

BCATS

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Battle Creek Area Transportation Study

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BCATS Reports Obligated Federal Transportation Projects for FY 2019

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

Under the federal SAFETEA-LU transportation legislation (passed in 2005), the TIP changed from a three-year to a four-year programming document and the MPOs are to report to local officials and the public an “annual listing of obligated projects” after the end of each programming year. The programming year is a fiscal year that runs from October 1st through September 30th of the following year. This requirement continued under the federal MAP-21 legislation passed in 2012 and under the Fixing America’s Surface Transportation (FAST) Act passed in December, 2015.

Therefore, the Battle Creek Area Transportation Study (BCATS), the metropolitan planning organization for the greater Battle Creek area, is pleased to provide a listing of the federally funded projects which were obligated during fiscal year 2019 (which ended September 30, 2019). Important to note is that the projects were “obligated” (ie: funding was appropriated) - but were not necessarily completed. Some projects actually constructed during 2019 may have been “obligated” in earlier fiscal years and will not appear on this listing. Conversely, some projects “obligated” in 2019 may not be constructed until 2020 or after. The listing of 2019 obligated projects for the BCATS area appears in this publication. Also included in the listing, for information purposes, are some projects which did not utilize any federal funds. For those projects, the category of state funding is listed as well as the total cost of the project. Any questions about this report may be addressed to the BCATS staff office via any of the contact options at the top of this page.

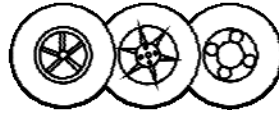
Federal Legislation continues to provide funding . . .

On December 4, 2015 a five-year federal transportation bill, “Fixing America’s Surface Transportation Act”, known as the FAST Act, was enacted when the President signed it into law. The new bill did not make any major changes in the implementation of the federal transportation program as compared to the previous bill, the MAP-21 legislation in 2012. The FAST Act set out a plan for continuing to fund a federal transportation program over the next five years. A new funding bill to succeed the FAST Act will be due soon. 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) | Actual Total Phase Cost (3) |
|--|------------------|---|---|---------------------------------|---------------------|------------------------------|-----------------------------|-----------------------------|
| LOCAL | | | | | | | | |
| BCATS | NI | FY 2020 Battle Creek Consolidated Planning Funds (October 1, 2019 - September 30, 2020) | Multi-modal transportation planning & coordination among Federal, State, & local agencies in the BC Metropolitan Area: Cities of BC & Springfield; Townships of Bedford, Pennfield, Emmett, Leroy, & Newton | \$286,227 | PL | \$234,278 | \$234,278 | \$286,227 |
| CBC | CON | Capital Avenue at Michigan Avenue Intersection | Traffic Signal Modernization at intersection | \$424,472 | CMG | \$388,872 | \$300,907 | \$328,454 |
| CBC | CON | Major Street Resurfacing Project | Chipseal resurfacing of various roadway sections within the City of Battle Creek (8.74 miles) | \$1,019,507 | STUL | \$697,764 | \$750,471 | \$992,529 |
| CBC | CON | Hill Brady Road | Construct shared use trail from Skyline Drive to M-96 (Dickman Road) (2.13 miles) | \$694,670 | TA | \$416,802 | \$380,892 | \$677,559 |
| CCRD | CON | North Avenue | Resurfacing from Halbert Road to county line (2.65 miles) | \$618,591 | STUL | \$506,317 | \$501,714 | \$612,967 |
| CCRD | CON | Raymond Road at Cliff Street Intersection | Traffic Signal Modernization at intersection | \$129,005 | CMG | \$129,005 | \$129,005 | \$129,005 |
| CCRD | CON | East Avenue and Oak Grove Road | Tree removal on East Avenue from Morgan Road to Baseline Road and on Oak Grove Road from M Drive S to J Drive S (6.14 miles) | \$105,328 | HSIP | \$94,795 | \$108,236 | \$106,050 |
| CCRD | CON | East Avenue at Roosevelt Avenue, East Avenue at Morgan Road and 6 1/2 Mile Road at Golden Avenue | Install sign-mounted flashing beacons on existing stop signs | \$30,000 | HSIP | \$27,000 | \$26,204 | \$29,115 |
| TRANSIT | | | | | | | | |
| CBC/BCT | NI | BCT - Capital Assistance | Technology updates for central BCT office and on-board vehicles | \$445,623 | 5339 | \$356,498 | \$356,498 | \$445,623 |
| CBC/BCT | NI | Marion Burch Adult Day Care pass-through | Purchase two (2) buses | \$174,087 | 5310 | \$139,270 | \$139,270 | \$174,087 |
| CBC/BCT | NI | BCT Transit Operating Assistance | Federal, State, and Local operating assistance to Battle Creek Transit (BCT) | \$4,203,689 | 5307 | \$1,362,313 | \$1,364,033 | \$4,207,129 |
| CBC/BCT | NI | Community Inclusive Recreation (CIR) pass-through | Purchase one service vehicle, one SUV, and GPS equipment | \$97,525 | 5310 | \$78,020 | \$78,020 | \$97,525 |
| STATE | | | | | | | | |
| MDOT | CON | M-311 (11 Mile Road) | Fixed object removal from B Drive S to south Newton Township line (8.94 miles) | \$318,600 | HSIP | \$286,740 | \$287,324 | \$437,700 |
| MDOT | CON | M-311 (11 Mile Road) | Fixed object removal from I-94 to B Drive S (4.49 miles) | \$344,000 | HSIP | \$309,600 | \$250,086 | \$ 373,500 |
| MDOT | CON | M-311 (11 Mile Road Bridge over Kalamazoo River) | Bridge replacement | \$3,507,500 | ST, EMRP | \$2,870,889 | \$3,899,460 | \$4,785,523 |
| MDOT | CON | I-94 at Exit 100, on M-294 Beadle Lake Road | Resurface existing carpool lot | \$49,999 | ST | \$40,924 | \$35,922 | \$43,888 |
| MDOT | CON | Dickman Road Ramp off I-194 at freeway interchange | Upgrade to LED lights on overhead light stands | \$60,899 | NH | \$49,846 | \$49,929 | \$67,000 |
| MDOT | PE | I-194 South on Columbia Ramp | Signing Upgrade (.76 miles) | \$25,000 | STG | \$25,000 | \$25,000 | \$25,000 |
| MDOT | ROW | I-94BL (Dickman Road) | Mill and two-course asphalt resurfacing from Helmer Road to southbound I-194 on-ramp (2.92 Miles) | \$50,000 | NH | \$40,925 | \$40,925 | \$40,925 |
| MDOT | PE | I-94BL (Dickman Road) | Mill and two-course asphalt resurfacing from Helmer Road to southbound I-194 on-ramp (2.92 miles) | \$415,146 | NH | \$339,797 | \$339,797 | \$415,146 |
| MDOT | CON | BCATS area Longitudinal Pavement Markings | Longitudinal pavement marking application (3.54 miles) (part of larger SW Regionwide project) | \$170,865 | HSIP | \$153,779 | \$144,389 | \$160,431 |
| MDOT | CON | BCATS area Special Pavement Markings | Special pavement marking application (.3.14 miles) (part of larger SW Regionwide project) | \$1,500 | HSIP | \$1,350 | \$1,350 | \$1,350 |
| MDOT | ROW | Countywide - various trunkline locations in Calhoun County | Signal modernizations, upgrades and optimization | \$175,000 | CMG | \$175,000 | \$175,000 | \$175,000 |
| MDOT | CON | Countywide - various trunkline locations in Calhoun County | Signal modernizations, upgrades and optimization | \$2,612,665 | CMG | \$2,612,665 | \$2,266,630 | \$2,266,630 |
| MDOT | PE | MDOT Regionwide - 3 intersections in the BCATS area | Installation of detection for signal actuation at M-89/Kendall Street, M-37/Jackson Street, and M-89/20th Street intersections | \$15,000 | HSIP | \$13,500 | \$13,500 | \$15,000 |
| MDOT | CON | MDOT Regionwide - 2 intersections in the BCATS area | Installation of dilemma zone detection at M-96 (Dickman Road) at Clark Road and M-96 (Columbia Avenue) at Beadle Lake Road | \$120,906 | HSIP | \$108,815 | \$108,815 | \$120,906 |
| MDOT | PE | Marshall MDOT Transportation Service Center wide | Traffic signal modernization with connected vehicle installations at: M-89/Stringham Road, M-89/Van Buren Street, I-94BL/Charlton (Fire Station) and M-89/Kimber Fire Station | \$177,612 | STG | \$177,612 | \$177,612 | \$177,612 |
| MDOT | CON | MDOT Regionwide - Battle Creek Area | Pavement marking retroreflectivity readings and condition assessment (3.01 miles) | \$775 | HSIP | \$698 | \$9,317 | \$10,352 |
| MDOT | PE | I-94BL west approach before the Kendall Street crossing and I-94BL at Michigan Avenue southwest of Union Street | Install right-turn lane on I-94BL in advance of Kendall Steet for westbound traffic and other rail safety improvements at Union Street location | \$28,000 | STRH | \$25,200 | \$25,200 | \$28,000 |
| MDOT | CON | Kendall Street Grand Trunk Western Railroad Crossing | Add sidelights and circuitry upgrades to support signal operations | \$50,000 | STRH | \$45,000 | \$48,663 | \$54,070 |
| MDOT | PE | Kendall Street Grand Trunk Western Railroad Crossing | Upgrade preemption circuitry at adjacent intersection | \$58,000 | STRH | \$52,200 | \$52,200 | \$58,000 |
| MDOT | CON | Kendall Street Grand Trunk Western Railroad Crossing | Upgrade preemption circuitry at adjacent intersection | \$262,000 | STRH | \$235,800 | \$235,800 | \$262,000 |
| NON-FEDERALLY FUNDED | | | | | | | | |
| FOR INFORMATION - NOT REQUIRED TO BE REPORTED | | | | | | | | |
| Implementing Agency | Phase of Project | Project Name | Improvement(s) | | State Fund Source | | | Actual Total Phase Cost |
| CCRD | CON | F Drive N | Crush and shape and resurfacing from 4315 feet west of M-311 to M-311 (0.82 miles) | | TEDF - Category A | | | \$294,890 |
| CSPR | CON | City of Springfield Local Road Improvement | Milling and resurfacing parts of 28th St., 30th St., 7th Ave., 32nd St., 8th St., 5th Ave., 6th Ave., Army St., and Navy St. (3.31 total miles) | | TEDF - Category B | | | \$411,582 |
| CBC/BCT | NI | Area-wide - Battle Creek/Calhoun County | Specialized services operating funding for Marian Burch Adult Day Care, Community Action, and Community Inclusive Recreation | | CTF | | | \$92,624 |
| CBC/BCT | NI | Area-wide - Battle Creek/Calhoun County | Service initiative to provide county coordinated mobility under the 100% state capital program | | CTF | | | \$395,505 |
| MDOT | CON | M-37 (Helmer Road) crossing of Norfolk Southern Railroad Tracks | Reconstruct railroad crossing surface | | MRR | | | \$206,015 |
| MDOT | CON | I-194 north | Concrete Pavement Repairs from I-94 to Hamblin Avenue (3.14 miles) | | M, GF 18 | | | \$1,692,367 |
| MDOT | CON | M-78 in Calhoun County | Milling and resurfacing for the portion of M-78 in Calhoun County (2.78 miles) | | M | | | \$641,000 |
| MDOT | ROW | M-96 (Columbia Avenue) | Milling and resurfacing from Helmer Road to east of Riverside Drive (2.80 miles) | | M | | | \$110,000 |
| MDOT | PE | M-96 (Columbia Avenue) | Milling and resurfacing from Helmer Road to east of Riverside Drive (2.80 miles) | | M | | | \$177,000 |
| MDOT | PE | M-66 and M-89 | Asphalt crack treatment of M-66 for 2.7 miles south of I-94 and M-89 from Augusta Drive to Washington Street (total 12.6 miles) | | M | | | \$25,000 |
| MDOT | PE | I-94 Rest Area eastbound, west of Capital Avenue Interchange | ADA Compliance work at Rest Areas and Welcome Centers - BCATS area portion of project | | GF 19 | | | \$45,833 |
| MDOT | CON | I-94 Rest Area eastbound, west of Capital Avenue Interchange | ADA Compliance work at Rest Areas and Welcome Centers - BCATS area portion of project | | GF 19 | | | \$594,499 |
| MDOT | ROW | I-94BL and Grand Trunk Western Railroad | Railroad safety improvements | | MRR | | | \$15,000 |
| MDOT | CON | M-96 (Dickman Road) at Hill Brady Road | New signal and phasing at intersection | | M | | | \$341,489 |
| MDOT | PE | M-66 (Capital Avenue NE) | Milling and one course asphalt overlay from Wanadoga Creek to Calhoun County/Barry County line (1.84 miles) | | M | | | \$22,000 |
| MDOT | CON | M-66 (Capital Avenue NE) | Milling and one course asphalt overlay from Wanadoga Creek to Calhoun County/Barry County line (1.84 miles) | | M | | | \$428,500 |
| MDOT | CON | M-96 (Helmer Road at Columbia Avenue) Intersection | Install wireless detection system for signalized intersection | | M | | | \$24,500 |
| MDOT | NI | Norfolk Southern Railway | Amtrak to install 50 strings of curve path rail between Kalamazoo and Marshall (1.19 miles) | | CTFR | | | \$2,193,413 |
| MDOT | NI | Norfolk Southern Railway | Install/supply ballast and ties at Fort Custer lead on Michigan Line in Battle Creek (.59 miles) | | CTFR | | | \$24,820 |
| MDOT | NI | Norfolk Southern Railway | Procurement of mainline ties, OTM, and ballast on Michigan Line rail corridor from Battle Creek to Jackson (19.35 miles) | | CTFR | | | \$4,119,795 |

See table key on back page

Battle Creek Area Transportation Study (BCATS)



BCATS

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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; NI=non-infrastructure (such as Planning, Transit and some railroad work); CON=construction or purchase; ROW=right-of-way acquisition

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

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

(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. (3) "Actual Job Phase Cost" is the reported actual cost of this phase of the project. Some projects are "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.

All figures are to the best of BCATS' knowledge at the time of publication.

Did you know . . .

- A total of approximately \$12.55 million in federal funding was obligated for projects in the greater Battle Creek area in fiscal year 2019 - this is significantly lower than the \$25.5 million obligated in 2018, primarily due to the lack of large MDOT projects being obligated, although the almost \$19 million I-94 project that was obligated in FY 2018 was constructed in 2019.
- Several categories of federal funding are available to the BCATS area for local projects, including: small MPO area surface transportation, transportation alternatives (formerly transportation enhancement), safety, congestion mitigation air quality improvement (CMAQ), rural, and transit operating and capital funds. In addition, the Michigan Department of Transportation (MDOT) uses many categories of federal funds to maintain and improve the interstates and state trunkline roads in the area. This represents federal gas tax revenues coming back to the local community. MDOT also completes projects with state transportation funds generated from state gas tax revenues.
- A total of about \$2.9 million in federal funds was obligated for state and local projects benefitting improved air quality.
- Obligated transit projects totaled approximately \$1.94 million in federal funds in 2019, a 60% increase from the \$1.21 million for transit in FY 2018.