

Transportation Improvement Program FY 2014-2015-2016-2017



BAY CITY AREA Transportation Study (BCATS)

Final Report
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Prepared by the
Bay County Transportation Planning Division
515 Center Avenue, Suite 504
Bay City, MI 48708

989-895-4064
TDD: 989-895-4049

www.baycounty-mi.gov/transportation



Table of Contents

<u>Section</u>	<u>Page</u>
Chapter 1 – TIP Development and Overview	3
Public Outreach.....	4
BCATS Overview Map.....	5
Chapter 2 – Financial Plan for Bay City area TIP	6
Introduction.....	6
Sources of Transportation Funding.....	6
Cooperative Revenue Estimation Process.....	6
Part I: Highway Funding Forecast – Federal.....	7
Part II: Highway Funding Forecast – State Funding.....	9
Part III: Highway Funding Forecast – Hybrid State/Federal Funding.....	10
Part IV: Highway Funding Forecast – Local Funding.....	11
Part V: Discussion of Innovative Financing Strategies – Highway.....	12
Part VI: Highway Operations and Maintenance.....	14
Part VII: Highway Commitments and Projected Available Revenue.....	15
Part VIII: Transit Financial Forecast – Federal Funding.....	16
Part IX: Transit Financial Forecast – State Funding.....	18
Part X: Transit Financial Forecast – Local Funding.....	19
Part XI: Discussion of Innovative Financing Strategies – Transit.....	20
Part XII: Transit Capital and Operations.....	20
Part XIII: Transit Commitments and Projected Available Revenue.....	20
Part XIV: Analysis of Funding and Needs.....	22
Chapter 3 – Transportation Projects	23
Completed FY 2011-2012-2013-2014 TIP Projects.....	23
Delayed Transportation Projects.....	24
MAP-21 Performance Measures.....	24
Amendments & Administrative Changes.....	25
2014-2015-2016-2017 TIP Project Locations.....	26
Chapter 4 – Environmental Justice.....	27
Environmental Justice.....	27
Definition of “Minority” for Purposes of Environmental Justice.....	28
Definition of “Low-income” for Purposes of Environmental Justice.....	28
Development and Analysis.....	29
Project Overview Map / Total Minority.....	31



Project Overview Map / African American Minority.....32
 Project Overview Map / Native American Minority33
 Project Overview Map / Asian American Minority.....34
 Project Overview Map / Hispanic American Minority35
 Project Overview Map / Total Low-Income Population36
Appendix A 37
 Metropolitan Transportation Planning Process Certification37
 Consultation Letter.....38
 Consultation Contact List.....39
 Comments Received42
Appendix B - Projects, Illustrative List, Fiscal Constraint Tables 44

Cover photographs: M-13/M-84 Salzburg Ave under construction May 1, 2013 (left); Johnson St completed Project December 7, 2013 (right)

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Chapter 1 – TIP Development and Overview

The Transportation Improvement Program (TIP) is an integral part of the planning process for the Bay City Area Transportation Study (BCATS). According to the Federal Transportation Bill, *Moving Ahead for Progress in the 21st Century (MAP-21) of 2012* and 23 USC 134(a) and (h)/FTA-Sec 8(a) and (h), a TIP must be developed for the Bay City metropolitan area by BCATS in cooperation with the State, transit operators, and local road implementing agencies. The TIP must be updated and approved at least every four years by BCATS and the Governor. It must include all projects to be funded under Title 23 and the Federal Transit Administration (FTA). This includes all federally funded highway, transit, and non-motorized transportation projects, as well as any regionally significant projects that are either federally funded or non-federally funded. There must be a reasonable opportunity for public comment prior to TIP approval. The TIP must cover a period of not less than 4 years and must include a priority list of projects to be carried out in the first 4 years. The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included. In developing the financial analysis, BCATS shall take into account all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private contributions. The TIP must be consistent with the BCATS 2040 Metropolitan Transportation Plan and any future updates to the plan.

Implementing agencies in the BCATS area include: the Cities of Bay City and Essexville, the Bay County Road Commission (BCRC), the Bay Metropolitan Transportation Authority (BMTA) and the Michigan Department of Transportation (MDOT). MDOT is the implementing agency for all state highway projects. These agencies have representation on both the Policy and Technical Committees of BCATS. The Technical Committee reviews all project requests then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Bay City area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the BCATS area is included on page five (5).

On May 12, 2012 the United States Environmental Protection Agency (EPA) revoked the 1997 8-hour 0.080 ppm Ozone standard for the purposes of regional transportation conformity. On May 21, 2012, the USEPA issued designations for the new 2008 8-hour 0.075 ppm Ozone standard. Bay County is designated attainment under the 2008 standard.

Effective July 21, 2013, (as a result of both the partial revocation of the 0.080 Ozone standard, and the designation of Bay County as attainment for the 0.075 standard), the Bay County attainment/maintenance area is no longer required to demonstrate regional transportation conformity of Long Range Plans or Transportation Improvement Plans (TIPs) until EPA publishes a notice designating the area in nonattainment.



Unless a designation to nonattainment for the 2008 standard occurs on or before July 20, 2013, the requirement to demonstrate regional transportation conformity will end until a designation of nonattainment under a National Ambient Air Quality Standard (NAAQS) is published for the area.

In addition, approval of the TIP shall be in accordance with the BCATS Participation Plan, which was originally adopted on June 28, 2006 and is incorporated into the 2040 Metropolitan Transportation Plan, approved June 20, 2012. The Participation Plan ensures consideration of Environmental Justice concepts. An Environmental Justice analysis of the TIP can be found in Chapter Four (4) of this document.

The BCATS implementing agencies have indicated that sufficient funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded within available resources.

Project listings for fiscal years 2014, 2015, 2016 and 2017 are included in Appendix B.

Public Outreach

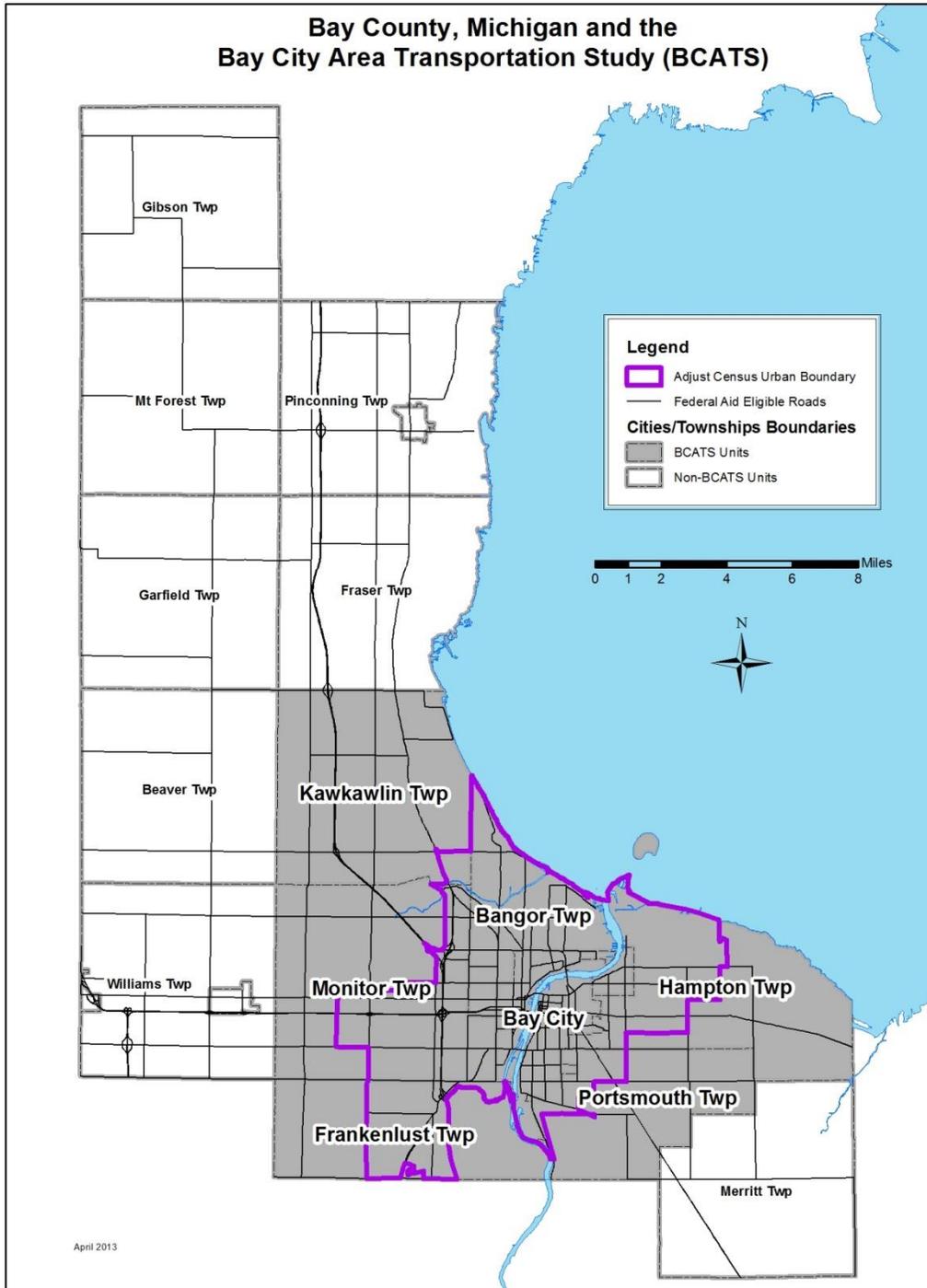
In accordance with the BCATS 2040 Metropolitan Transportation Plan and the Participation Plan, a Public Open House Meeting on the 2014-15-16-17 TIP was held on May 30, 2013, at 4:00 P.M to 7:00 P.M at the Alice and Jack Wirt Public Library, 500 Center Ave, Bay City MI, 48708.

To solicit public comments for the public meeting, BCATS sent letters to our consultation contact list used for our 2040 MTP and updated to reflect changes, informing the public of the projects in the 2014-15-16-17 TIP. A copy of this letter is included in Appendix A. Any comments received back were incorporated into the program as well as added in Appendix A. The goal of the outreach is to keep those contacts informed on the transportation improvement program and acquire additional feedback from those groups, organizations, and individuals who have concerns or questions regarding the program. As part of the updated Travel Demand Model for the 2040 Metropolitan Transportation Plan, BCATS met directly with the townships and cities and discussed the 2014-17 TIP and well as their specific local plans and programs. Over the development of the 2014-17 TIP, BCATS held these and numerous other discussions with city and township staff, and other community agencies regarding any of their local plans.

The previously mentioned list is available in Appendix A. BCATS also posted the TIP and associated maps and tables on the Bay County Transportation Planning Website at www.baycounty-mi.gov/transportation. Prior to adoption of the TIP, a public hearing was held at the BCATS Policy Meeting on June 19, 2013 at 1:30 P.M. located at the Bay County Building, 515 Center Ave, Bay City MI, 48708.



BCATS Overview Map





Chapter 2 – Financial Plan for Bay City area TIP

Introduction

The Transportation Improvement Program (TIP) is the list of road and transit projects that communities and agencies plan to implement over a four-year period. That list is required to be fiscally constrained; that is, the cost of projects programmed in the TIP cannot exceed the amount of funding “reasonably expected to be available” during that time. The financial plan is the section of the TIP that documents the method 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 identifies the costs of operating and maintaining the transportation system in Bay City Area.

Sources of Transportation Funding

The basic sources of transportation funding are motor fuel taxes and vehicle registration fees. Both the federal government and the State of Michigan tax motor fuel; the federal government at \$0.184 per gallon on gasoline and \$0.244 per gallon on diesel and Michigan at \$0.19 per gallon on gasoline and \$0.15 per gallon on diesel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. The motor fuel taxes are excise taxes, which mean they are a fixed amount per gallon. 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 the motor fuel tax.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a very important source of transportation funding for the state. Currently, roughly 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 four-year TIP period 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 public organizations and agencies responsible for the administration of transportation planning activities throughout the state, formed the Financial Working Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), the Michigan Department of Transportation (MDOT), transit agencies, and metropolitan planning



organizations, 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.

Part I: Highway Funding Forecast – Federal

Sources of Federal Highway Funds

Federal transportation funding comes from motor fuel taxes (mostly gasoline and diesel). Receipts from these taxes are deposited in the 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 *Moving Ahead for Progress in the 21st Century (MAP-21)*. Under this law, Michigan receives approximately \$1 billion in federal transportation funding annually. This funding is apportioned through a number of 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 trunklines (i.e., "I-," "US-," and "M- roads). However, MAP-21 expanded the NHS to include all principal arterials (the most important roads after freeways), whether state- or locally-owned. These funds are currently not available to BCATS local agencies, only MDOT within BCATS, even though Bay City and the Bay County Road Commission have several routes that are eligible for NHPP funds.

Surface Transportation Program (STP): Funds for the construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STP apportionment from the federal government is evenly split, half to areas of the state based on population and half that can be used in any area of the state. In FY 2014, Michigan's STP apportionment is estimated to be \$269.8 million. The Bay City Area will receive approximately \$990,000 which will be used by cities and county road commission. STP can also be flexed (transferred) to transit projects. In the recent past and currently all BCATS funded projects in the TIP have been programmed on the lump sum dollar allocation methodology rather than on a pro-rata basis. The STP dollar amounts shown are the exact dollar amounts allocated and if there should be cost overruns, it is up to the local agency to cover the additional expense.

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 trunkline system, distributing



the remainder to local agencies through a competitive process. Michigan's statewide FY 2014 estimated Safety apportionment is \$64.5 million. Local agencies in the Bay City area during the first three years of the 2011-14 TIP received over \$800,000 in HSIP funding. However, Safety funding has been substantially increased nationwide under MAP-21, so the region may receive Safety funding in excess of the estimate.

Congestion Mitigation and Air Quality Improvement (CMAQ): Intended to reduce emissions from transportation-related sources. MAP-21 has placed an emphasis on diesel retrofits, but funds can also be used for traffic signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand management such a ride share and vanpools; transit; and nonmotorized projects that divert non-recreational travel from single-occupant vehicles. Michigan's apportionment of CMAQ funding for FY 2014 is estimated to be \$71.5 million. However, since Bay County is in attainment for Ozone under USEPA's recently implemented 8-hour Ozone Standard, BCATS is not eligible for CMAQ funds.

Transportation Alternatives (TA) Program: Funds can be used for a number of activities to improve the transportation system environment, including (but not limited to) nonmotorized 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. The statewide apportionment for Transportation Alternatives is estimated to be \$26.4 million in FY 2014. The funding will then be split, 50 percent being retained by the state and 50 percent to various areas of the state by population, much like the STP distribution. Agencies from the Bay City area are eligible to apply for the approximately \$11 million in statewide TA funds available to any area. Through the first three year of the BCATS 2011-14 TIP, Bay City Area local agencies received approximately \$90,000 in TA type funding. As this is a grant program, it is uncertain the funding amounts that the Bay City area will receive over the life the TIP.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds

Each year, the targets (amount BCATS is expected to receive) are calculated for each of these programs, based on federal apportionment documentation and state law. Targets can vary from year to year due to factors including how much funding was actually received by the Highway Trust Fund, the authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Targets for fiscal year 2013, as provided by MDOT, are used as the baseline for the forecast. The Financial Work Group of the MTPA developed a two percent per year federal revenue growth rate for the FY 2014 through FY 2017 TIP period. If targets for each of fiscal years 2014-2017 are known (such as CMAQ), those amounts were used without adjustment. While this is less than the five percent growth rate over the past 20 years, the decrease in motor fuel consumption (due to less driving and higher-MPG vehicles) and the economic downturn and restructuring experienced by the nation in general and Michigan in particular made assumptions based on long-term historical trends unusable. Table 1 contains the federal transportation revenue projections for the 2014-2017 TIP.



Table 1. Federal Highway Transportation Revenue Projections for the 2014-2017 TIP (Millions of Dollars).

FY	STPU	STPR	NHPP	CMAQ	Bridge	HSIP	TAP	Total
2014	\$0.99	\$0.36	\$0	\$0	\$0.40	\$0.26	\$0	\$2.01
2015	\$1.01	\$0.37	\$0	\$0	\$0.41	\$0.27	\$0	\$2.06
2016	\$1.03	\$0.38	\$0	\$0	\$0.42	\$0.28	\$0	\$2.11
2017	\$1.05	\$0.39	\$0	\$0	\$0.42	\$0.28	\$0	\$2.14
Total:	\$4.08	\$1.50	\$0	\$0	\$1.65	\$1.09	\$0	\$8.32

Part II: Highway Funding Forecast – State Funding

Sources of State Highway Funds

There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees. The motor fuel tax, currently set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel, raised approximately \$937.5 million in fiscal year 2011, according to the Michigan Department of Transportation, Annual Report, Michigan Transportation Fund, Fiscal Year Ending September 30, 2011 (MDOT Report 139), Schedule A. Like the federal motor fuel tax, this is also an excise tax that does not increase as the price of fuel increases, so over time, inflation erodes the purchasing power of these funds. Approximately \$855.9 million in additional revenue is raised through vehicle registration fees when motorists purchase their license plates or tabs each year. The state sales tax on motor fuel, which taxes both the fuel itself and the federal tax, is not deposited in the Michigan Transportation Fund. Altogether, approximately \$1.9 billion was raised through motor fuel taxes, vehicle registrations, heavy truck fees, interest income, and miscellaneous revenue in FY 2011.

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known as “Act 51.” All revenue from these sources 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, 10 percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the State Trunkline Fund, administered by MDOT, county road commissions, and municipalities in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively as noted the Act 51 of 1951, Section 10(l)(j).

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 grass in the right-of-way, paying the electric bill for streetlights and traffic signals, etc.), MTF funds are local communities’ and road commissions’ main source for funding these items. Most federal transportation funding must be matched with 20 percent non-federal revenue. In Michigan, most matching funds come from the MTF. Finally, federal funding cannot be used on local public roads, such as subdivision streets. 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 Highway Funds

The base for the financial forecast of state funding is the FY 2011 distribution of MTF funding as found in MDOT Report 139. This report details distribution of funding to each eligible Act 51 agency in the state. Adding all of the distributions to Bay City, Essexville, and the Bay County Road Commission provides an overall distribution total for the region. That amount was \$3.7 million in FY 2011.

The Financial Working group predicted an increase of 0.4 percent in state revenues for fiscal years 2014 through 2017. Table 2 shows the amount of MTF funding cities, villages, and road commissions in the Bay City Area are projected to receive during the four-year TIP period, based on the agreed-upon rates of increase.

Table 2. Projected MTF Distribution to Act-51 Agencies for Highway Use, FY 2014 through FY 2017 (Millions of Dollars)

2014	2015	2016	2017	Total
\$3.75	\$3.76	\$3.78	\$3.79	\$15.08

State funding is projected to grow much more slowly than federal funding during the four-year TIP period. This will have two effects on the region’s highway funding: First, available funding for operations and maintenance of the highway system will most likely not keep pace with the rate of inflation, leaving less money for a growing list of maintenance work. Secondly, the federal highway funding will grow at a greater rate than non-federal money to match it. For those federal transportation sources requiring match, this means that some funding will go unused, despite the demand.

Part III: Highway Funding Forecast – Hybrid State/Federal Funding

Sources of Hybrid State/Federal Funding

Michigan has a number of programs that use both state funding and federal funding. These programs are collectively known as the Transportation Economic Development Fund (TEDF). The TEDF is split into a several categories, depending on what that particular category is designed to accomplish. These are:

- TEDF Category A: Highway projects to benefit targeted industries;
- TEDF Category C: Congestion mitigation in designated urban counties;
- TEDF Category D: All-season road network in rural counties;
- TEDF Category E: Forest roads; and
- TEDF Category F: Roads in cities that are located in rural counties.



TEDF Category B no longer exists. Categories A and F are awarded on a competitive basis, and Category E are not awarded in the Bay City Area. Therefore, this discussion will be limited to Category C and Category D.

Both programs are blends of state and federal funding. Act 51 specifies that \$36.8 million of each year’s receipts be directed to the Transportation Economic Development Fund. The federal portion of TEDF was formerly derived from the Equity Bonus program, but this was discontinued under MAP-21. The State of Michigan has instead funded the TEDF Category C and D programs with additional Surface Transportation Program funding.

Base and Assumptions Used in Forecast Calculations of Hybrid State/Federal Highway Funds

The base year used to calculate the TEDF Category C and TEDF Category D is FY 2013. The federal amounts are increased by the agreed-upon Financial Working Group factors. However, the state portion is a fixed amount set in Act 51. The forecast assumes no change in Act 51 during the four-year TIP period, so the state portion is not increased. Table 3 provides a summary of expected TEDF funding over the 2014-2017 TIP period.

Table 3. Projected Transportation Economic Development Fund (Categories C and D), FY 2014 through FY 2017 (Millions of Dollars).

FY	Federal Portion	State Portion	Total
2014	\$0.126	\$0.106	\$0.232
2015	\$0.129	\$0.106	\$0.235
2016	\$0.131	\$0.106	\$0.237
2017	\$0.134	\$0.106	\$0.240
Total	\$0.520	\$0.424	\$0.944

Part IV: Highway Funding Forecast – Local Funding

Sources of Local 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 Bay City Area. Additionally, special assessment districts and millages generally have finite lives, so an accurate figure for local transportation funding would require knowledge of what millages and special assessment districts were in force in each year of the TIP period. For local agencies within the BCATS planning area, only Bay City received millage revenue for their major streets fund in 2012 which totaled approximately \$580,000. All other locally raised revenue is dedicated toward local roads, including \$256,000 from Bay City and approximately \$2 million from various townships for the countywide local road system.



Base and Assumptions Used in Forecast Calculations of Local Highway Funds

The base year for the calculation of local funds is 2012, the most current available. These funds were grown at the same rate as the State funds of 0.4 percent annually to determine the estimate of local revenue over the life to the 2014-2017 TIP. A total of \$2.35 million in local funding is expected to be available over the four-year TIP period for Federal Aid Eligible Roads.

Part V: Discussion of 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, they must show that the toll money is being used for transportation purposes and that they’re not reducing their 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 three major bridge crossings and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate the funding crisis in Michigan, since insufficient non-federal funding is available to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): 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 3 percent interest and a 25-year loan period to public entities such as political subdivisions, regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply. In Michigan, the maximum per-project loan amount is \$2 million. The Michigan SIB had a balance of approximately \$12 million in FY 2011.

Transportation Infrastructure Finance and Innovation Act (TIFIA): This nationwide program, significantly expanded under MAP-21, 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 creditworthiness of the United States to finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding to the federal government 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. The amount authorized for the TIFIA program in FY 2014 nationwide is \$1.0 billion.



Bonding: Bonding is borrowing, where the borrower agrees to repay lenders the principal and interest. Interest may be fixed over the term of the bond or variable. The amount of interest a 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 is diverted from projects to paying the bonds' principal and interest. Michigan transportation law requires money for the payment of bond and other debts to be taken off the top before the distribution of funds for other 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 funds 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 with its own resources 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 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. Sometimes, as in the case of the Chicago Skyway and the Indiana Toll Road, governments grant exclusive concessions to private firms to operate and maintain already-existing facilities in exchange for an up-front payment from the firm to the government. The firm then operates, maintains, and collects tolls on the facility during the period of the concession, betting that it will collect more money in tolls than it paid out in operations costs, maintenance costs, and the initial payment to the government.



Part VI: Highway Operations and Maintenance

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 is defined as those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair, and rehabilitation of the infrastructure. Operations and maintenance includes items such as snow and ice removal, pothole patching, rubbish removal, maintaining the right-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 transportation funds cannot be used for operations and maintenance of the highway system. Since the TIP only includes federally-funded transportation projects (and non-federally-funded projects of regional significance), it does not include any operations and maintenance projects. 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 the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY 2014 through FY 2017 TIP period. This section of the Financial Plan provides an estimate for the Bay City Area and details the method used to estimate these costs.

According to Michigan's FY 2011-2014 State Transportation Improvement Program, approximately \$599.3 million will be available statewide for operations and maintenance costs in FY 2014 for the state trunkline highway system (roads with "I-," "US-," and "M-" designations). About 1.6 percent of the lane miles in the state trunkline system are located in the Bay City Area. Assuming a roughly equal per-lane-mile operations and maintenance cost, MDOT should spend approximately \$9.6 million within BCATS on these activities in FY 2014.

Local communities' and agencies' costs to operate and maintain their portions of the federal-aid highway system were estimated by the combination of MTF funding estimates plus to local revenue estimates for Major Street minus the required match for any federal funding transportation projects. The assumption in this case is that local communities and agencies are spending every available operations and maintenance dollar, so funds expended equal funds available. Much of local agencies' operations and maintenance funding comes from the Michigan Transportation Fund, so the agreed-upon rate of increase for state funds (0.4 percent annually) was applied to derive the operations and maintenance costs for Fiscal Years 2014 through 2017. This 0.4 percent annual increase was also applied to the locally raised revenue. MDOT and local operations and maintenance funding available was then brought together for a regional total. This is summarized in Table 4.



Table 4. Projected Available Highway Operations and Maintenance (O&M) Funding, Federal-Aid Eligible Roads, FY 2014 through FY 2017 (Millions of Dollars).

FY	Total
2014	\$3.29
2015	\$3.30
2016	\$3.31
2017	\$3.32
Total	\$13.21

Part VII: Highway Commitments and Projected Available Revenue

The 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 four-year TIP period. Funding for core programs such as NHPP, STP, HSIP, and CMAQ are expected to be available to the region based on historical trends of funding from earlier, similar programs in past federal surface transportation laws. Likewise, state funding from the Michigan Transportation Fund (MTF) and the hybrid state/federal programs, Transportation Economic Development Fund Categories C and D, are also expected to be available during the FY 2014 through FY 2017 TIP period. Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. In these cases, projects are not amended into the TIP until proof of funding availability (such as an award letter) is provided. Funds from federal competitive programs are not included in the revenue forecast.

All federally-funded projects must be in the TIP. Additionally, any non-federally-funded but regionally significant projects must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as *commitments*. As mentioned previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the estimated purchasing power of a dollar in the year the project is expected to be built. The Financial Work Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 0.86 percent in 2014 and then 2 percent per year thereafter, and state funds by only 0.4 percent per year over the four-year TIP period, this means that less work can be done each year with available funding.

Table 5 is known as a fiscal constraint demonstration. The demonstration is provided to the Michigan Department of Transportation, Federal Highway Administration, and Federal Transit Administration in order to show that the cost of planned projects does not exceed the amount of



funding reasonably expected to be available over the FY 2014 through FY 2017 TIP period. This is a summary. To see the detailed table, refer to Appendix B.

Table 5. Summary Fiscal Constraint Demonstration (Highway) for the FY 2014 through FY 2017 TIP (Millions of Dollars)

Funding	2014		2015		2016		2017	
	Avail.	Prog.	Avail.	Prog.	Avail.	Prog.	Avail.	Prog.
STPU	\$1.39	\$1.39	\$1.50	\$1.50	\$1.34	\$1.34	\$1.34	\$1.34
STPR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$10.80	\$10.80
TEDF	\$	\$	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Bridge	\$0.40	\$0.40	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$1.79	\$1.79	\$1.50	\$1.50	\$1.34	\$1.34	\$12.14	\$12.14
Net Balance*	\$0		\$0		\$0		\$0	

**Net Balance = Available funding less cost of programmed projects. A positive net balance means that available funding exceeds programmed project cost; a negative balance means that programmed project costs exceed available funding; and a zero net balance indicates that programmed project costs equal available funding.*

Part VIII: Transit Financial Forecast – Federal Funding

Sources of Federal Funding

Federal Revenue for transit comes from federal motor fuel taxes, just as it does for highway projects. Some of the motor fuel tax collected from around the country is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). As of the start of fiscal year 2012 (October 1, 2011), the balance of the federal Mass Transit Account was \$7.32 billion. Federal transit funding is similar to federal 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 transit programs.

Section 5307: This is the largest single source of transit funding that is apportioned to Michigan. Section 5307 funds can be used for capital projects, transit planning, and projects eligible under the former 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, depending on the size of the transit agency. 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. Urbanized areas of 200,000 population or larger receive their own apportionment. Areas between 50,000 and 199,999 population are awarded funds by the governor from the governor’s apportionment. In the Bay City Area, only the Bay Metropolitan Transportation Authority (BMTA) receives Section 5307 funding from the state.



Section 5310, Elderly and Persons with Disabilities: Funding for projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program. The State of Michigan allocates its funding on a per-project basis.

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 competitive 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 will be distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received.

Section 5339, Bus and Bus Facilities: Funds will be made available under this program to replace, rehabilitate, and purchase buses and related equipment, as well as construct bus-related facilities. Each state will receive \$1.25 million, with the remaining funding apportioned to transit agencies based on various population and service factors.

In addition to these funding sources, transit agencies can also apply for Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. Since Bay County is an attainment area, BMTA is not eligible for CMAQ funding.

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds

The base for the federal portion of the transit financial forecast is the amount of federal funding each transit agency received in the region in FY 2013, the first year of MAP-21. Given the extra obligation authority available at the state level, the MTPA rates of increase were used for FY 2014, rather than the lower MAP-21 factor (1.38 percent). Table 6 shows the federal transit forecast for the FY 2014-17 TIP period.



Table 6. Federal Transit Revenue Projections for the 2014-2017 TIP (Millions of Dollars).

FY	Sec. 5307	Sec 5310 (Sen/Dsbld)	Sec. 5311 (Rural) Op	Sec. 5337 Stat of Good Repair	Sec. 5339 Bus & Bus Facilities	CMAQ (Local Transit)	Total
2014	\$1.28	\$0	\$0.67	\$0	\$0	\$0	\$1.95
2015	\$1.30	\$0	\$0.68	\$0	\$0	\$0	\$1.98
2016	\$1.33	\$0	\$0.70	\$0	\$0	\$0	\$2.03
2017	\$1.36	\$0	\$0.71	\$0	\$0	\$0	\$2.07
Total	\$5.27	\$0	\$2.76	\$0	\$0	\$0	\$8.03

Part IX: Transit Financial Forecast – State Funding

Sources of State Funding

The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, is to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF). This is analogous to the Mass Transit Account of the Highway Trust Fund at the federal level. Additionally, a portion of the state-level auto-related sales tax is deposited in the CTF. Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses. Approximately \$157 million was distributed to the CTF in FY 2011.

Base and Assumptions Used in Forecast Calculations of State Transit Funds

The base for calculations of state transit funds is the amount BMTA received in Fiscal Year 2011. The amount stayed constant in Fiscal Years 2012 and 2013. However, funding is adjusted upward by 3.75 percent for state match and 0.37% for state operating in Fiscal Year 2014, the first year of the TIP, and then by the same percentage in Fiscal Years 2015 through 2017, in accordance with factors determined by the Financial Working Group and approved by the Michigan Transportation Planning Association (MTPA). The state-level CTF distributions to BMTA are shown in Table 7, broken down by state match and state operating.

Table 7. State Transit (CTF) Revenue Projections for the 2014-2017 TIP (Millions of Dollars).

FY	Sec. 5307 State	State Match for JARC- Type Projects	Sec. 5310 (Sen/Dsbld) Cap State	Sec. 5339 Bus & Bus Facilities (State	Local Bus Operating (Addl. CTF)	Total
2014	\$0.11	\$0	\$0	\$0	\$3.08	\$3.19
2015	\$0.07	\$0	\$0	\$0	\$3.09	\$3.16
2016	\$0.04	\$0	\$0	\$0	\$3.11	\$3.15
2017	\$0.02	\$0	\$0	\$0	\$3.12	\$3.14
Total	\$0.24	\$0	\$0	\$0	\$12.40	\$12.64



The third column of Table 7, State Match for JARC-Type Projects, shows the maximum amount of match that the state will provide to transit agencies using some of their Section 5307 funding for projects eligible under the former Job Access and Reverse Commute (JARC) program. This program was a stand-alone under the old SAFETEA-LU law, but has been folded into the Sec 5307 program under MAP-21. JARC projects are intended to connect persons without an automobile to job opportunities in many parts of the region.

Part X: Transit Financial Forecast – Local Funding

Sources of Local Funding

Major sources of local funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. The Bay Metropolitan Transportation Authority (BMTA) receives approximately \$2.13 million in revenue from the countywide millage as well as \$0.92 million from farebox revenue.

Operating and Maintenance funds for BMTA are approximately \$8.1 million annually. Fares cover 11% of operating expenses. Other sources of revenue include the local property tax levy (26%), State of Michigan assistance (38%), and federal assistance (25%). The role of the Federal Transit Administration has been mostly in the area of capital acquisitions, providing 80 percent of the funds for most major items (buses, building improvements, and maintenance equipment).

Base and Assumptions Used in Forecast Calculations of Local Transit Funds

The base amounts for farebox, general fund transfers, and millages are derived from BMTA's 2014 budget. Presuming that transit agencies spend all money that they receive each year, these data can be used for revenue projections as well. In addition, the agencies provide data on other miscellaneous funding, such as advertising and contracts.

BMTA used the same projected funding increase of 0.4 percent as the State funding increase. Table 8 includes the local revenue amounts include farebox receipts, general fund transfers, millages, and miscellaneous income.

Table 8. Local Transit Revenue Projections for the 2014-2017 TIP (Millions of Dollars).

FY	Amount
2014	\$3.05
2015	\$3.06
2016	\$3.07
2017	\$3.08
Total	\$12.26



Part XI: Discussion of Innovative Financing Strategies – Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously mentioned. As with highway funding, there are alternative sources of funding that can be utilized to operate transit service. 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 on 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.

Part XII: 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* refer to the activities necessary to keep the system operating, such as driver wages and maintenance costs. Most expenses of transit agencies are operations expenses.

Data on operating costs were derived from BMTA 2014 budget which is based revenue trends from the previous three years, while data for Capital projects is basis on the projects submitted by BMTA. It assumes that the BMTA is spending all available capital and operations funding, so that the amount expended on these items is roughly equal to the amount available. Table 9 shows the amounts estimated to be available for transit capital and operations during the FY 2014-2017 TIP period.

Table 9. Anticipated Amounts to be Expended on Transit Capital and Transit Operations for the 2014-2017 TIP (Millions of Dollars).

FY	Capital	Operations	Total
2014	\$0.54	\$8.13	\$8.67
2015	\$0.35	\$8.20	\$8.55
2016	\$0.19	\$8.26	\$8.45
2017	\$0.08	\$8.33	\$8.41
Total	\$1.16	\$32.92	\$34.08

Part XIII: Transit Commitments and Projected Available Revenue

The 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 four-year TIP period. Funding



for core programs such as Section 5307, Section 5339, Section 5310, and Section 5311 are expected to be available to the region based on historical trends of funding from earlier, similar programs in past federal surface transportation laws. Likewise, state funding from the state’s Comprehensive Transportation Fund (CTF), and local sources of revenue such as farebox, general fund transfers, and millages, are also expected to be available during the FY 2014 through FY 2017 TIP period. Funds from other programs are generally awarded on a competitive basis and are therefore impossible to predict. In these cases, projects are not amended into the TIP until proof of funding availability (such as an award letter) is provided. Funds from federal competitive programs are not included in the revenue forecast.

All federally-funded projects must be in the TIP. Additionally, any non-federally-funded but regionally significant project must also be included. In these cases, project submitters demonstrate that funding is available and what sources of non-federal funding are to be utilized.

Projects programmed in the TIP are known as *commitments*. As discussed previously, commitments cannot exceed funds reasonably expected to be available. Projects must also be programmed in year of expenditure dollars, meaning that they must be adjusted for inflation to reflect the expected purchasing power of a dollar in the year the project is expected to be built. The Financial Working Group has decided on an annual inflation rate of 3.3 percent for projects over the TIP period. This means that a project costing \$100,000 in FY 2014 is expected to cost \$103,300 in FY 2015, \$106,709 in FY 2016, and \$110,230 in FY 2017. Since the amount of federal funds available is only expected to increase by 3.75 percent per year, state match funds by only 3.75 percent per year, and state operating funds by 0.37 percent per year over the four-year TIP period, this means that funding will barely keep pace with inflation.

Table 10 shows the summary financial constraint demonstration for transit. The demonstration is provided to the Michigan Department of Transportation, Federal Highway Administration, and Federal Transit Administration in order to show that the cost of planned projects does not exceed the amount of funding reasonably expected to be available over the FY 2014 through FY 2017 TIP period. To see the detailed fiscal constraint demonstration, refer to Appendix B.

Table 10. Summary Fiscal Constraint Demonstration (Transit) for the FY 2014 through FY 2017 TIP (Millions of Dollars).

FY	Available Federal	Programmed Federal	Available State	Programmed State	Available Local	Programmed Local
2014	\$1.95	\$1.95	\$3.19	\$3.19	\$3.05	\$3.05
2015	\$1.98	\$1.98	\$3.16	\$3.16	\$3.06	\$3.06
2016	\$2.03	\$2.03	\$3.15	\$3.15	\$3.07	\$3.07
2017	\$2.07	\$2.07	\$3.14	\$3.14	\$3.08	\$3.08
Total:	\$8.03	\$8.03	\$12.64	\$12.64	\$12.26	\$12.26



Part XIV: Analysis of Funding and Needs

While the previous tables have shown fiscal constraint, the fact remains that the needs of the transportation system substantially outweigh the funding available to address them. A brief discussion of highway funding illustrates the problem.

On a statewide basis, a study headed by Michigan Rep. Rick Olson found that approximately \$1.4 billion was needed annually through 2015 just to maintain the existing highway system. This could be expected to increase in future years to approximately \$2.6 billion annually by 2023. Michigan currently receives about \$1 billion from the federal government for transportation and raises an additional \$2 billion through the MTF. After MTF deductions for administrative services and the Comprehensive Transportation Fund (transit), the state is left with approximately \$1.8 billion in state funds, so there is a total of \$2.8 billion for highways and bridges. If an additional \$1.4 billion is required to keep the system at a minimally acceptable level of service, this indicates that the state only has about two-thirds of the funding necessary just to maintain the existing infrastructure. Any new facilities would, of course, increase the costs of the system to higher levels.

Analysis of the funding and needs specific to the Bay City Area by BCATS indicates that local implementing agencies, with tighter and tighter budgets, are finding it difficult to match existing federal and state road construction funding. Without additional funding sources or increases to the existing funding sources, improvements to the BCATS transportation network sufficient to maintain the system at its existing maintenance level will become impossible to achieve.



Chapter 3 – Transportation Projects

For projects to be included in the TIP, BCATS sends out a “Call for Projects” to the implementing agencies. Those transportation projects received are brought forward to the BCATS Technical Committee for review at a meeting open to the public where input is sought. The Technical Committee then prioritizes the projects based on how each project will enhance the entire system in the BCATS region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general. During this review the amount of available funds by the implementing agencies available for transportation projects is taken into account. The prioritization process has worked well in the past as it balances the implementing agencies ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical Committee then recommends to the Policy Committee the prioritized projects for inclusion in the TIP. The full Policy Committee then votes on the recommended projects after review of all comments and suggestions, including a public comment period at each BCATS Policy Committee meeting.

Completed FY 2011-2012-2013-2014 TIP Projects

During the life of the FY 2011-2012-2013-2014 TIP, the BCATS implementing agencies completed several major projects.

In FY 2011 TIP, those include: reconstruction of Midland Rd between 2 Mile Rd and 3 Mile Rd (BCRC); resurfacing of I-75 between Linwood Rd and Pinconning Rd; the City of Bay City’s rehabilitation to the Liberty and Independence bridges over the Saginaw River; the reconstruction of M-84 from Delta Rd to Euclid Ave including the replacement of the bridges on the M-84; I-75 reconstruction south of Hotchkiss and south into Saginaw County which were both entirely funded through the American Recovery and Reinvestment Act (ARRA) of 2009.

In FY 2012 TIP, those include the reconstruction of Johnson St between Columbus Ave and Center Ave (M-25) in Bay City and the resurface of Salzburg Rd between 3 Mile Rd and 4 Mile Rd (BCRC). The MDOT reconstruction of M-13/M-84 (Salzburg Ave) in Bay City from Euclid Ave to the Lafayette Bridge utilized FY 2012 funding, but was reconstructed in 2013.

In FY 2013 TIP, those include the reconstruction of Midland Rd between 3 Mile Rd and 4 Mile Rd and Beaver Rd resurfacing from Old Beaver Rd to Fraser Rd, both projects by the BCRC.



Delayed Transportation Projects

Originally listed in the FY 2011-2012-2013-2014 TIP for FY 2013, the Lincoln Ave reconstruction in Bay City was delayed due to the lack of funding available from the City of Bay City for replacement of the utilities beneath the roadway that would need to be replaced. The federal funds that were designated for this project were transferred to the Midland Rd project in 2013. The project is currently delayed until the City of Bay City is able to provide the funding for the utility replacement.

MAP-21 Performance Measures

Map-21 requires BCATS to establish performance targets that reflect national performance goals and measures. The National Performance goals as established in MAP-21 are as follows:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These measures must be coordinated with MDOT and transit providers. They must be set by BCATS within 180 days of the MDOT's or transit agency's establishment of performance targets. As these targets have not yet been established by MDOT as of the writing of this TIP, no specific performance targets are identified at this time. As targets are identified in the future, they will be incorporated in the next developed TIP and implemented as required by law.



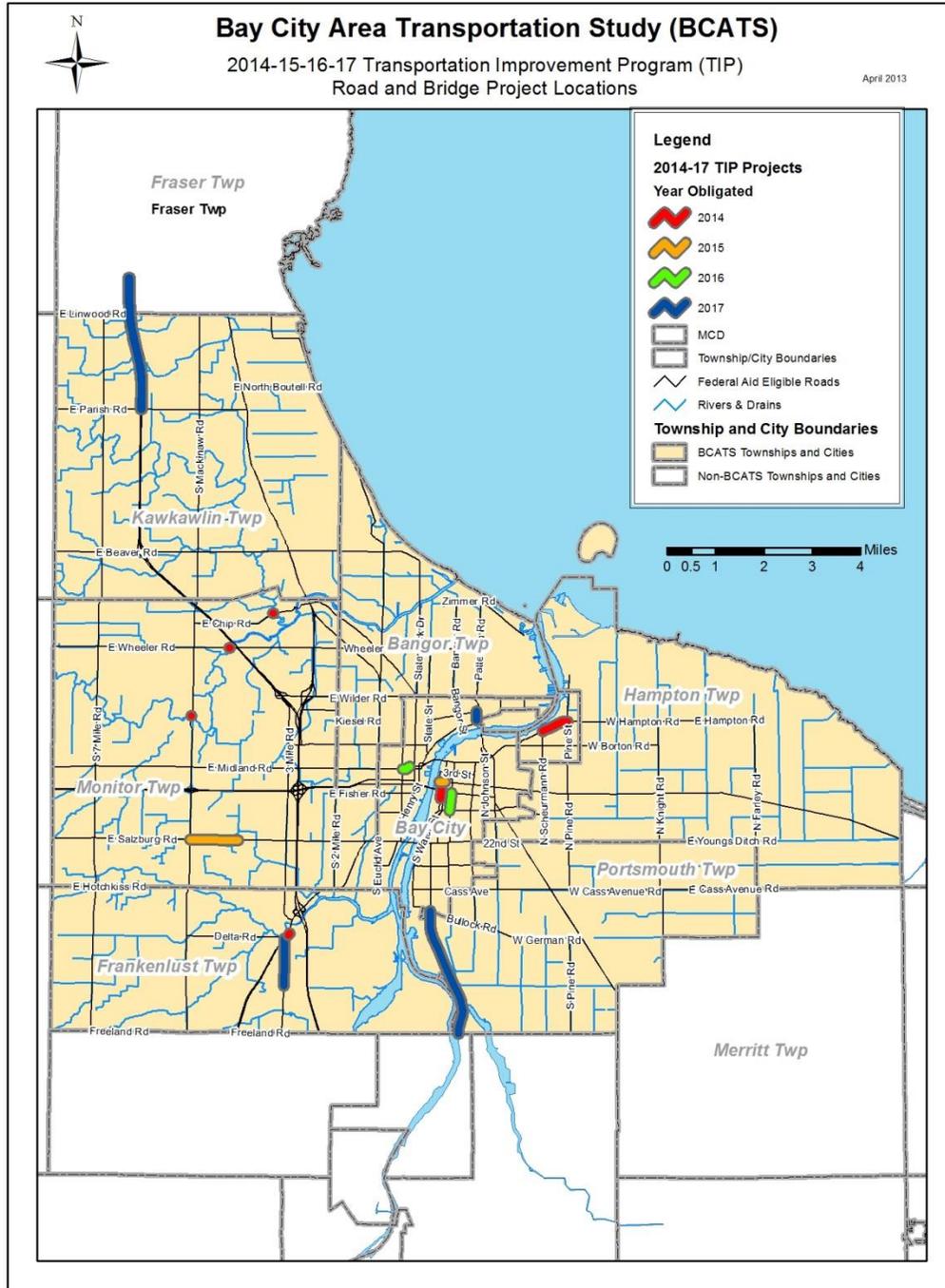
Amendments & Administrative Changes

It is important to remember what constitutes an amendment and what represents an administrative change because each has a different process and approval procedures. The table below provides guidance to assist local agencies in determining whether an amendment is needed for a project or if an administrative change is sufficient.

Amendments Include:	Administrative Changes Include:
1. Adding new project(s). New projects include projects previously deleted from the TIP and then resubmitted at a later time for inclusion in the TIP.	1. Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first year of the new TIP.
2. Deleting projects	2. A minor change in scope of work (generally, anything not mentioned in the "Amendment" column is considered minor).
3. Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	3. Cost increases of 10 percent or less without a major change to scope of work AND without over programming the TIP.
4. Adding a travel or turn land one-half miles or greater to a previously approved project. This is considered a major change in scope.	4. Changing the source of federal aid within the same federal agency.
5. Adding a new project phase to a previously approved project. This is considered a major change in scope.	5. Changing the order of approved projects by year within the TIP.
6. Adding federal funds to a previously non-federally funded project.	6. Changing a federally funded project to advance construct. The project must be shown in both the advance construct and payback years.
7. Cost increases by more than 10 percent with or without a major change in scope of work.	



2014-2015-2016-2017 TIP Project Locations





Chapter 4 – Environmental Justice

Environmental Justice

In April 1997 the U.S. Department of Transportation (DOT) issued the DOT order on environmental justice to address Environmental Justice in Minority Populations and Low-Income Populations (DOT Order 5610.2). The order generally describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes all public participation plans and activities, the development of Regional Transportation Plans and Transportation Improvement Programs adopted by BCATS. Specifically, BCATS will consider environmental justice concerns within their established public involvement procedures.

There are three fundamental concepts of environmental justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

BCATS has identified census block groups where a high percentage of low-income and minority populations live so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed. BCATS updated its public Participation Plan in 2006 to eliminate barriers and engage minority and low-income populations in transportation decision making.

However, BCATS cannot fully meet community needs without the active participation of well-informed, empowered individuals; community groups; and other non-governmental organizations. These individuals and groups advance the letter, spirit, and intent of environmental justice in transportation when they are involved in public participation activities (meetings, hearings, advisory groups) to help BCATS understand community needs, perceptions, and goals. Our basic message to all citizens is that the earlier you get involved, the better your chances will be to create the impact you desire. There are many situations where public participation has influenced transportation decisions made in our community.

Transportation programs and projects cannot proceed without citizen acceptance and support that comes through an educated public and an open inclusive process.



BCATS has worked with the following groups for environmental justice purposes: the five Citizen District Councils, the Hispanic Community Agency, the NAACP Bay City branch, the Saginaw Chippewa Indian Tribe, the Bay City Housing Commission (low income) and the Division on Aging. Of particular note, the City of Bay City and the Chippewa Tribe have cooperated on past projects by agreeing on an official protocol for the handling and disposition of human remains. BCATS has contacted the five Citizen District Councils to solicit input into the transportation planning process. BCATS has notified the local president of the NAACP regarding the TIP and Metropolitan Transportation Plan. TIP project and meeting information is posted on the BCATS website <http://www.baycounty-mi.gov/transportation> as well as being published in the local newspaper, Bay City Times, and in and around the Bay County Building. BCATS hosted a Public Open House Meeting to present the TIP to the public and solicit comments on Thursday, May 30, 2013 from 4 p.m. to 7 p.m. at the Bay City Alice and Jack Wirt Library, 500 Center Ave, Bay City, MI 48708. BCATS will continue the ongoing development of strategies to ensure cooperation between the MPO and community organizations representing low-income populations and minority populations.

Definition of “Minority” for Purposes of Environmental Justice

According to the U.S. DOT Order 5610.2 the following groups are defined as “minority”:

1. Black (a person having origins in any of the black racial groups of Africa).
2. Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race).
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands).
4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

Definition of “Low-income” for Purposes of Environmental Justice

“Low-Income” is defined as a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines. HHS poverty guidelines are used as eligibility criteria for the Community Services Block Grant Program and a number of other federal programs. However, a state or locality may adopt a higher threshold for low-income, as long as the higher threshold is not selectively implemented and is inclusive of all persons at or below the HHS poverty guidelines.



Development and Analysis

BCATS has developed a demographic profile of the transportation planning area that includes identification of the locations of minority populations and low-income populations as covered by the executive order on environmental justice.

The maps, beginning on page 31, identify the minority populations and low-income populations within the BCATS. The maps identify minority and low-income areas in relation to the FY-2014-15-16-17 proposed TIP projects, in order to provide a visual analysis of potential impacts.

Of the 14 total street and highway projects in the TIP, eight (8) projects are located within or adjacent to census tracts identified as having a total minority percentage higher than the overall BCATS average for all census tracts. For each identified minority population, eight (8) projects are located within or adjacent to African American minority areas, nine (9) projects are located within or adjacent to Asian minority areas, eight (8) projects are within or adjacent to Native American minority areas, and six (6) projects are within or adjacent to Hispanic minority areas. In addition, 7 of the 14 projects are within or adjacent to block groups which have been identified to have a low-income population higher than the overall BCATS average for all block groups.

Overall, 14 of the 14 of the street and highway projects are completely preservation and maintenance in nature. These projects do not include any relocations and displacements.

During the planning process, all projects will have an opportunity for public comment and participation. For major projects in the TIP, open houses will be conducted by the implementing agencies. These project open houses are held to discuss the socio-economic impacts of the project on the community which includes any low-income populations or minority populations. Mailing lists are compiled and invitations sent to everyone in the affected neighborhood. Also, during construction, appropriate detour routes are developed to minimize delay and disruption on all population groups. Having followed the adopted environmental justice practices BCATS has not identified any disproportionate adverse effects on minority and low-income populations.

There are also 18 transit projects identified in the TIP. The service area of the BMTA is the entire County of Bay which encompasses all of BCATS. BMTA promotes equity within their transportation programs. For example, BMTA supplies transit service to everyone, regardless of where they live, if they own a vehicle or not. BMTA has discounted fares for the elderly, the disabled and students populations. Outside of vehicle replacement purchases and operating costs, all projects are for improvements at the central passenger station or the main administrative building. These 18 projects benefit all identified minority populations and low-income populations.

This TIP was adopted according to the BCATS Participation Plan, which ensures that the decision-making process was open and fair and there was no denial or delay of benefits to minority and low-income populations. It should be noted that the Participation Plan was



originally adopted as part of the 2035 Metropolitan Transportation Plan and later incorporation into the 2040 Metropolitan Transportation Plan which was adopted on June 20, 2012.

BCATS will continue to address environmental justice issues over the life of the TIP. Coordination with MDOT with assistance and guidance provided by FHWA will help to refine and expand on our efforts.



Project Overview Map / Total Minority

Bay City Area Transportation Study (BCATS)

2014-15-16-17 Transportation Improvement Program

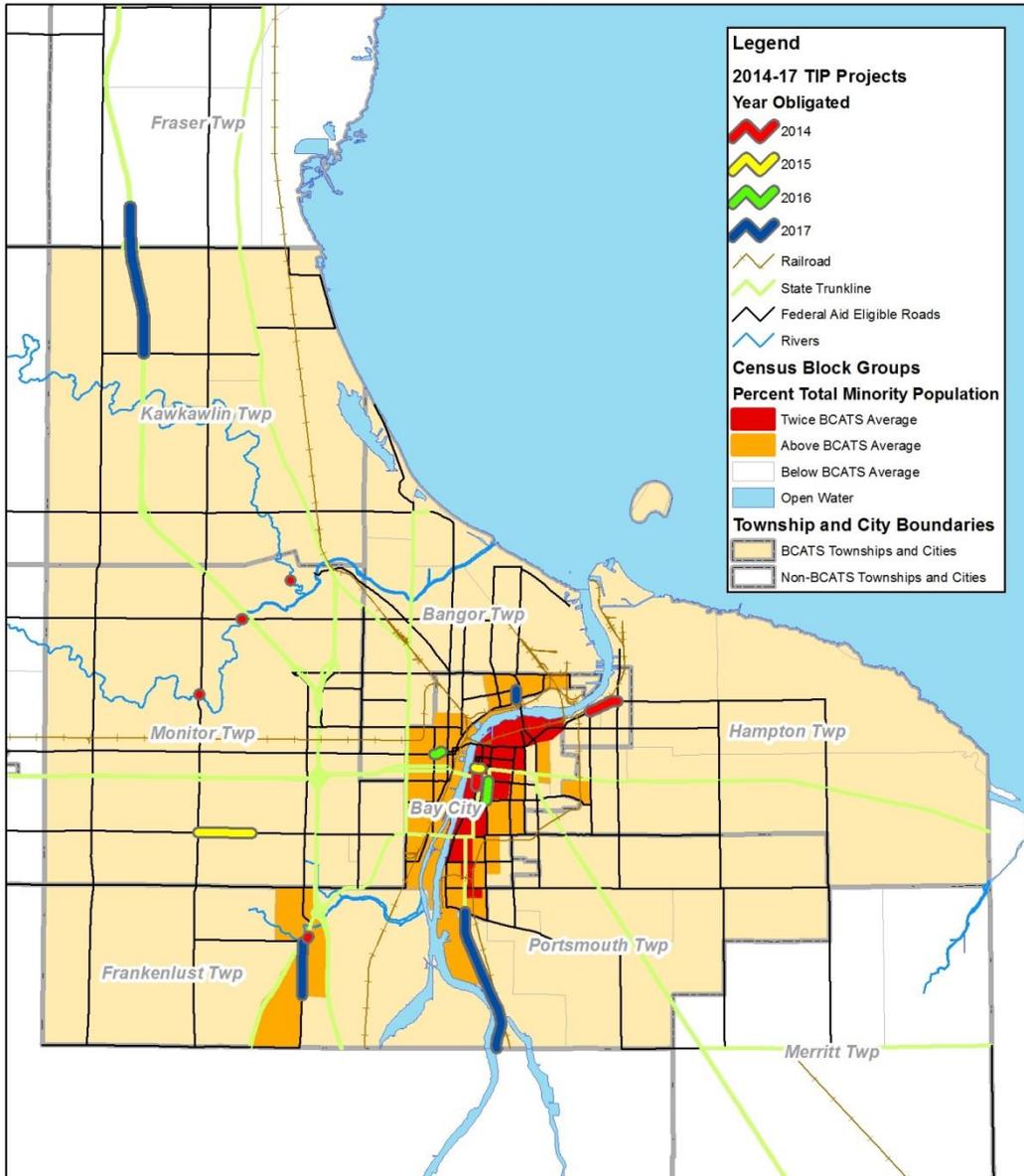
Prepared By: County of Bay
 Dpt. of Environmental Affairs &
 Community Development - GIS Program
 515 Center Ave
 Bay City, MI 49708

April 2013

Identification of Total Minority Areas for
 Environmental Justice Analysis
 Census Block Groups containing Total Minority Populations
 above the BCATS Area average of 10.05%
 2010 Census Data



0 0.5 1 2 3 4 Miles





Project Overview Map / African American Minority

Bay City Area Transportation Study (BCATS)

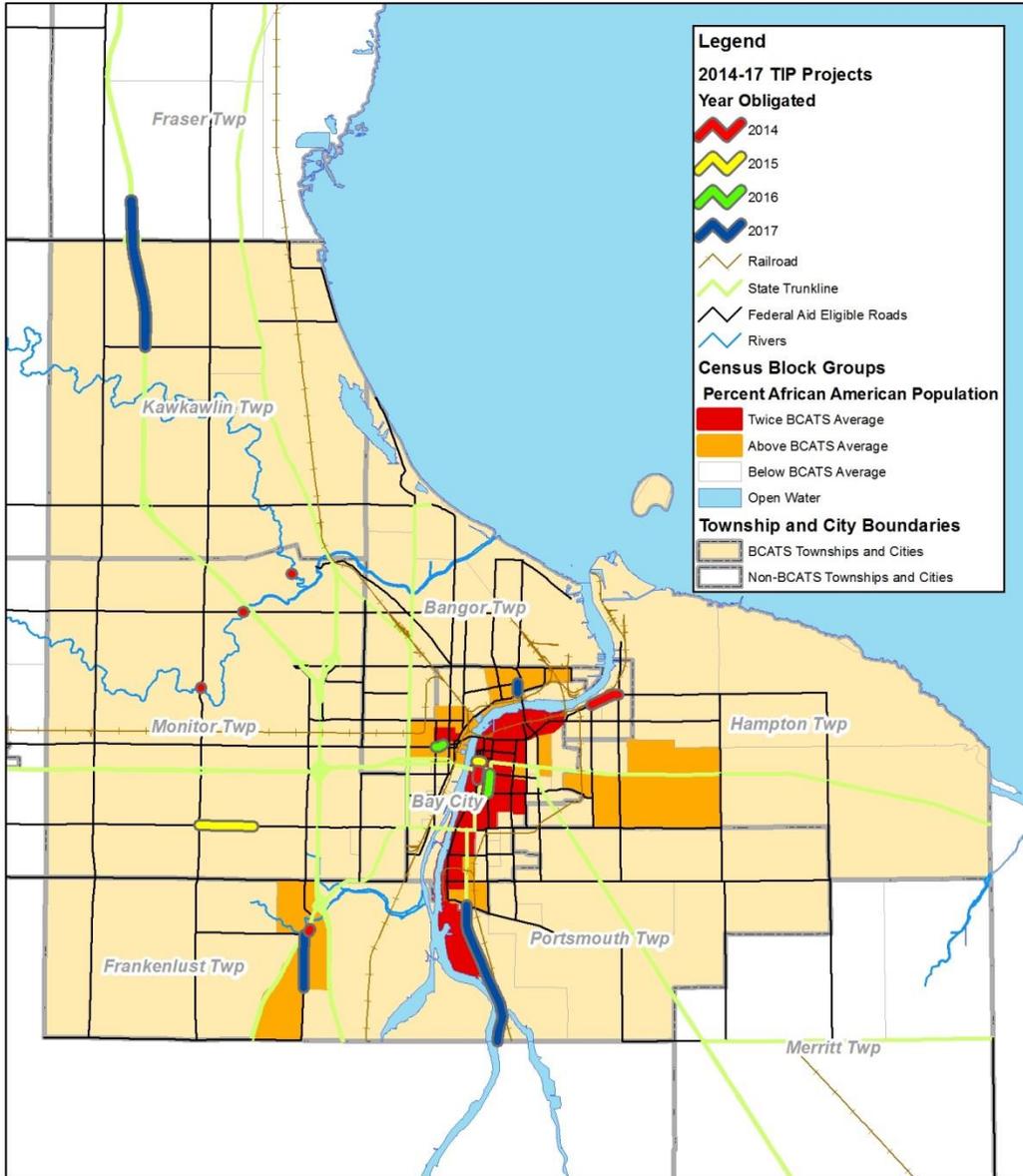
2014-15-16-17 Transportation Improvement Program

Identification of African American Minority Areas for
 Environmental Justice Analysis
 Census Block Groups containing African American Populations
 above the BCATS Area average of 1.93%
 2010 Census Data

Prepared By: County of Bay
 Dpt. of Environmental Affairs &
 Community Development - GIS Program
 515 Center Ave
 Bay City, MI 49708
 April 2013



0 0.5 1 2 3 4 Miles





Project Overview Map / Native American Minority

Bay City Area Transportation Study (BCATS)

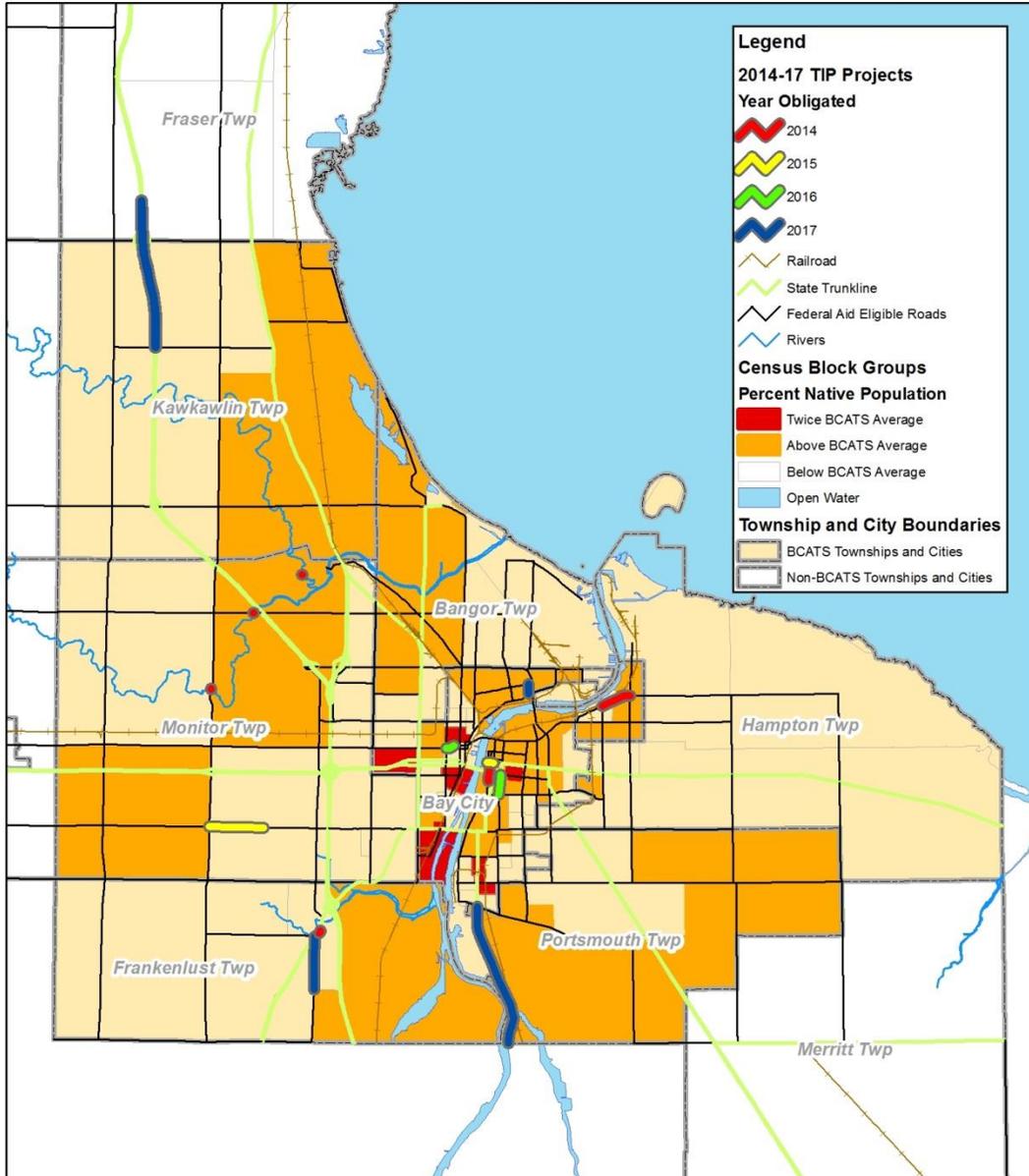
2014-15-16-17 Transportation Improvement Program

Prepared By: County of Bay
 Dept. of Environmental Affairs &
 Community Development -- GIS Program
 515 Center Ave.
 Bay City, MI 48708
 April 2013

Identification of Native American Minority Areas for
 Environmental Justice Analysis
 Census Block Groups containing Native American Populations
 above the BCATS Area average of 0.53%
 2010 Census Data



0 0.5 1 2 3 4 Miles





Project Overview Map / Asian American Minority

Bay City Area Transportation Study (BCATS)

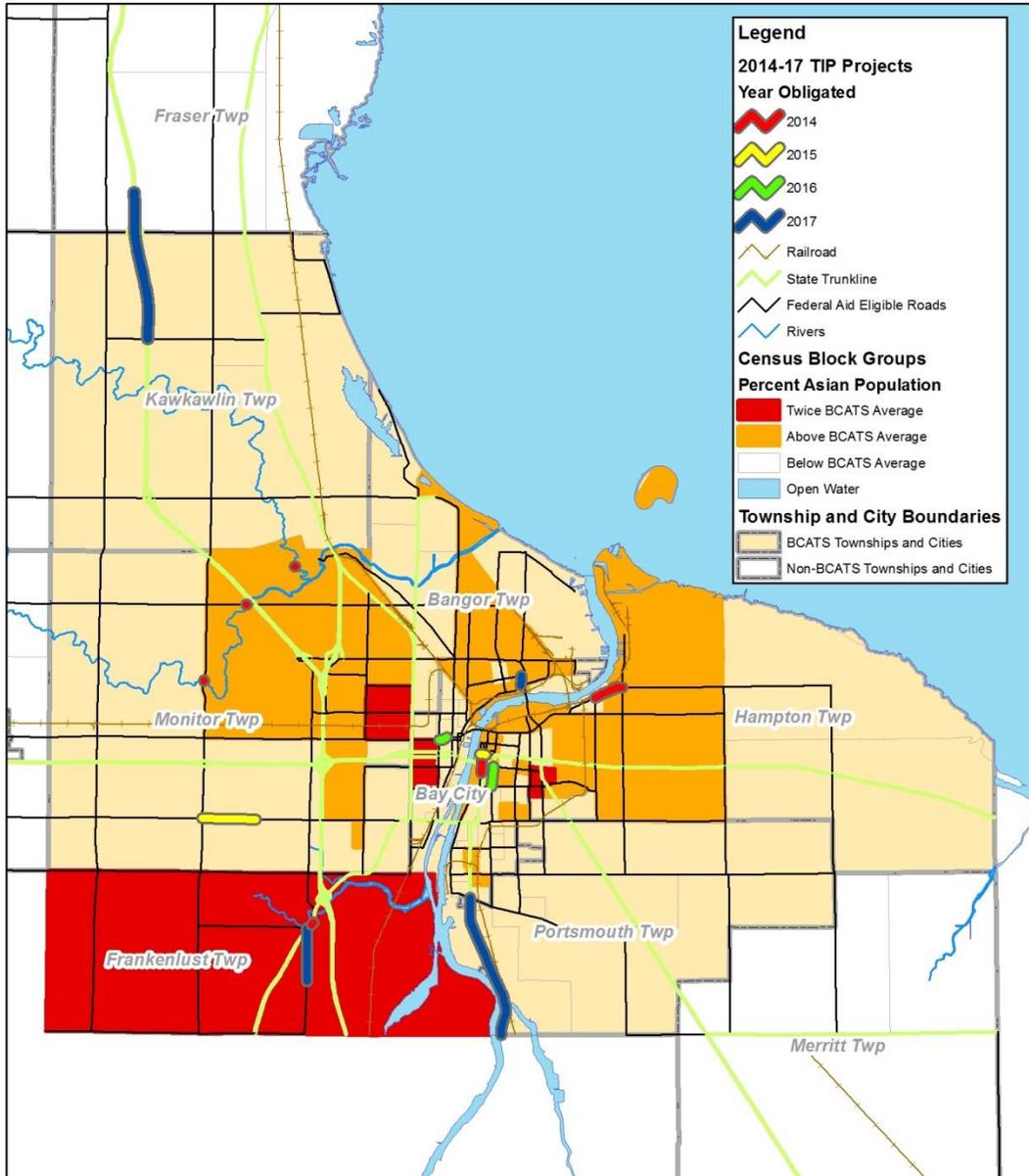
2014-15-16-17 Transportation Improvement Program

Prepared By: County of Bay
 Dept. of Environmental Affairs &
 Community Development -- GIS Program
 515 Center Ave
 Bay City, MI 48708
 April 2013

Identification of Asian American Minority Areas for
 Environmental Justice Analysis
 Census Block Groups containing Asian American Populations
 above the BCATS Area average of 0.60%
 2010 Census Data



0 0.5 1 2 3 4 Miles





Project Overview Map / Hispanic American Minority

Bay City Area Transportation Study (BCATS)

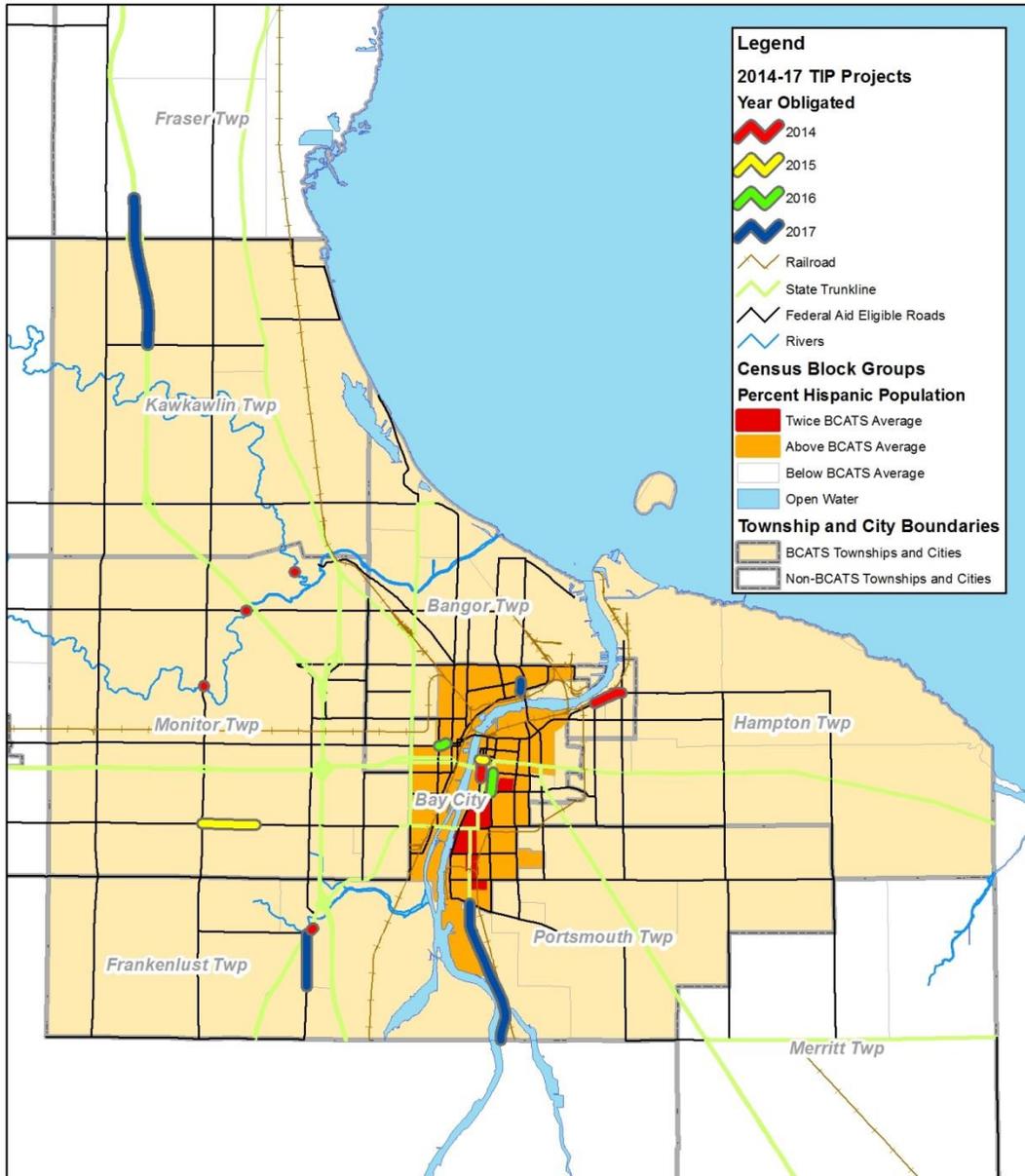
2014-15-16-17 Transportation Improvement Program

Prepared By: County of Bay
 Dept. of Environmental Affairs &
 Community Development -- GIS Program
 515 Center Ave
 Bay City, MI 48708
 April 2013

Identification of Hispanic American Minority Areas for
 Environmental Justice Analysis
 Census Block Groups containing Hispanic American Populations
 above the BCATS Area average of 5.35%
 2010 Census Data



0 0.5 1 2 3 4 Miles





Project Overview Map / Total Low-Income Population

Bay City Area Transportation Study (BCATS)

2014-15-16-17 Transportation Improvement Program

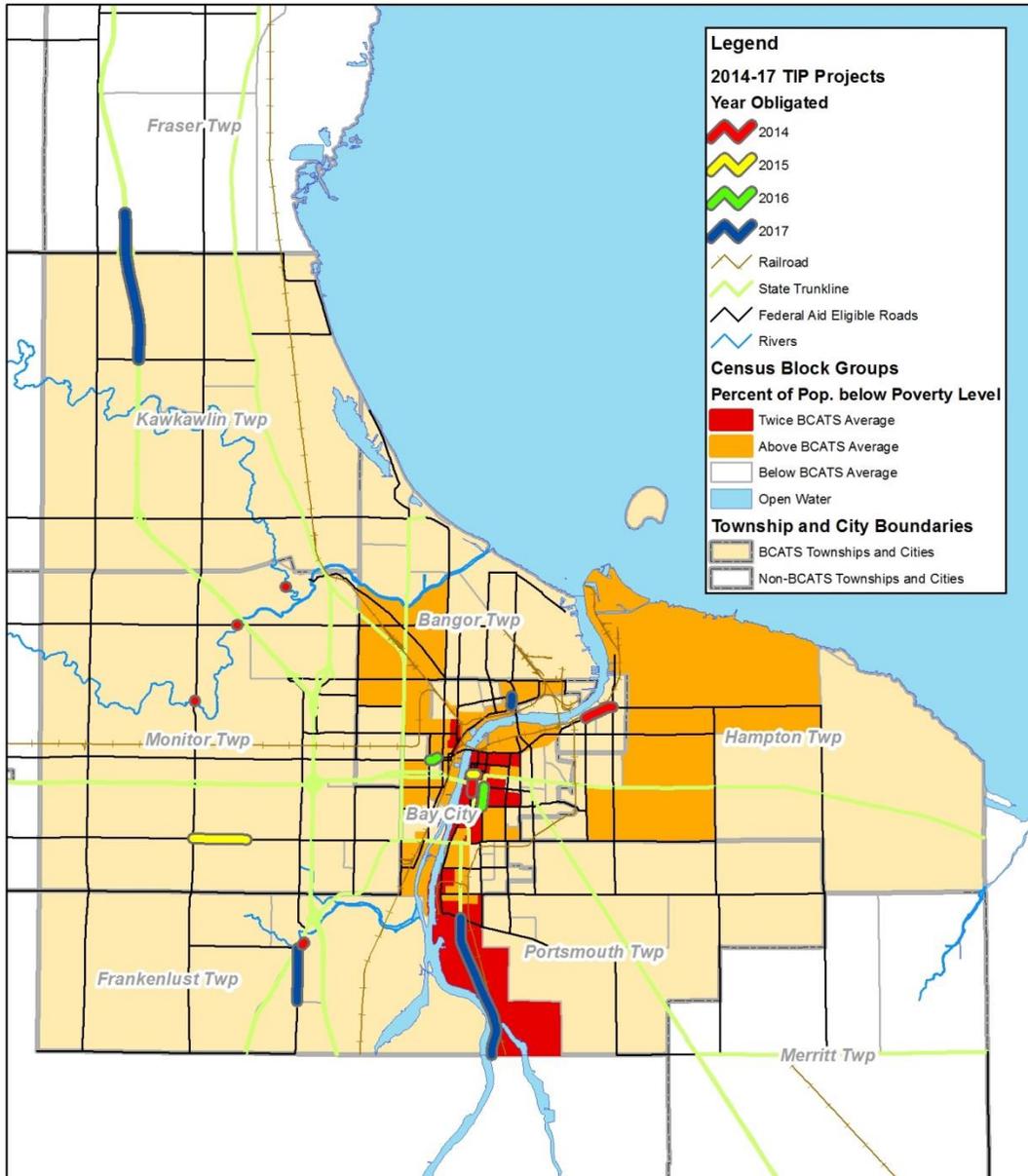
Prepared By: County of Bay
 Dept. of Environmental Affairs &
 Community Development - GIS Program
 515 Center Ave
 Bay City, MI 48708

April 2013

Identification of Low Income Population Areas for
 Environmental Justice Analysis
 Census Block Groups containing Low Income Populations
 above the BCATS Area average of 10.29%
 2006-2010 American Community Survey Data



0 0.5 1 2 3 4 Miles





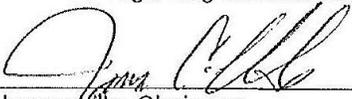
Appendix A

Metropolitan Transportation Planning Process Certification

METROPOLITANTRANSPORTATION PLANNING PROCESS CERTIFICATION (for Attainment Areas)

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

- I. 49 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.


James Lillo, Chairman
Bay City Area Transportation Study

4/18/2013
Date


David Wresinski, Director
Bureau of Transportation Planning

4/28/13
Date



Consultation Letter

BAY COUNTY TRANSPORTATION PLANNING

515 Center Avenue, Suite 504
Bay City, Michigan 48708

David Engelhardt, BCATS Director
engelhardtd@baycounty.net

Phone (989) 895-4064
Fax (989) 895-4068
TDD (989) 895-4049
<http://www.baycounty-mi.gov>



TOM HICKNER
County Executive

LAURA OGAR, DIRECTOR
ogarl@baycounty.net

Community Initiatives
Geographic Information Systems
Gypsy Moth Suppression Program
Mosquito Control
Transportation Planning

May 2, 2013

Public Notice
Bay City Area Transportation Study
2014-15-16-17 Transportation Improvement Program (TIP)
Public Comment and Open House

The Bay City Area Transportation Study (BCATS) is seeking public comment on the proposed 2014-15-16-17 Transportation Improvement Program (TIP). The public is encouraged to submit comments to BCATS by any of the following methods: In writing to David Engelhardt, BCATS Director, 515 Center Avenue, Suite 504, Bay City, MI 48708; By phone to 989-895-4064; By fax to 989-895-4068; By email to engelhardtd@baycounty.net, or: By visiting the BCATS office at the above address. Please submit comments by June 4, 2013.

In addition, an "Open House" to discuss the TIP will be held on Thursday, May 30, 2013 from 4:00 p.m. to 7:00 p.m. at the Alice and Jack Wirt Public Library, 500 Center Avenue, Bay City, MI 48708.

Copies of the proposed TIP are available for review at the BCATS Office or on the BCATS Website at www.baycounty-mi.gov/transportation.

Pursuant to the Americans with Disabilities Act, individuals with disabilities may request aids/services within a reasonable time period to participate in the meeting. To request aids/services please contact: Michael Gray, Director of Administrative Services, Office of the Bay County Executive, 515 Center Avenue, Suite 403, Bay City, MI 48708-5125. Phone: 989-895-4130/TDD: 989-895-4049 or graym@baycounty.net.



Consultation Contact List

<i>Name</i>	<i>Contact Means</i>	<i>Organization</i>	<i>Additional Information</i>
AAA Taxi	Mailing	Transit Operator	
Adam Rivard	E-Mailed	MDOT	Bay City TSC
Al Tacey	Mailing	Hampton Township DDA	
Alicia Sledge	E-Mailed	Michigan State Police	Safety
Alicia Wallace	E-Mailed	Bay County	EA&CD
Allen Clemons	Mailing	City of Essexville DDA	
Anamika Laad	E-Mailed	EMCOG	
Andrea Dewey	E-Mailed	Grand Rapids MPO	
Andy Pickard	E-Mailed	FHWA	Michigan Div.
Angelica Salgado	E-Mailed	FTA	
Battle Creek MPO	E-Mailed	Battle Creek MPO	
Bay County CVB	Mailing	CVB	
Bay County Historical Society	E-Mailed	Historical Society	
Bay County Road Commission	E-Mailed	Bay County Road Commission	general
Bill Shubert	E-Mailed	Riverwalk/Railtrail Committee	
Bob Pawlak	E-Mailed	Portsmouth Township	Supervisor
Brandon Krause	E-Mailed	Bay County	Board of Commissioners
Brandon Wilcox - MDOT	E-Mailed	MDOT	Lansing Planning
Brian Mcmanus	E-Mailed	City of Midland	City Engineer
Brian Mulnix	E-Mailed	Muskegon MPO	
Brian Rudolph	E-Mailed	State of Michigan	DEQ
Candace Bales	E-Mailed	City of Bay City DDA	
Carl Levin	E-Mailed	US Senate	Senate
Cathy Washabaugh	E-Mailed	Riverwalk/Railtrail Committee	
Charles Brunner	E-Mailed	State of Michigan	House
Christine Witucki	E-Mailed	Bay County Road Commission	
Christopher Izvorski	E-Mailed	Bay County	Emergency Service
Christopher Shannon	E-Mailed	Bay City	
Cindy Winland	E-Mailed	planning consultant	Crescent Planning
Corey Boucier	E-Mailed	Bay City	Streets Supervisor
Corrigan Moving	Mailing	Freight Company	
Cory Wale	E-Mailed	Bay County Road Commission	
Cynthia Gaul	E-Mailed	Bay City	EA&CD
Dal McBurrows	E-Mailed	State of Michigan	Lansing Planning
Dan Darland	E-Mailed	Bangor Township	
Dan Hansford	E-Mailed	Essexville	DPW and interim city manager
Dan Hatton	E-Mailed	Bangor Township EDC	
Dan Kildee	Mailing	US Representative	House
Dana Muscott	E-Mailed	Bay City	
Darold Newton	Mailing	NAACP, Bay City Branch	
Darwin Baranski	E-Mailed	Bay City Parks	
Dave Engelhardt	E-Mailed	Bay County	EA&CD
Dave Harran	E-Mailed	Bay City	DPS
Dave Maurer	E-Mailed	News Organization	WSGW
Dave Schabel	E-Mailed	Merritt Township	
Dave Swinson	E-Mailed	Hampton Township	
Dave Waite	E-Mailed	GLBRT	
Debbie Gibbon	E-Mailed	Frankenlust Township	
Debbie Stabenow	E-Mailed	US Senate	Senate
Debra Russell	E-Mailed	Bay County	Board of Commissioners
Dee Prieur	E-Mailed	Bay City	Streets Department
Deepak Gupta	E-Mailed	MCRC	
Dennis Bragiel	E-Mailed	Kawkawlin	
Derek Bradshaw	E-Mailed	Flint MPO	
Dirk Westbury	E-Mailed	Bay County	EA&CD
Don Mayle	E-Mailed	MDOT	Modeling
Don Seal	E-Mailed	Saginaw Chippewa Indian Tribe	
Donald Tilley	E-Mailed	Bay County	Board
Doug Bell	E-Mailed	SMATS	
Doug Dodge	Mailing	James Clements Airport	



Bay City Area Transportation Study (BCATS)
 Transportation Improvement Program (TIP) - FY 2014-2015-2016-2017

Final Report
 24 June 2013

Doug Rise	E-Mailed	Bay City Housing Commission	
Doug Wirt	E-Mailed	Freight Company	
Eliza Cortez	E-Mailed	Bay County	Admin.
Ellen Kasper	E-Mailed	Hampton Township	
Eric Sprague	E-Mailed	BMTA	
Ernie Krygier	E-Mailed	Bay County	Board
Fabiano Brothers	E-Mailed	Freight Company	
Fish and Wildlife Service	E-Mailed	FWS	
Frank Cloutier	E-Mailed	Saginaw Chippewa Indian Tribe	
FTA - Chicago Office	Mailing	FTA	
Gary Brandt	E-Mailed	Monitor Township	
George Lauinger	E-Mailed	Michigan DNR	
GLBR Hispanic Business Association	Mailing	Hispanic community	
Go-To Transport, Inc.	Mailing	Freight Company	
Greg Durocher	E-Mailed	Bay City	
J & L Transport Inc.	Mailing	Freight Company	
Jack Hofweber	E-Mailed	MDOT	Bay City TSC
Jack Wheatley	E-Mailed	Bay City	
James Koenig	E-Mailed	MDOT	Planning
Jan Rise	Mailing	Northeast CDC	
Jason Garza	E-Mailed	MDOT	Bay City TSC
Jay Reithel	E-Mailed	MDOT	Region
Jeff Anderson	E-Mailed	BMTA	
Jeff Mayes	E-Mailed	Consumers	
Jeff Nagel	E-Mailed	MBS	
Jeffrey T. Martin	E-Mailed	GLBRT	
Jim Bedell	E-Mailed	Bay City	
Jim Dubay	E-Mailed	Garfield Township	
Jim Lillo	E-Mailed	Bay County Road Commission	
Jo Ella Krantz	E-Mailed	City of Auburn	
John Kramer	E-Mailed	Monitor Twp.	Fire Chief
John Miller	E-Mailed	Bay County	Sheriff
Jon Allan	E-Mailed	Michigan DEQ	Great Lakes Office
Jon Start	E-Mailed	Kalamazoo MPO	
Joseph Rivet	E-Mailed	Bay County	Drain
Justin Engel	E-Mailed	Bay City Times	
Kathy Leikert	E-Mailed	Riverwalk/Railtrail Committee	
Kathy Shultz	E-Mailed	Kalamazoo MPO	
Keith Creagh	E-Mailed	Michigan DNR	
Kelly Frick	E-Mailed	Mlive.com	
Ken Lange	E-Mailed	Bangor Township DDA	
Kevin Wassom	E-Mailed	MDOT	Transit
Kim Coonan	E-Mailed	Bay County	Board of Commissioners
Kim Zimmer	E-Mailed	MDOT	Region
Larry Elliott	E-Mailed	Bay City	
Larry Ramseyer	E-Mailed	Delta	
Laura Ogar	E-Mailed	Bay County	EA&CD
Leon Katzinger	Mailing	Northwest CDC	
Linda Petee	E-Mailed	Delta	
Linda Vermeesch	E-Mailed	United Way	
Lisa Lawrence	E-Mailed	Bangor Township Public Schools	
Lori Ettema	E-Mailed	planning consultant	Spicer
Mackenzie Burger	E-Mailed	Bay City Times	
Magen Samyn	E-Mailed	Bay Future	
Maja Bolanowska	E-Mailed	Midland MPO	
Marcella Hadden	E-Mailed	Saginaw Chippewa Indian Tribe	
Marilyn Jean Langley	E-Mailed	Thumb Easy Riders Bicycle Group	
Mark Galus	E-Mailed	Fraser Township	
Mary Maupin	E-Mailed	State of Michigan	DEQ Air Quality
Michael Gray	E-Mailed	Bay County	Admin.
Michael Kelly	E-Mailed	Saginaw Bay WIN	
Michael Lutz	E-Mailed	Bay County	Board of Commissioners
Michael Seward	E-Mailed	Bay Area Chamber of Commerce	
Michael Weiler	Mailing	Columbus Avenue	
Michigan Dept. of Agriculture	Mailing	State of Michigan	Dept. Ag
Michigan Dept. of Community Health	Mailing	State of Michigan	Dept. Community Health
Michigan Eco. Development Corp.	Mailing	State of Michigan	Eco. Dev. Corporation



Bay City Area Transportation Study (BCATS)
 Transportation Improvement Program (TIP) - FY 2014-2015-2016-2017

Final Report
 24 June 2013

Michigan Historic Preservation Network	E-Mailed	Historic Preservation	
Michigan Sugar Company	Mailing	Freight Company	
Mike Gwizdala	E-Mailed	Bay City Public Schools	
Mike Hayes	E-Mailed	State of Michigan	
Mike Niederquell	E-Mailed	planning consultant	Wade Trim
National Trust for Historic Preservation	Mailing	Historic Preservation	
Nick Wilcox	E-Mailed	Bay County	Executive's Office
Pam Boyd	E-Mailed	MDOT	Lansing Planning
Patti Stowell	E-Mailed	Bay City	
Paul Hamilton	E-Mailed	Lansing MPO	
Paul Wasek	E-Mailed	Williams Township	
Philip Grimaldi	E-Mailed	SMATS	
Rachel Phillips	E-Mailed	MDOT	Bay City TSC
Region VII Area Agency on Aging	Mailing	Region VII Area Agency on Aging	
Richard Byrne	E-Mailed	Pinconning City	
Richard Hembling	Mailing	Midland Salzborg CDC	
Rob Clark	E-Mailed	News Organization	Bay City Times
Rob Eggers	E-Mailed	planning consultant	Spicer
Robert Ranck	E-Mailed	MDOT	Region
Robert Redmond	E-Mailed	Bay County	Board
Ron Bloomfield	E-Mailed	Historical Society	
Ronald Campbell	E-Mailed	Frankenlust Township	
Sara Dimitroff	E-Mailed	Bay City	Economic Development Division
SEMCOG	E-Mailed	SEMCOG	
Sen. Mike Green	E-Mailed	State of Michigan	Senate
Sharon Stalsberg	E-Mailed	Pinconning Township	
short freight lines	E-Mailed	Freight Company	
Sita Compton	E-Mailed	Riverwalk/Railtrail Committee	
State Historic Preservation Office	Mailing	State Archaeologist	
Stephen Hocquard	E-Mailed	Saginaw Valley State University	
Steve Bulthuis	E-Mailed	Holland MPO	
Steve Duke	E-Mailed	Jackson MPO	
Sue Fortune - Executive Director	E-Mailed	EMCOG	
Susan Hedman	Mailing	EPA	
Tammy Roehrs	E-Mailed	Bay County	Division on Aging
Terry Moulthane	E-Mailed	Bay City	
Terry Watson	E-Mailed	Bangor Township	
Thomas Baird	Mailing	South-End CDC	
Thomas Herek	E-Mailed	Bay County	Board of Commissioners
Thomas Trombley	E-Mailed	Essexville-Hampton Public Schools	Transportation Dept.
Tom Canale	E-Mailed	Tri-City Cyclist	
Tom Foret	E-Mailed	Hampton Township	
Tom Hickner	E-Mailed	Bay County	Exec.
Tom Paige	E-Mailed	Bay County	Dept. of Water and Sewer
Tom Putt	E-Mailed	Bay County	EA&CD
Trevor Keyes	E-Mailed	Bay Future	
United Way of Bay County	E-Mailed	United Way	
USDA - Michigan State Office	Mailing	USDA	DA
Vaughn Begick	E-Mailed	Bay County	Board of Commissioners
Washtenaw Area Transportation Study	E-Mailed	Ann Arbor MPO	
William Bartlett	E-Mailed	Monitor Township DDA	
William Kaiser	E-Mailed	Bay City	
William Washabaugh	E-Mailed	Freight Company	
William Webber	E-Mailed	Saginaw River Alliance	
Zachary Branigan	E-Mailed	Saginaw Basin Land Conservancy	



Comments Received

Few comments were received during the public comment phase of the TIP. BCATS received to comments via email regarding Non-Motorized Transportation for Dave Waite of the Friends of the Pere Marquette Railtrail in Midland Michigan and from Marilyn Langley of the Thumb Easy Riders Club. Both email messages are listed below.

From: davewaite@[REDACTED]
Sent: Thursday, May 02, 2013 6:01 PM
To: Dave Engelhardt
Subject: Re: Public Notice of Draft BCATS 2014-15-16-17 Transportation Improvement Program (TIP)

Dave,

Wow – a lot of stuff that I hope I can leverage for MATS NMT. I'd love to spend some time with you to pick your brains and experiences. I speed read through the NMT Plan and the TIP and the 2014 document and have some quick "high level" questions/observations
First, the NMT Plan seems pretty detailed and comprehensive. Not meaning to be critical but I assume this is an unfunded 'wish' list?
Second, since the TIP is a constrained \$ project plan I assume that the NMT projects will have to compete with basic road construction projects? I quickly looked at the Project tables but didn't immediately see any NMT specific projects? are the NMT requirements built into the appropriate projects?
Third, are TA Program funds a possibility to fund some of the NMT projects?

Dave

Subject: Public Notice of Draft BCATS 2014-15-16-17 Transportation Improvement Program (TIP)

Please find attached a notice for Public Comment on the proposed BCATS 2014-15-16-17 Transportation Improvement Program (TIP).

Additionally, BCATS is hosting an "Open House" to discuss the new TIP at the Jack and Alice Wirt Public Library on Thursday, May 30, 2013 from 4:00 PM to 7:00 PM.

Sincerely,

David Engelhardt
BCATS Director
GIS Coordinator
515 Center Ave
Bay City, MI 48708
989-895-4064
engelhardtd@baycounty.net

From: mjeanteacher@[REDACTED]
Sent: Monday, May 06, 2013 1:28 PM
To: Dirk Westbury
Subject: Fwd: Last years ride in Bay City

Dear Dirk

Thank you for the job that you are doing to make the route safer.
It is greatly appreciated.

One of my riders sent the below description.
Please let me know if this is detailed enough to understand the challenges we had.

Marilyn Langley
mjeanteacher@[REDACTED]
Thumb Easy Riders Club



Marilyn,

One of the streets that was hard to cross was State Park Drive at Kawkawlin River Drive (we rode thru the Bay City on E. Smith Street to get to that location) We eventually stopped at a bar there for lunch. The other spot was where State Park Drive makes a turn and becomes Beaver Road. We crossed there to get into Bay City State Park to ride the bike trail towards Tobico Beach and the marsh area near N. Euclid Road. We saw and climbed the observation tower in that area. Kim Christy crashed into a pole on the West side of the Saginaw River north of the Veteran's Bridge near the grandstands where people watch the River Races in Bay City. We would eventually cut thru the city marina after this near Midland Street.

Mark

From: mjeanteacher@[REDACTED]
To: mpgogo@[REDACTED]; rebz@[REDACTED]; gcvedwings19@[REDACTED] g~vedwings19@[REDACTED]
Sent: Monday, May 6, 2013 10:42 AM
Subject: Last years ride in Bay City

Dear Riders:

I hope you have a good memory of last years ride.
I was just sent an email for my input on the bike route in Bay City that we did last year.

I couldn't tell him:

- streets where we crossed (especially those 2 where there was no light and it was difficult to cross)
- which side of the river we were on when Kim fell hitting the guard
- If you could recreate the route we traveled

I told Dirk that I would send him an email with SPECIFICS so these could be addressed
This could benefit all of us since we want to do the trail again.

Thank you
Marilyn

During the BCATS public open house on May 30th at the Alice and Jack Wirt Library, we only received six (6) reviewer of the TIP, including Sate Representative Charles Brunner. Comments received included:

1. Questions on when Wenona Ave will be reconstructed
2. Possible funding increase from the State's surplus and what would be available to BCATS



Appendix B - Projects, Illustrative List, Fiscal Constraint Tables

Bay City Area Transportation Study - Transportation Improvement Program Projects 2014-2017

6/19/13

Required Fields																				Optional Fields											
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date	
2014	BAY	Bay City	Saginaw St	6th St to 10th St	0.27	Reconstruct	Full Reconstruction	CON		880	STUL	220	EDA	1	CITY	1,101	120145	10006			NA		1,271								
2014	BAY	BCRC	Wheeler Road; Chip Rd, Mackinaw Rd	over Kawawlin River	0	Restore & rehabilitate	Bridge Preventive Maintenance	CON		320	BHT	60	M	20	CNTY	400	115712	20012			NA	Regional Bridge Council Selected - Add	400								
2014	BAY	BMTA	Concrete drive replacement	County-wide		Transit maintenance equipment and parts	Concrete drive replacement	T-Cap		72	5307	18	CTF			90		30031			NA		10								
2014	BAY	BMTA	Operating assistance	County-wide		Transit operations	Operating assistance	T-Ops		1,999	5307	3,084	CTF	3,047	TRAL	8,130		30032			NA	\$1,278,000 Sec5307 \$670,000 Sec5311 \$51,000 Sec 5303	8,130								
2014	BAY	BMTA	Replace (1) 2007 lift van	County-Wide		Transit vehicle additions/replacements	Replace (1) 2007 lift van	T-Cap		46	5307	11	CTF			57		30008			NA		57								
2014	BAY	Essexville	Woodside Ave	Scheurmann St to Pine St	0.55	Resurface	Mill and Resurface with gutter pan repairs	CON		112	STUL			28	CITY	140		40001			NA		154								
2014	BAY	MDOT	M-84	at I-75 (3 Mile)	0	Roadside facility	New Carpool Lot	CON		117	ST	26	M			143	116483				NA		150								
2014	BAY	MDOT	M-84	at I-75 (3 Mile)	0	Roadside facility	New Carpool Lot	PE		6	ST	1	M			7	116483				NA		150								
2015	BAY	Bay City	Center Ave	Water St to Washington Ave	0.11	Restore & rehabilitate	Mill and Resurface	CON	AC	428	STUL			340	CITY	768		10009			NA	2015: \$428,127 STUL 2016: \$186,516 STUL	845								
2015	BAY	BCRC	Salzburg Rd	4 Mile Rd to Mackinaw Rd	1	Restore & rehabilitate	Coldmill, drainage improvements and place new HMA	CON		584	STUL			146	CNTY	730		20005			NA		869								
2015	BAY	BMTA	Concrete drive replacement	County-wide		Transit facility	Concrete drive replacement	T-Cap		8	5307	2	CTF			10					NA		10								
2015	BAY	BMTA	Operating assistance	County-wide		Transit operations	Operating assistance	T-Ops		2,039	5307	3,096	CTF	3,059	TRAL	8,195					NA	\$1,303,560 Sec5307 \$683,400 Sec5311 \$52,020 Sec 5303	8,195								
2015	BAY	BMTA	Replace (3) 2008 lift vans	County-wide		Transit vehicle additions/replacements	Replace (3) 2008 lift vans	T-Cap		134	5307	34	CTF			168					NA		168								
2015	BAY	BMTA	Replace (3) 2009 lift vans	County-wide		Transit vehicle additions/replacements	Replace (3) 2009 lift vans	T-Cap		134	5307	34	CTF			168					NA		168								
2015	BAY	BMTA	Upgrade computer hdwe/sftwe	County-wide		Transit operations equipment	Upgrade computer hdwe/sftwe	T-Cap		8	5307	2	CTF			10					NA		10								
2016	BAY	Bay City	Center Ave	Water St to Washington Ave	0.11	Restore & rehabilitate	Mill and Resurface	CON	ACC	187	STUL					187		10009			NA	2015: \$428,127 STUL 2016: \$186,516 STUL	845								
2016	BAY	Bay City	Madison Ave	Columbus Ave to McKinley St	0.36	Reconstruct	Full Reconstruction	CON		754	STUL			188	CITY	942		10007			NA		1,253								
2016	BAY	Bay City	Midland St/Vermont St	Wenona Ave to Dean St	0.16	Restore & rehabilitate	Mill and Resurface	CON	AC	92	STUL			118	CITY	209		10010			NA	2016: \$91,879 STUL 2017: \$75,612 STUL	417								
2016	BAY	BMTA	Concrete drive replacement	County-wide		Transit facility	Concrete drive replacement	T-Cap		8	5307	2	CTF			10					NA		10								
2016	BAY	BMTA	Operating assistance	County-wide		Transit operations	Operating assistance	T-Ops		2,080	5307	3,109	CTF	3,071	TRAL	8,260					NA	\$1,329,631 Sec5307 \$697,068 Sec5311 \$53,060 Sec 5303	8,260								
2016	BAY	BMTA	Replace (1) 2010 lift van	County-wide		Transit vehicle additions/replacements	Replace (1) 2010 lift van	T-Cap		45	5307	11	CTF			56					NA		56								
2016	BAY	BMTA	Replace (2) 2011 lift vans	County-wide		Transit vehicle additions/replacements	Replace (2) 2011 lift vans	T-Cap		90	5307	22	CTF			112					NA		112								
2016	BAY	BMTA	Upgrade computer hdwe/sftwe	County-wide		Transit operations equipment	Upgrade computer hdwe/sftwe	T-Cap		8	5307	2	CTF			10					NA		10								

E-File v. 3.3 (04.25.13)

Bay City Area Transportation Study - Transportation Improvement Program Projects 2014-2017

6/19/13

<i>Required Fields</i>																				<i>Optional Fields</i>										
Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Advance Construct	Federal Cost (\$1000s)	Federal Fund Source	State Cost (\$1000s)	State Fund Source	Local Cost (\$1000s)	Local Fund Source	Total Phase Cost (\$1000s)	MDOT Job No.	Local ID No.	MPO/Rural Action Date	Amendment Type	Air Quality	Comments	Total Project Cost (\$1000s)	Local Priority	EJ	Federal Approval Date	Capped Federal Cost (\$1000s)	Date Obligated	Amount Obligated (\$1000s)	Let Date
2017	BAY	Bay City	Midland St/Vermont St	Wenona Ave to Dean St	0.16	Restore & rehabilitate	Mill and Resurface	CON	ACC	76	STUL					76		10010			NA	2016: \$91,879 STUL 2017: \$75,612 STUL	417							
2017	BAY	Bay City	Patterson Ave	Smith St to Marquette Ave	0.19	Reconstruct	Full Reconstruction	CON		395	STUL			140	CITY	535		10008			NA		710							
2017	BAY	BCRC	3 Mile Rd	M-84 to Amelith	1	Restore & rehabilitate	Crush & Shape, drainage improvements and place new HMA	CON		583	STUL			146	CNTY	728		20003			NA		866							
2017	BAY	BMTA	Concrete drive replacement	County-wide		Transit facility	Concrete drive replacement	T-Cap		8	5307	2	CTF			10					NA		10							
2017	BAY	BMTA	Operating assistance	County-wide		Transit operations	Operating assistance	T-Ops		2,121	5307	3,121	CTF	3,084	TRAL	8,326					NA	\$1,356,224 Sec5307 \$711,009 Sec 5311 \$54,122 Sec 5303	8,326							
2017	BAY	BMTA	Replace (1) 2013 lift van	County-wide		Transit vehicle additions/replacements	Replace (1) 2013 lift van	T-Cap		45	5307	11	CTF			56					NA		56							
2017	BAY	BMTA	Upgrade computer hdwe/sftwe	County-wide		Transit operations equipment	Upgrade computer hdwe/sftwe	T-Cap		8	5307	2	CTF			10					NA		10							
2017	BAY	MDOT	I-75	Cottage Grove to 1/2 Mile North of Linwood Rd	1.80	Restore & rehabilitate	Major Rehabilitation	CON		9,720	IM	1,080	M			10,800	116087			NA		11,050								
2017	BAY	MDOT	M-13 (River Rd)	Bay County Line to McGraw St (Bay City Limits)	6.27	Restore & rehabilitate	Mill and Two Course HMA Overlay	CON		5,648	ST	1,252	M			6,900	116069			NA		7,200								

E-File v. 3.3 (04.25.13)

06/19/13	2014				2015				2016				2017			
	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Estimated Total Revenue	Total Proposed Commitments
Highway Program																
MDOT AC & M Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
MDOT FA Program	\$122,780	\$27,225	\$150,005	\$150,005			\$0	\$0			\$0	\$0	\$15,367,650	\$2,332,350	\$17,700,000	\$17,700,000
Sub-Total MDOT			\$150,005	\$150,005			\$0	\$0			\$0	\$0			\$17,700,000	\$17,700,000
Local STP	\$992,282	\$249,413	\$1,241,695	\$1,241,695	\$1,012,127	\$486,177	\$1,498,304	\$1,158,127	\$1,032,370	\$306,054	\$1,338,424	\$1,220,864	\$1,053,017	\$286,099	\$1,339,116	\$1,339,116
Local Bridge	\$320,000	\$80,000	\$400,000	\$400,000			\$0	\$0			\$0	\$0			\$0	\$0
Local CMAQ			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Safety			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Equity Bonus (TEDF)			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local Other FHWA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Local AC Starts			\$0	\$0			\$0	\$340,177			\$0	\$117,560			\$0	\$0
Local Non-Federal			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Sub-Total Local	\$1,312,282	\$329,413	\$1,641,695	\$1,641,695	\$1,012,127	\$486,177	\$1,498,304	\$1,498,304	\$1,032,370	\$306,054	\$1,338,424	\$1,338,424	\$1,053,017	\$286,099	\$1,339,116	\$1,339,116
Total Highway	\$1,312,282	\$329,413	\$1,791,700	\$1,791,700	\$1,012,127	\$486,177	\$1,498,304	\$1,498,304	\$1,032,370	\$306,054	\$1,338,424	\$1,338,424	\$1,053,017	\$286,099	\$1,939,116	\$1,939,116
Transit Fund Source																
CTF - Comprehensive Transit Fund			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5303 - Metropolitan Transportation Planning	\$51,000	\$10,200	\$61,200	\$0	\$52,020	\$10,404	\$62,424	\$0	\$53,060	\$10,612	\$63,672	\$0	\$54,122	\$10,824	\$64,946	\$0
Section 5304 - Statewide Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$1,395,600	\$6,016,200	\$7,411,800	\$8,277,000	\$1,688,360	\$6,079,640	\$7,668,000	\$8,550,504	\$1,480,031	\$6,067,720	\$7,547,751	\$8,447,905	\$1,417,024	\$6,067,040	\$7,484,064	\$8,402,221
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5310 - Elderly & Disabled			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5311 - Non-UZA	\$670,000	\$134,000	\$804,000	\$0	\$683,400	\$136,680	\$820,080	\$0	\$697,068	\$139,414	\$836,482	\$0	\$711,009	\$142,202	\$853,211	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5316 - Job Access/Reverse Commute			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5339 - Bus and Bus Facilities			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Total Transit	\$2,116,600	\$6,160,400	\$8,277,000	\$8,277,000	\$2,323,780	\$6,226,724	\$8,550,504	\$8,550,504	\$2,230,159	\$6,217,746	\$8,447,905	\$8,447,905	\$2,182,155	\$6,220,066	\$8,402,221	\$8,402,221
Grand Total	\$3,428,882	\$6,489,813	\$10,068,700	\$10,068,700	\$3,335,907	\$6,712,901	\$10,048,808	\$10,048,808	\$3,262,529	\$6,523,800	\$9,786,329	\$9,786,329	\$3,235,172	\$6,506,165	\$27,441,337	\$27,441,337