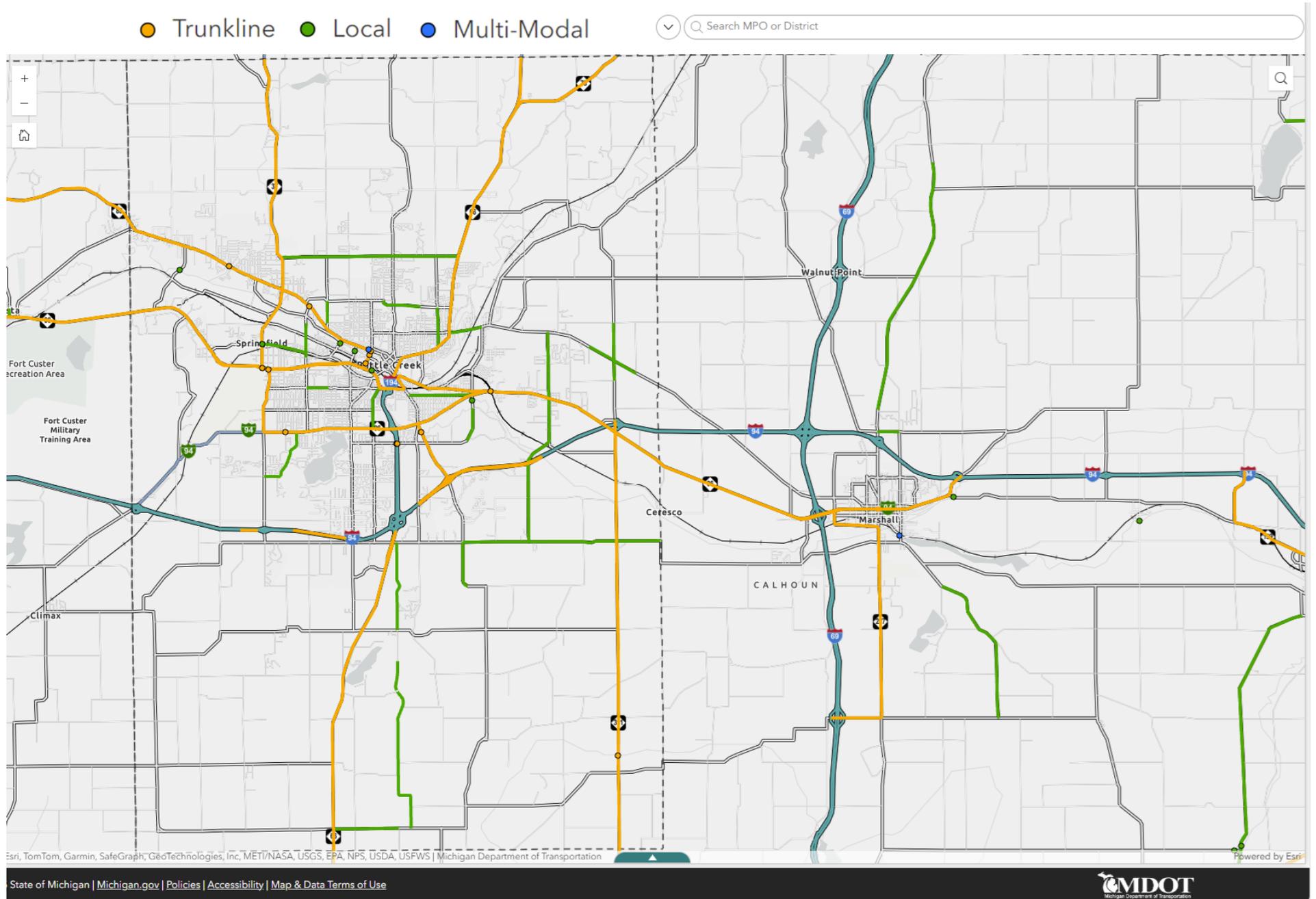
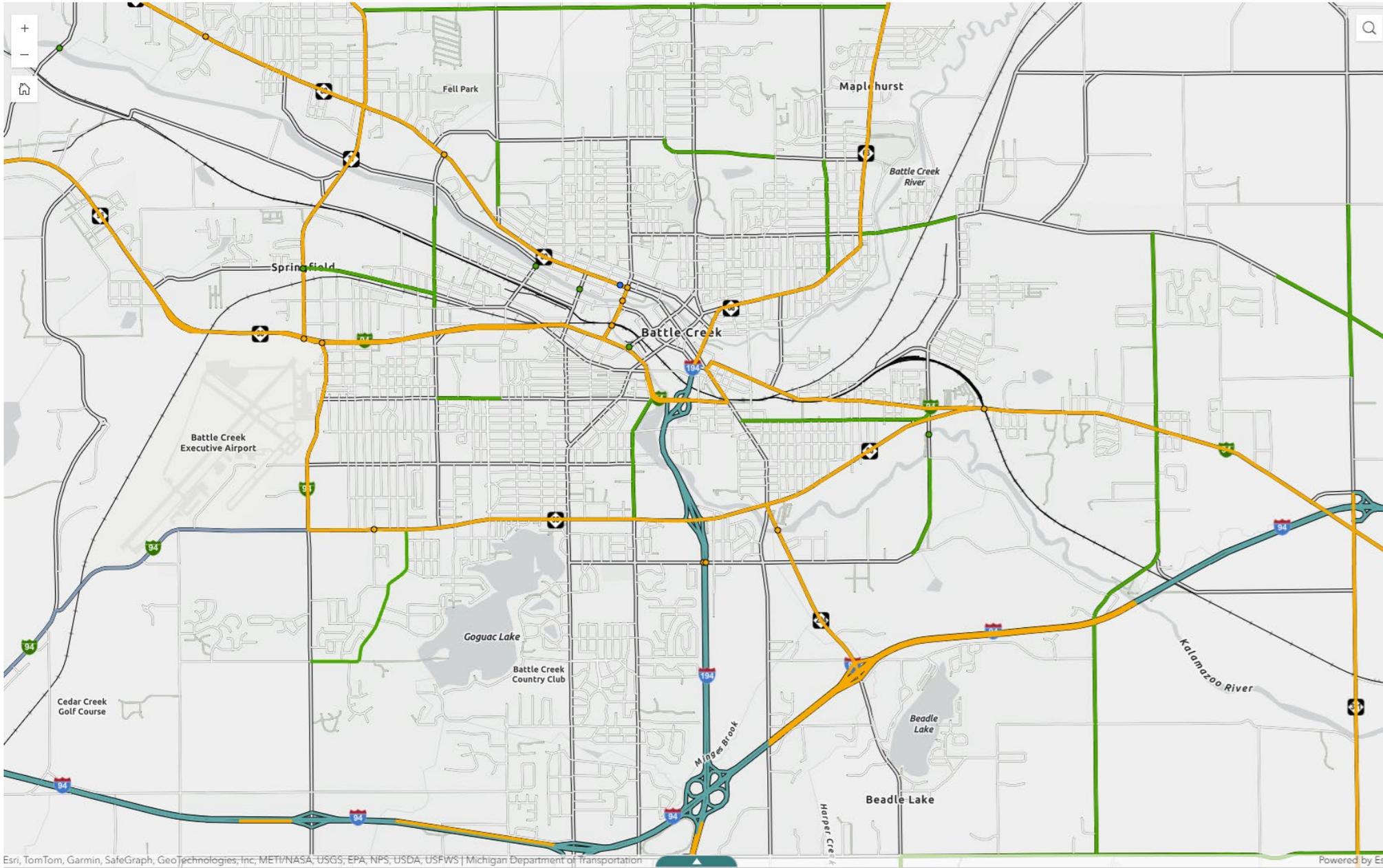


Figure 7-2



Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, EPA, NPS, USDA, USFWS | Michigan Department of Transportation

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SECTION 8 - 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 are as follows:

Michigan Department of Transportation (MDOT): MDOT is responsible for roadway improvements on the federal and state highway system in the Battle Creek metropolitan area. These facilities include Interstate highways I-94, I-94 Business Loop (BL), and I-194; and State highways M-66, M-78, M-37, M-89, M-96, M-294, and M-311. Together the Interstate and State highways are commonly referred to as "trunklines".

Calhoun County/Calhoun County Road Department (CC/CCRD): The CC/CCRD is responsible for roadway improvements in the Townships of Bedford, Pennfield, Emmett, Leroy, and Newton within the BCATS' study area, with the exception of the roadways under the jurisdiction of MDOT. The CC/CCRD is also responsible for local roadways in the remainder of Calhoun County outside of the five named townships and pursues funding for projects on those roads through other funding programs not managed under the BCATS process.

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

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

PROCEDURES FOR IMPLEMENTATION

The TIP must be approved by the BCATS Policy Committee and must also be incorporated into MDOT's statewide TIP, called the STIP. The STIP must be approved by the Governor/State Transportation Commission, the Federal Highway Administration, and the Federal Transit Administration. After these requirements have been met, the appropriate units of government may begin work on the transportation improvements for which they are responsible. The units of government work directly with MDOT Local Agency Programs staff to develop and bid their federal-aid projects

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

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

ADMINISTRATIVE ACTIONS, AMENDMENTS, PRO RATA POLICY

This document sets forth road and mass transit improvements for the Battle Creek metropolitan area. The scheduling of these projects represents only a best estimate of future improvements, since many circumstances may alter the characteristics of transportation programming in the Battle Creek area. The dynamic nature of the transportation environment often requires that changes be made in planned improvements. The TIP is, therefore, intended to be flexible, and amendments or revisions to scheduled projects may be made as circumstances dictate.

In general, there is a need to formally act only when the desired proposal modifies or adds a Federal-aid project. Actions that are sought for a project component scheduled beyond the four-year horizon of the current TIP should be introduced in the next production cycle of the TIP document.

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

from the federal agencies, along with the initiation of JobNet, is now the accepted practice for determining any necessary action related to project changes.

Administrative Modification

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

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

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

Administrative Adjustment

Another level of project management is termed “administrative adjustment”, which falls between Administrative Modification and Federal Amendment. This situation occurs when a project change is made that does not qualify for a full amendment process, but is more significant than the “modification” category. These situations call for more public and BCATS

Committee awareness. This can involve project changes which “fall through the cracks” of the JobNet system and are not categorized as amendments even though the changes involved may be significant to the area. Projects falling into this category are scheduled for BCATS Policy Committee approval at the next meeting opportunity, but do not get submitted to MDOT or the federal funding sources as a formal amendment. Once considered by the Policy Committee, change requests for these projects are acted upon in JobNet. These projects are also publicized.

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

Federal Amendment

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

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

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

- any project or project phase change that affects air quality conformity or requires a conformity determination, regardless of the cost of the project or the funding source
- a project or project phase change that requires public review and comment and/or re-demonstration of financial constraint
- the addition of a new project/phase or moving a project/phase from an illustrative list to the financially constrained list
- the deletion of a project/phase or moving a project/phase to an illustrative list

- a major change in project/phase cost defined as an increase or decrease greater than 25% of the total phase cost
- changing a non-federally funded project/phase to a federally funded project/phase (except when “advance construct” is involved)
- a major change in design concept or design scope impacting: air quality conformity; work type or project/phase description; change in project phase length by a ½ mile or more
- addition/increase/decrease of a travel lane by ½ mile or more
- addition of new project items, such as a sidewalk, bike lane, ADA enhancements, that are a ½ mile or more in length

“Pro Rata” Policy for TIP Projects

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

For BCATS projects utilizing STUL funding, it shall be considered that the fullest extent of federal participation shall be made available for each project (currently 81.85% of eligible project costs) unless specifically noted otherwise in the TIP document or subsequent TIP amendment action, which shall constitute notice to MDOT of an exception. This is considered to be an “uncapped policy.”

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

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

In cases where, after bid letting, it is apparent that a project's cost will be more than 25% over the approved TIP cost (BCATS staff will determine this either by notification from the project sponsor or by accessing MDOT's bid letting list which is available electronically), BCATS staff will follow the "Typical Project Obligation/Agreement/Award/Adjustment Process" flowchart (most current version) to respond to the situation and make any changes to the federal share, if deemed necessary to maintain the financial integrity of the STUL program. Staff may electronically poll BCATS committee members regarding any potential change that would affect the STUL program decisions that were originally approved by the BCATS committees.



APPENDICES

A-G

- A. MITC-IAWG Meeting Notes - April 2025
- B. Sample Project Submittal Forms
- C. Draft minutes of May 28, 2025 BCATS Policy Committee meeting (when available)
- D. TIP Approval Resolution (after adopted)
- E. Certification Resolution (after adopted)
- F. Metropolitan Transportation Planning Process Certification Resolution
- G. Glossary

Battle Creek Area Transportation Study (BCATS)
FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM
ROAD/STREET (PROJECT YEARS 2026-2029)

Agency Name: _____

Priority amongst projects submitted by this jurisdiction: _____

Proposed Project Description: _____

Project Limits (if applicable): _____

Total Participating Cost \$ _____ Total Federal \$ _____

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

Total Local \$ _____

Year Requested: 2026 _____ 2027 _____ 2028 _____ 2029 _____ Any Year _____

Federal Funding Category Requested: STP _____ CMAQ _____ CRSM _____ Other _____

In BCATS Long Range Plan? Yes _____ No _____ Not Applicable _____

Road/Street Project

Length (in mi.) _____ National Functional Class _____

Traffic Volume _____ Estimated % Commercial Traffic _____

Year of last improvement: _____ Description of last improvement: _____

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

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

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

Additional Project Information

REQUIRED

Explain below how this project will contribute toward “supporting” performance-based planning targets for safety, pavement, bridge, and/or travel time reliability. The project can be supportive of more than one performance category – please give specific information. To assist you with this section, a general description of the Performance Measure categories is found on page 3 of this form.

Also please note if this project is expected to improve air quality and therefore may be eligible for CMAQ funding.

Performance Measures (for reference in preparing the previous page)

Safety -

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

Pavement and Bridge -

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

System Performance -

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

Contribution to Metropolitan Transportation Plan Goals

This project contributes to meeting the goals of the **BCATS 2045 Metropolitan Transportation Plan (MTP)** in the follow way(s).

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

**Battle Creek Area Transportation Study (BCATS)
FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL-AID PROJECT/PROGRAM NOMINATION FORM
TRANSIT (PROJECT YEARS 2026-2029)**

Agency Name: _____

Priority amongst projects submitted by this jurisdiction: _____

Proposed Project Description: _____

Total Participating Cost \$ _____ Total Federal \$ _____

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

Total Local \$ _____

Year Requested: 2026 _____ 2027 _____ 2028 _____ 2029 _____ Any Year _____

Federal Funding Category Requested: STP _____ CM/CRSM _____ 5307 _____ 5310 _____ 5337 _____
5339 _____ Other _____

In BCATS Long Range Plan? Yes _____ No _____ Not Applicable _____

Transit Project

Check which of the following apply:

Operating _____ Capital _____

BCT _____ Human Service Agency (name) _____ Other (name) _____

For Capital Projects:

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

Facilities (describe project(s))

Other Type of Transit Project (specify)

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

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

Contribution to Metropolitan Transportation Plan Goals

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

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

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.

Battle Creek Area Transportation Study (BCATS)
FY 2026–2029
Transportation Improvement Program (TIP)