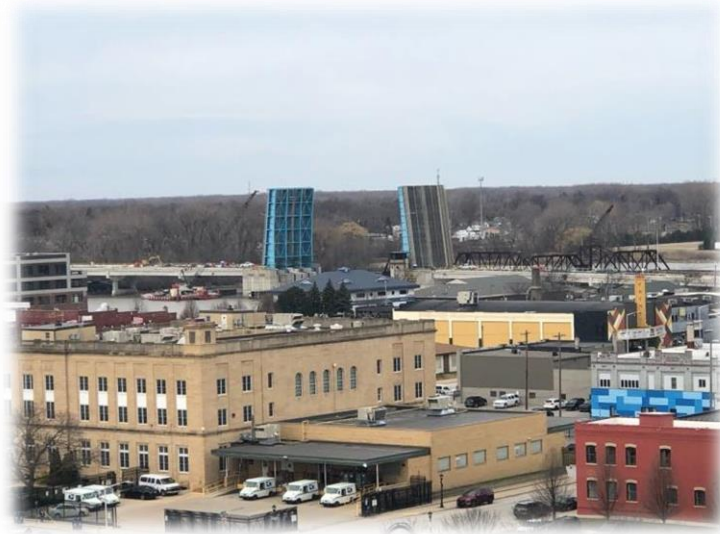


Transportation Improvement Program FY 2026-27-28-29



Bay City Area Transportation Study (BCATS)

Final Report
Approved on May 21, 2025

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Acknowledgements

This Transportation Improvement Program Report was prepared in part through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policies of the U.S. Department of Transportation. This document was prepared by staff of the Bay City Area Transportation Study (BCATS) of the Transportation Planning Program within the Department of Environmental Affairs and Community Development of Bay County, Michigan.

The BCATS FY 2026-2029 Draft Transportation Improvement Program (TIP) was reviewed and discussed at the BCATS Technical Committee meeting on April 15th, 2025, with a recommendation moved and supported to forward the TIP to the BCATS Policy Committee for approval. On April 23rd, 2025, the BCATS Policy Committee held discussion, with a motion made and passed for the Resolution to approve the Draft BCATS FY 2026-2029 TIP for public comment. These meeting minutes and copies of the Resolution are included in the Appendix of this document.

Staff turnover has been high at all levels through local and state transportation planning offices, new methods of meeting have been utilized, and the Bay County Transportation Planning Program is indebted to the patient and instructive professionalism generously offered by the BCATS members, neighboring MPOs, and particularly the staff with the Michigan Department of Transportation.



Table of Contents

<u>Section</u>	<u>Page</u>
Chapter 1 – TIP Development and Overview	3
Public Outreach	4
BCATS Overview Map	6
Chapter 2 – Financial Plan for Bay City Area TIP	7
Introduction	7
Part I: Available Highway and Transit Funding	8
Part II: Fiscal Constraint	11
Part III: Estimate of Operations and Maintenance Costs	12
Part IV: Summary – Resources Available for Capital Needs of Public Transit Agencies	13
Part V: Demonstration of Financial Constraint, FY 2026 through FY 2029	14
Chapter 3 – Transportation Projects	15
Completed FY 2023-2024-2025-2026 TIP Projects	15
Delayed Transportation Projects	16
Regionally Significant Projects	16
FAST Act Performance Based Planning	17
Amendments & Administrative Changes	26
2026-2027-2028-2029 TIP Project Locations	27
Appendix A	27
Metropolitan Transportation Planning Process Certification	28
Consultation Letter	29
Consultation Contact List	30
Comments Received	35
Appendix B - Projects, Illustrative List, Fiscal Constraint Tables	38
Appendix C - List of Available Federal-Aid Highway and Transit Resources	45
Highway Resources	45
Transit Resources	46
Appendix D - Financial and Operations and Maintenance Assumptions	47
Funding Growth Rates	47
Year of Expenditure (YOE) Rates	48
Estimate of Operations and Maintenance (O&M) Costs	49

Cover photograph: Liberty Bridge raised overlooking a view of Bay City, April 2022

The preparation of this report has been financed in part through a grant from the Federal Highway Administration, U. S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



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, *Fixing America's Surface Transportation Act (FAST Act) of 2015* 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 consider 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 2045 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 six (6).

The BCATS TIP is required to be fiscally constrained, and the 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 agency's approved transportation budget. Furthermore, projects can be funded within available resources. Project listings for fiscal years 2026, 2027, 2028 and 2029 are included in Appendix B.

The most recent United States Census was conducted in 2020, with the U.S. Census Bureau releasing all official data from the census collection by September 19, 2024. Therefore, this TIP reflects population data and demographics using the 2020 census data.



In addition, the TIP was developed in accordance with the BCATS Public Participation Plan, which was adopted on October 23, 2014¹. The Public Participation Plan describes BCATS public outreach contact and consultation organizations and ensures public participatory methods. A description of the Public Outreach measures taken during the development of this TIP is further described in this document. Consultation and contact lists are included in the Appendix.

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 with attainment status under the 2008 standard.

Effective July 21, 2013, (because 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.

Public Outreach

In accordance with the BCATS 2045 Metropolitan Transportation Plan Update and the Public Participation Plan, a Public Open House Meeting on the 2026-27-28-29 TIP was held on May 15, 2025, at 4:00 P.M to 7:00 P.M at the Bay County Community Center – Room 128, 800 John F Kennedy Drive, Bay City MI, 48706.

To inform the public of the projects in the 2026-27-28-29 TIP and solicit public comments, BCATS published Public Notice, used social media and sent letters to community interest stakeholders listed in the Public Participation Plan. Notices were also sent to our consultation contact list used for our 2045 MTP and updated to reflect changes. **A copy of this letter is included in Appendix A.** A Responsiveness Summary was developed in response to public comments received with a description of how any comments if any were incorporated into the program and this is 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 2045 Metropolitan Transportation Plan Update, BCATS met directly with the townships and cities and discussed the 2026-29 TIP and well as their specific local plans and programs. Over the development of the 2026-29 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. Additionally for public outreach and informational purposes, BCATS held a 30-day public comment period from April 28th, 2025 to May 28th, 2025. In addition to the open house, the public could access the TIP electronically on

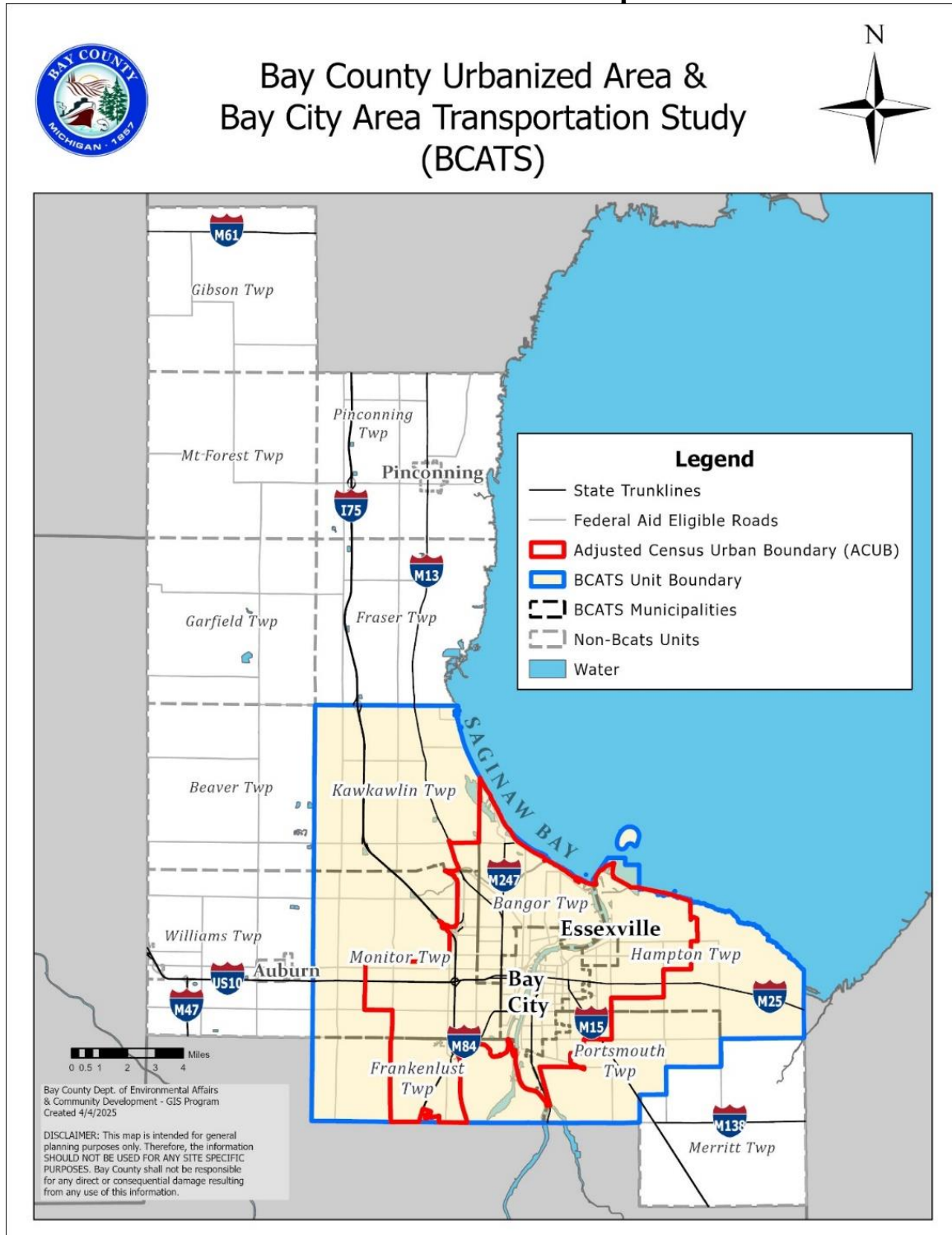
¹ A 2025 update to the Public Participation Plan is currently under review, and is expected to be approved following a 45 day comment period beginning in May 2025



the Bay County website and there was a printed version available within the Environmental Affairs and Community Development office on the 5th floor of the Bay County Building. The TIP and associated maps and tables on the Bay County Facebook page and Transportation Planning Website were available at www.baycountymi.gov/transportation. Prior to adoption of the TIP, a public hearing was held at the BCATS Policy Meeting on May 21st, 2025 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. These are planned to be obligated to implement the surface transportation policies contained in the BCATS 2045 Metropolitan Transportation Plan Update. 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 function of the TIP Financial Plan is to manage the available federal-aid highway and transit resources in a cost-effective and efficient manner. This financial plan is the section of the TIP documenting the methods used to calculate funds reasonably expected to be available and compares this amount to proposed projects to demonstrate that the TIP is fiscally constrained. The financial plan also estimates the cost of operating and maintaining the transportation system in the Bay City Area Transportation Study during the four-year period covered by the TIP. Specifically, the Financial Plan details:

- I. Available highway and transit funding (federal, state, and local);
- II. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
- III. Expected rate of change in available funding (unrelated to inflation);
- IV. Year of Expenditure (YOE) factor to adjust for predicted inflation;
- V. Estimate of Operations and Maintenance (O&M) costs for the federal-aid highway system (FAHS).



Part I: Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes and vehicle registration fees. On the federal and state levels, motor fuel is taxed at 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. As of January 1st, 2025, the State of Michigan has a tax of 31 cents on both gasoline and diesel fuel. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. The current law governing these apportionments is the Infrastructure Investment and Jobs Act (IIJA). Through this law, Michigan receives approximately \$1.4 billion in federal-aid highway funding annually. This funding is apportioned in the form of several programs designed to accomplish different objectives, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows:

There are several federal highway programs serving different purposes. Appendix C contains a list of these programs. Federal highway funds are apportioned to the states (apportionment means distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region.

Within the urban area of Bay City there are four (4) bascule (lift) bridges that cross the Saginaw River; two of the bridges are owned by the State and two are leased from the City of Bay City to United Bridge Partners. As in many older cities with declining population and increased maintenance costs, public infrastructure needs have outpaced available revenues, and the City has struggled to adequately fund maintenance of the bascule bridges. In 2020 the City of Bay City, City Commission voted to lease the bridges to United: the company has taken over maintenance and now requires tolls on both bridges, although you can walk and cycle across the bridge for free. Rehabilitation and construction began in 2021 on the Liberty bridge, and in 2023 on the Independence bridge. With an approximate construction time spanning two summers, Liberty finished construction in 2022, and Independence in late 2024. Residents frequently crossing the river have the option of a transponder for monthly billing of the tolls. While the bridges are within the City of Bay City, these projects are also regionally significant as they impact the east to west corridor of federal highways M-25 and M-84, as well as the broader regional traffic flow.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds

At least every two years, allocations are calculated for each of these programs, based on federal apportionments and rescissions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year to year due to factors including actual vs. estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is approved to be spent). Allocations for FY 2024, as released by MDOT in July 2024, are used as the baseline for this FY 2026-2029 TIP financial forecast. The Financial Work Group of the MTPA developed an assumption, for planning purposes, that the amount of federal-aid highway funds received will



increase by 2% each year during the FY 2026-2029 TIP period. Local agencies within the BCATS Planning Area receive approximately \$1 million in federal-aid highway funding each year.

Sources of Highway Funding Generated at the State Level

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

The state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as Act 51. All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains several complex formulas for the distribution of the funding, but once funding for certain grants and administrative costs is removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commissions, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent, 39.1 percent, and 21.8 percent, respectively.²

Since 2017, major changes to the State of Michigan's surface transportation revenue collection have been enacted.³ These changes include:

- 1) Adjusting the motor fuel tax for inflation by up to 5% each year, starting in January 2022. Effective as of January 1, 2025, the motor fuel tax is 31¢/gallon (gasoline & diesel);
- 2) Raising vehicle registration fees by an average of 20%, effective January 1, 2017;
- 3) Transferring \$150 million from the state's General Fund to highways in fiscal year (FY) 2019;
- 4) Transferring \$325 million from the state's General Fund to highways in FY 2020;
- 5) Transferring \$600 million from the state's General Fund to highways in FY 2021 and subsequent years;
- 6) Transferring \$113 million from the recreational marijuana sales tax to highways, beginning in FY2022

Following these and other changes to revenue sourcing, MTF revenue has increased from \$2.856 billion in fiscal year 2018-19, to approximately \$4 billion in the current fiscal year 2025.

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

² Act 51 of 1951, Section 10(1)(j).

³ Hamilton, William E., Jim Stansell, and Kyle I. Jen. "Road Funding Package-Enacted Analysis." Lansing, MI House Fiscal Agency, November 2015.



such as subdivision streets, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads. Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

State Trunkline Funding

In addition, MDOT spends approximately \$2.5 million annually on state-owned highway capital needs in the BCATS Planning Area (I-, US-, and M- roads). The past few years have been higher at closer to \$10 million.⁴

Like the highway programs, there are several federal transit programs, the list of which can also be found in Appendix C. Transit funds are distributed according to a complex set of distribution formulas. BMTA receives approximately \$1.8 million in federal-aid transit funding each year.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that, starting in FY 2016, an additional \$455 million will be raised, increasing each year until 2020, when it's expected that the increase will stabilize at an additional \$1.2 billion per year.

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the BCATS Planning Area. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

⁴ Michigan Department of Transportation, MDOT Report 139 (Schedule A) at <https://www.michigan.gov/mdot/-/media/Project/Websites/MDOT/Business/Local-Government/Act-51/MTF-Reports/Annual-Reports/2024/Schedule-A.pdf>



Part II: Fiscal Constraint

The most important financial consideration when creating and/or maintaining a S/TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are not the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the previous agencies, as well as the Federal Highway Administration (FHWA) and FTA. The MTPA has determined that federal transportation funding shortfalls make it prudent to hold federal funding levels at a two percent annual rate of increase for all four years for the FY 2026-2029 TIP (see Appendix D).

Year of Expenditure (YOE)

When MDOT, BCRC, City of Bay City, City of Essexville, and BMTA program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each agency has its own inflation factor(s), based on experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2026-2029 TIP cycle, MDOT assumes a 2 percent inflation rate. See Appendix D for more details.

Summary: Resources Available for Capital Needs on the Federal-Aid Highway System

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the BCATS Planning Area over fiscal years 2026 through 2029. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project.

Table 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the BCATS Planning Area (Millions of Dollars) TIP revenue + RTF Estimate (\$10K) + Local Match

2026	2027	2028	2029	Total
\$16.49	\$12.12	\$40.29	\$9.19	\$78.09



Part III: Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O&M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O&M costs on the federal-aid highway system over the years covered by the TIP. Appendix D explains the method and assumptions used to formulate the estimate. Table 2. Contains a summary O&M cost estimate for roads on the federal-aid highway system in the BCATS Planning Area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors (see Appendix D for a discussion of YOE adjustments).

MDOT Bay Region estimates that its operations and maintenance costs were approximately \$7 million within the BCATS MPO area in FY 2024. Using the FY 2024 estimate as a baseline, costs were increased 4% per year over the life of the FY 2026-2029 TIP to adjust for inflation (also known as year of expenditure adjustment—see Year of Expenditure (Inflation) Adjustment for Project Costs section below) to provide a total of \$29.77 million estimated operations and maintenance costs on the state trunkline system in the BCATS area from FY 2026 through 2029.

Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid Highway System in the BCATS Planning Area (Millions of Dollars)

2026	2027	2028	2029	Total
\$7.01	\$7.29	\$7.58	\$7.89	\$29.77



Part IV: Summary – Resources Available for Capital Needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within Ann Arbor, Detroit, and Toledo Transportation Management Areas (TMAs; urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas with populations under 100,000, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas). See Appendix C for more information on federal transit resources.

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal aid, for job access reverse commute (providing access to available employment for persons in low-income areas).

Local funding can come from fare box revenues, a community's general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operation needs, depending on the program) for BMTA during fiscal years 2026 through 2029. Federal funding which is reasonably expected to be available is included.

Table 3. Forecast of Resources Available for Public Transit Capital Needs in the BCATS Planning Area (Millions of Dollars)

Funding Type	2026	2027	2028	2029	Total
Total	\$3.50	\$3.68	\$3.72	\$3.74	\$14.64
5307	\$1.87	\$2.00	\$2.00	\$2.00	\$7.87
5339	\$0.15	\$0.15	\$0.15	\$0.15	\$0.60
5311	\$0.75	\$0.77	\$0.80	\$0.82	\$3.14
5310	\$0.15	\$0.15	\$0.15	\$0.15	\$0.60
CTF	\$0.58	\$0.61	\$0.62	\$0.62	\$2.43



Part V: Demonstration of Financial Constraint, FY 2026 through FY 2029

After determination of resources available for federal-aid highway and transit capital needs in the BCATS Planning Area from FY 2026 through FY 2029, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2045 BCATS Long Range Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues (see Appendix D). Table 4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that FY 2026 through FY 2029 TIP is fiscally constrained.

Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding. This table can be found on Page 12.

Table 4. Highway and Transit Project Programmed Funding for 2026-2029 TIP (in millions)

	2026	2027	2028	2029
Highway Funding	\$10.42	\$4.00	\$32.31	\$1.56
Highway Programmed	\$10.38	\$4.00	\$32.16	\$1.06
Transit Funding	\$6.10	\$8.13	\$8.13	\$8.13
Transit Programmed	\$6.10	\$8.13	\$8.13	\$8.13
Total Funding	\$16.52	\$12.13	\$40.44	\$9.69
Total Programmed	\$16.48	\$12.13	\$40.29	\$9.19
Difference	\$0.03	\$0.00	\$0.15	\$0.50



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, adopted performance targets, long-range transportation plan goals, 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 considered. The prioritization process has worked well in the past as it balances the implementing agency’s ability to budget for the local match requirement and 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 2023-2024-2025-2026 TIP Projects

During the life of the FY 2023-2024-2025-2026 TIP, the BCATS implementing agencies completed several major projects.

In FY 2023 TIP, those include:

- MDOT - HMA Reconstruct, 7 Mile Road to Bay City
- MDOT - Bridge Replacement, Mackinaw Road over US-10
- MDOT - Non-freeway Signing Upgrade
- MDOT - Freeway Signing Update
- MDOT - Overlay - Shallow, 2 Structures on US-10
- Bay County - Crush & Shape & Asphalt Resurfacing, County Wide Rehabilitation
- Bay City - Reconstruction, between Fisher St and North Union St
- MDOT - Longitudinal pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Special pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Pavement marking retro reflectivity readings on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Modernizing signalized intersection to current standards, M-15 at Young's Ditch

In FY 2024 TIP, those include:

- MDOT - Bridge Replacement, Over the East Channel of the Saginaw River
- MDOT - Longitudinal pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Special pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO



- MDOT - Pavement marking retro reflectivity readings on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Complete roadway reconstruction., M-25 Freeway end to Walnut Street
- MDOT - Substructure Repair, M-25 over Saginaw River
- Bay County - Preventative Maintenance, from Midland Road to Wilder Road
- Bay County - Bridge Capital Preventative Maintenance, S. Euclid Rd, Str. #720 - Squaacnong Creek, Fraser Rd, Str. #738 - Kawkawlin River
- Bay County - Bridge Capital Preventative Maintenance, 7 Mile Rd, Str #702, and Mackinac Rd, Str # 706 over N B Kawkawlin River
- Bay County - Preventative Maintenance, from North Union to Wilder Road
- Bay City - Road Reconstruction, from Dewitt to Dean/S Union to N Union

In FY 2025 TIP, those include:

- MDOT - Longitudinal pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Special pavement marking application on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Pavement marking retro reflectivity readings on trunklines in Bay Region, All trunkline routes of BCATS MPO
- MDOT - Building Replacement/Site Work, Bay City Rest Area
- Bay County - Preventative Maintenance, from Three Mile Road to Two Mile Road
- Bay City - Asphalt Reconstruction, from Henry to Joseph

Delayed Transportation Projects

Originally listed in the FY 2023-2024-2025-2026 TIP for FY 2026, US-10 W reconstruction from 7 Mile Road to 8 Mile Road was delayed until FY 2029. The US-10 W reconstruction will be completed as a 2028/2029 MDOT trunkline project.

Regionally Significant Projects

Although they are outside of the funding consideration of the BCATS MPO, regionally significant projects shall be included in the Transportation Improvement Plan as determined by the BCATS Definition of Regionally Significant Project, and the discretion of the BCATS Policy Committee.

State Park Drive

The BCRC State Park Drive Public Infrastructure Reconstruction project was added to the 26-29 TIP by the BCATS Policy Committee on April 23rd, 2025. The project phases, including 2021-2025 engineering, amount to approximately \$23.7 million in total cost. Construction phases in 2026, 2027, and 2028 include planned reconstruction of the road and storm drain system along 3.5 miles, and addition of a left-turn only lane outside of Bangor Central Elementary School.



FAST Act Performance Based Planning

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance and outcome-based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, these include: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement, Environmental Sustainability, and Reduced Project Delivery Delay.

Performance Measures

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

- Fatalities and serious injuries, both in number and rate per vehicle mile traveled on all public roads as well as the number of non-motorized fatalities and serious injuries.
- Pavement condition on the Interstate system and on the remainder of the National Highway System (NHS).
- Bridge condition on the NHS.
- System reliability of the Interstate system and on the remainder of the NHS.
- Traffic congestion.
- On-road mobile source emissions.
- Freight movement on the Interstate system.

MAP-21 also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management (TAM) Final Rule 49 CFR part 625 became effective Oct. 1, 2016 and established categories of capital assets. In 2018, the FTA published the Public Transit Agency Safety Plan (PTASP), 49 CFR 673, which required public transit operators to set performance measures and targets according to the state of good repair measures outlined in the PTASP.

The performance management requirements outlined in 49 CFR 625 Subpart D are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures and utilize those advanced techniques in addition to the required national performance measures.

- Rolling Stock - means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
- Equipment - means an article of non-expendable, tangible property has a useful life of at least one year.



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

Table 5 below lays out the current timeline for the National Transportation Performance Measures and targets.

Table 5. National Transportation Performance Measures

Area	Measures	Target Setting Status
Safety Performance	• Number of fatalities; • Rate of fatalities; • Number of serious injuries; • Rate of serious injuries; • Number of non-motorized fatalities and non-motorized serious injuries	Approved adoption of statewide targets (March 2025)
Pavement and Bridge Asset Management	• Percent NHS Bridges in good and poor condition; • Percent Interstate pavement in good and poor condition; • Percent Non-Interstate NHS pavement in good and poor condition	Approved adoption of statewide targets (March 2025)
System Performance and Freight	• Interstate travel time reliability; • Non-Interstate travel time reliability; • Truck travel time reliability	Approved adoption of statewide targets (October 2018)
Congestion Mitigation and Air Quality	• Peak hour excessive delay per capita; • Percent of non-single occupancy vehicle travel; • Total emissions reduction	Not Applicable to BCATS
Public Transportation	Transit Asset Management (TAM) Plans; Public Transportation Agency Safety Plan • Fatalities • Injuries • Safety events • System reliability • Rolling Stock • Equipment • Facilities	2025 BMTA TAM Plan and 2025 BMTA PTASP Safety Performance Measures received March 2025

Performance Targets

State Targets

Within one year of the U.S. Department of Transportation final rules on performance measures, States are required to set performance targets in support of these measures. Within 180 days of the state setting targets, MPOs are then required to choose to support the statewide targets, or optionally set their own targets. To ensure consistency, each MPO must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO; and



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

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

MPO Targets

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

Current BCATS Programming of Projects Procedures and Performance Measures

Historically, BCATS has and continues to face limitations in funding resources at the local, state, and federal levels. The MPO has established goals and objectives in the MTP to guide project selection as well as data gathered on the federal-aid road network. Data that is currently gathered by the BCATS on the federal-aid network which is related to performance measures include traffic volumes, safety, non-motorized infrastructure, and pavement and bridge condition. The latest traffic volume, PASER rating, and non-motorized infrastructure is requested for each project submitted for inclusion in the TIP.

MPO staff meet regularly with road agencies and local units of government and offer crash data and additional relevant information upon request. Road agencies that have identified a safety deficiency in their area submit project proposals to MDOT for consideration. BCATS will, however, continue to program projects using all sources of funding that target identified intersections and corridors with high crash rates as well as intersections and corridors with high fatalities and serious injuries, which will support MDOT's safety targets.

As the performance measure targets are established in the future, BCATS will determine appropriate targets for the study area and include all necessary data for those performance measures for project selection in the development of all future TIP developments. BCATS will begin highlighting progress towards meeting current performance targets with the annual listing of obligated projects. MPO staff will also continue to work with other MPOs and MDOT on best practices for performance-based programming of projects and analysis of performance measure data.



MPO Target Setting

Safety

The Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to annually set targets for five safety performance measures by August 31st each year. MDOT coordinated the establishment of safety targets with the 15 MPOs in Michigan through monthly Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planners Association (MTPA). MDOT officially adopted the 2025 state safety targets in the Highway Improvement Program annual report dated August 31st 2024. BCATS may, within 180 days of MDOT establishing and reporting its safety targets, establish safety targets by agreeing to plan and programming projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for the BCATS planning area. On March 19th 2025, the BCATS Policy Committee agreed to support the MDOT state safety targets for the calendar year of 2025. Table 6 below provides the current MDOT state safety targets that are supported by BCATS.

Table 6. Michigan State Safety Targets for Calendar Year 2025

Safety Performance Measure	Baseline Condition (2010-2024)	Calendar Year 2025 State Safety Targets
Fatalities	1,028.20	1,098.0
Fatality Rate	1.137	1.113
Serious Injuries	5,727.8	5,770.1
Serious Injury Rate	5.988	5.850
Non-motorized Fatalities & Serious Injuries	743.0	728.3

The FY 2026 – 2029 TIP includes several projects which are anticipated to support the MDOT state safety targets in the BCATS planning area. Table 7 below represents an over \$14 million investment in highway safety projects in the BCATS planning area.

Table 7. FY 2026-2029 TIP Safety Projects

Fiscal Year	Agency	Project	Work Type	Project Cost	Safety Benefit
2026	MDOT	Regionwide	Application of permanent pavement markings on trunklines in Bay Region	\$5,520,000.00	Increase driver awareness of roadway direction and movement
2026	MDOT	Regionwide	Application of permanent pavement markings on trunklines in Bay Region	\$5,520,000.00	Increase driver awareness of roadway direction and movement



2026	MDOT	Regionwide	Pavement Marking retroreflectivity readings on trunklines in Bay Region	\$35,000.00	Ensure visibility of reflective markings and increase driver awareness of signs and roadways
2026	MDOT	Transportation Service Centers	Non-Freeway Sign Replacement	\$879,000.00	Increase driver awareness of signs and roadways
2027	MDOT	Bay Regionwide Pavement Marking Retro Readings	Pavement Marking retroreflectivity readings on trunklines in Bay Region	\$22,000.00	Ensure visibility of reflective markings and increase driver awareness of signs and roadways
2027	MDOT	Transportation Service Centers	Non-Freeway Signing Upgrade	\$1,055,000.00	Increase driver awareness of signs and roadways
2027	MDOT	Transportation Service Centers	Non-Freeway Signing Upgrade	\$72,500.00	Increase driver awareness of signs and roadways
2028	MDOT	M-25	Traffic signal modernization to current standards	\$634,312.00	Reduce the potential for intersection collisions and improve traffic movement efficiency
2028	MDOT	M-25	Traffic signal modernization to current standards	\$634,312.00	Reduce the potential for intersection collisions and improve traffic movement efficiency

Pavement and Bridge Condition

The Federal Highway Administration (FHWA) requires that MDOT establish 2-year and 4-year targets for the four pavement and two bridge performance measures. MDOT provided an updated target for mid-period (two-year) assessment on October 18th, 2024. Table 8 below shows the pavement and bridge performance measures set by the state of Michigan and supported by BCATS. MPOs are required to establish 4-year targets for these measures. On March 19th, 2025, the BCATS Policy Committee signed a resolution supporting the MDOT updated 4- year targets.

Table 8. Michigan State Targets for Performance Period

Performance Area	Measure	Baseline Condition (2022)	2- Year ACTUAL Performance (ended 2024)	4- Year Targets
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	22.1%	24.0%	12.8%



	Percent NHS Deck Area in Poor Condition	7.0%	7.1%	10.0% (adjusted from the previous 4-year target of 5.8%)
Pavement	Percent of Interstate Pavement in Good Condition	Null, MIU (Actual 70.4%)	71.4	67.1% (adjusted from the previous 4-year target of 56.7%)
	Percent of Interstate Pavement in Poor Condition	Null, MIU (Actual 1.8%)	1.6%	5.0%
	Percent of Non-Interstate NHS Percent in Good Condition	41.6%	38.7%	29.4% (adjusted from the previous 4-year target of 33.1%)
	Percent of Non-Interstate NHS Percent in Poor Condition	8.9%	8.1%	10.0%

Pavement and Bridge projects in the BCATS 2026-2029 TIP can be seen in Tables 9 and 10 respectively. These projects represent over \$105 million of investment into NHS pavement improvements and an over \$13 million investment into NHS bridge improvements in the BCATS Planning area.

Table 9. NHS Pavement Projects in the FY 2026-2029 TIP

Fiscal Year	Agency	Project	Work Type	Project Cost	Pavement Benefit
2026	MDOT	M-25 E	Complete roadway reconstruction.	\$11,910,819.00	Improve surface condition, IRI, cracking, and faulting
2026	MDOT	M-25 W	Complete Roadway Reconstruct.	\$12,595,914.00	Improve surface condition, IRI, cracking, and faulting
2026	MDOT	US-10 W	Reconstruct	\$47,144,267.00	Improve surface condition, IRI, cracking, and faulting
2026	MDOT	M-15	Milling and One Course Asphalt Overlay	\$1,022,649.00	Improve surface condition and IRI
2026	MDOT	TSCwide	Non-Freeway Sign Replacement	\$879,000.00	Increase driver awareness of signs and roadways
2027	MDOT	TSCwide	Non-Freeway Signing Upgrade	\$72,500.00	Increase driver awareness of signs and roadways



2027	MDOT	TSCwide	Non-Freeway Signing Upgrade	\$1,055,000.00	Increase driver awareness of signs and roadways
2028	MDOT	M-25 E	Reconstruction	\$15,079,288.00	Improve surface condition, IRI, cracking, and faulting
2028	MDOT	M-25 W	Reconstruction	\$15,878,566.00	Improve surface condition, IRI, cracking, and faulting

Table 10. NHS Bridge Projects in the FY 2026-2029 TIP

Fiscal Year	Agency	Project	Work Type	Project Cost	Bridge Impact
2026	State Wide	Fraser Street over the Kawkawlin River	Bridge Replacement	\$6,688,699.00	Bridge Replacement
2026	State Wide	Fraser Street over the Kawkawlin River	Bridge Replacement	\$6,688,699.00	Bridge Replacement

System Performance and Freight

Federal regulations require states and Metropolitan Planning Organizations (MPOs) to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration (FHWA) and made available for use by states and MPOs. The vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS). The data is processed through an analytical software tool known as Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the PM3 federal rule are:

- Level of Travel Time Reliability (LOTTR) on Interstate: % of person-miles traveled on Interstate that are reliable
- LOTTR on the Non-Interstate NHS: % of person-miles traveled on the Non-Interstate NHS that are reliable
- Freight Reliability Measure on the Interstate: Truck Travel Time Reliability (TTTR) Index

MDOT finalized the targets for the System Performance and Freight performance measures, on May 20, 2018. Table 11 shows the measures set by the state of Michigan and supported by BCATS. MPOs are required to establish 4-year targets for these measures. On October 17, 2018, the BCATS Policy Committee signed a resolution supporting the MDOT 4-year targets.



Table 11. Michigan State Reliability Targets

Measure	Baseline Condition 2017	2-Year Targets	4-Year Targets
Interstate Travel Time Reliability	85.1%	75.0%	75.0%
Non-Interstate NHS Travel Time Reliability	85.8%	-	70.0%
Freight Reliability	1.38	1.75	1.75

System performance and freight reliability projects in the BCATS 2026-2029 TIP can be seen in Table 12. These projects represent an almost \$117 million investment into travel time and freight reliability improvements in the BCATS Planning area.

Table 12. System Performance and Freight Projects in the FY 2026-2029 TIP

Fiscal Year	Agency	Project	Work Type	Project Cost	Performance/Freight Benefit
2026	MDOT	M-25 E	Complete roadway reconstruction.	\$11,910,819.00	Improve travel time reliability
2026	MDOT	M-25 W	Complete Roadway Reconstruct.	\$12,595,914.00	Improve travel time reliability
2026	MDOT	US-10 W	Reconstruct	\$47,144,267.00	Improve travel time reliability
2026	MDOT	M-15	Milling and One Course Asphalt Overlay	\$1,022,649.00	Improve travel time reliability
2026	State-Wide	Fraser Street over the Kawkawlin River	Bridge Replacement	\$6,688,699.00	Increase freight and travel time reliability
2026	State-Wide	Fraser Street over the Kawkawlin River	Bridge Replacement	\$6,688,699.00	Increase freight and travel time reliability
2028	MDOT	M-25 E	Reconstruction	\$15,079,288.00	Improve travel time reliability
2028	MDOT	M-25 W	Reconstruction	\$15,878,566.00	Improve travel time reliability



Congestion Mitigation and Air Quality

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The Bay City urbanized area does not meet the criteria for this performance measure.

Public Transportation

BCATS has worked with the Bay Metropolitan Transportation Authority (BMTA) to report State of Good Repair Targets to the Federal Transit Administration. The 2025 BMTA Transportation Asset Management Plan and the 2025 BMTA Public Transportation Agency Safety Performance Measures were received on March 19th, 2025, shown below in Table 13.

Table 13. BMTA State of Good Repair Targets

Asset Class	Current Condition	2025 Target
Facilities	0% of our facilities have a term rating less than 3	0% of our facilities to be past Useful Life Benchmark (ULB)
Revenue Vehicles	11.1% of our revenue vehicles are past Useful Life Benchmark (ULB) or have a condition rating less than “moderate”.	15% of our revenue vehicles to be past Useful Life Benchmark (ULB) or have a condition rating less than “moderate”.
Non-Revenue Vehicles	0% of our non-revenue vehicles are past Useful Life Benchmark (ULB) or have a condition rating less than “moderate”.	0% of our non-revenue vehicles to be past Useful Life Benchmark (ULB) or have a condition rating of less than “moderate”.

BMTA State of Good Repair projects in the BCATS 2026-2029 TIP can be seen in Table 14. These projects represent over a \$1.1 million investment into public transportation improvements in the BCATS Planning area.

Table 14. State of Good Repair and Safety Projects in the FY 2026-2029 TIP

Fiscal Year	Agency	Project	Project Cost	Asset Benefit	Safety Benefit
2026	BMTA	Replace (2) Lift Vans	\$158,317.00	Revenue Vehicles	Increase Vehicle Safety
2026	BMTA	Replace (2) Lift Vans	\$153,759.00	Revenue Vehicles	Increase Vehicle Safety
2026	BMTA	Bus Terminal Improvements	\$153,759.00	Facilities	Maintain and Improve Facility Condition



2026	BMTA	Replace (2) Lift Vans	\$187,978.00	Revenue Vehicles	Increase Vehicle Safety
2027	BMTA	Replace (2) Lift Vans	\$150,288.00	Revenue Vehicles	Increase Vehicle Safety
2028	BMTA	Replace (2) Lift Vans	\$150,288.00	Revenue Vehicles	Increase Vehicle Safety
2029	BMTA	Replace (2) Lift Vans	\$150,288.00	Revenue Vehicles	Increase Vehicle Safety

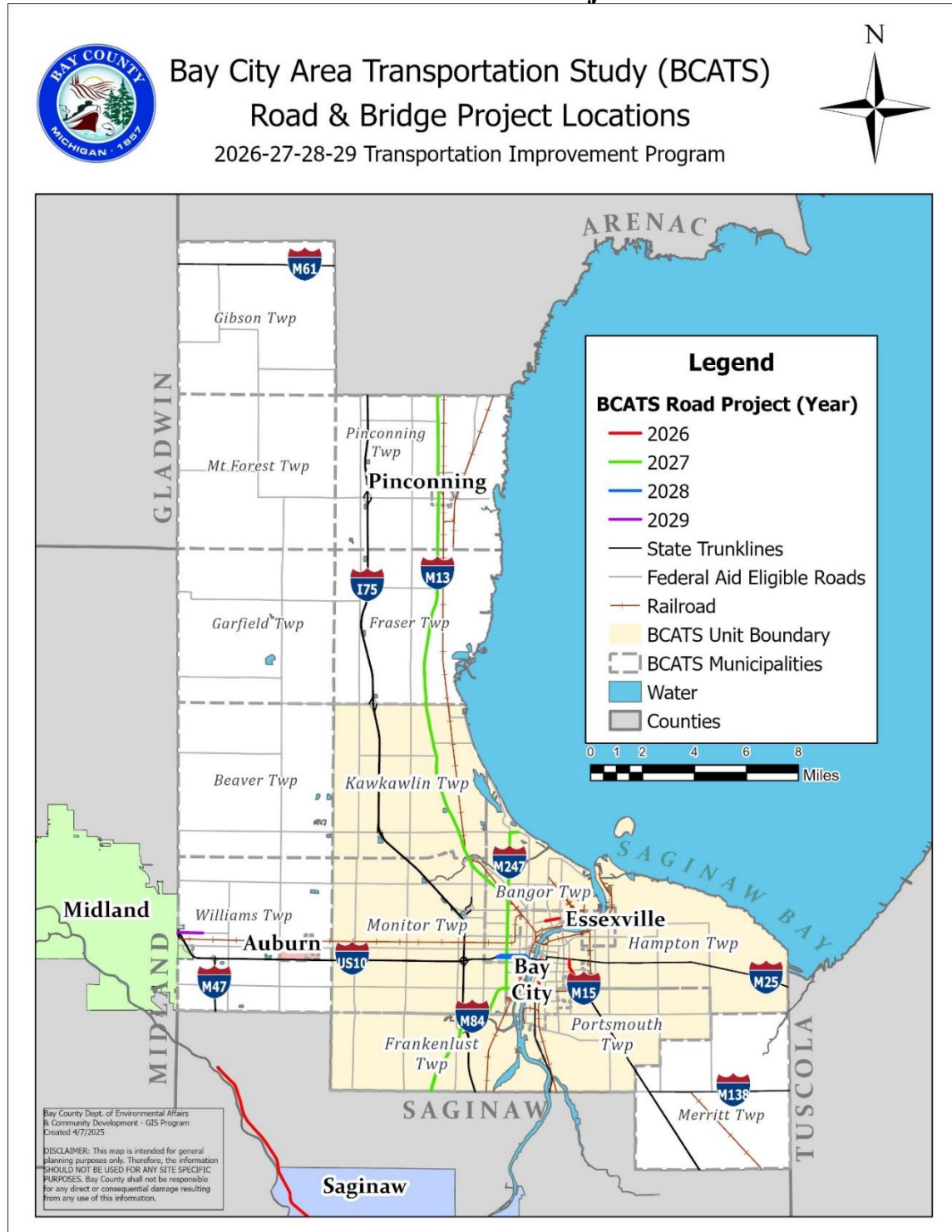
Amendments & Administrative Changes

It is important to note what constitutes an amendment and what represents an administrative change, since 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 by 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 construction and payback years.
7. Cost increases by more than 25 percent with or without a major change in scope of work.	7. Moving a project from the Illustrative List to the TIP should a cost savings occur or if additional funding is becoming available.



2026-2027-2028-2029 TIP Project Locations



Appendix A



Metropolitan Transportation Planning Process Certification

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

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


James C. Lillo, Chairman
Bay City Area Transportation Study

6/30/2025
Date

E-SIGNED by TODD WHITE
on 2025-07-17 12:41:39 EDT

Todd White, Director
Bureau of Transportation Planning



Consultation Letter

**BAY COUNTY TRANSPORTATION
PLANNING PROGRAM**

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JAMES A. BARCIA
County Executive

MICHAEL LOSEY, DIRECTOR
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Community Initiatives
Forest Sustainability Program
Geographic Information Systems
Saginaw Bay Restoration
Transportation Planning

April 28, 2025

Public Notice
Bay City Area Transportation Study (BCATS)
2026-27-28-29 Transportation Improvement Program (TIP)
Public Comment Period and Open House

The Bay City Area Transportation Study (BCATS) is seeking public comment on the proposed 2026-27-28-29 Transportation Improvement Program (TIP). The TIP includes information about proposed road, bridge, transit, and non-motorized transportation projects, as well as other regionally significant projects. The 30-day public comment period is April 28, 2025 through May 28, 2025. You may also view the proposed TIP on the Bay County website at www.baycountymi.gov/transportation. The public is encouraged to submit written comments to BCATS by emailing them to Joshua VanderLaan, Bay County Transportation Planner/GIS Technician at vanderlaanj@baycountymi.gov, or by mail to 515 Center Avenue, Suite 504, Bay City, MI 48708. Please submit your comments no later than May 27th, 2025.

An Open House to discuss the TIP will be held on Thursday, May 15, 2025 from 4:00 p.m. to 7:00 p.m. in room #128 in the Bay County Community Center Located at 800 John F. Kennedy Drive, Bay City, MI 48706.

Copies of the proposed TIP are available for review at the Transportation Planning Office in the Bay County Environmental Affairs and Community Development Department which is located on the 5th Floor of the Bay County Building, 515 Center Avenue, Bay City, MI 48708.

A Public Hearing to adopt the TIP will be held during the regularly scheduled May 21st, 2025 BCATS Policy Committee Meeting at 1:30 p.m. in the 1st Floor Conference Room of the Bay County Building located at 515 Center Avenue, Bay City, MI 48708. If you have any questions regarding the proposed FY2026-29 TIP, please contact Joshua VanderLaan at 989-895-4243.

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 Amber Davis-Johnson, Corporation Counsel Director at the Bay County Building, 4th Floor, 515 Center Avenue, Bay City, MI 48708 or by email at johnsona@baycounty.gov. To contact Amber Davis-Johnson by phone, please call 989-895-4131/TDD 989-895-4049.



Consultation Contact List

NAME	CONTACT MEANS	ORGANIZATION	ADDITIONAL INFO
Debbie Kiesel	email	Bay City Citizens District Councils	Staff Liaison
Jill Causley	email	Northwest Citizens District Council	Chair
Jan Rise	email	Northeast Citizens District Council	Chair
Amy MacDonald	email	Columbus Avenue Citizens District Council	Staff Liaison
Tony Dier	email	South-End Citizens District Council	Staff Liaison
Darold Newton	email	NAACP - Bay City Branch	
Bay City DDA	email	Bay City DDA	
Al Tacey	email	Hampton DDA	Chairperson
Barb Behmlander	email	Bangor DDA	DDA Member
Beth Patterson	email	Monitor DDA	Administrator
Department on Aging	email	Senior Citizens Advisory Committee	Part of the Department on Aging
Madi Syring	email	Bay Area Community Foundation	Program Officer for R/R Committee
Bay Foundation	email	Railtrail/Riverwalk Committee	Bay Foundation general email
Craig Symborski	email	James Clements Airport Advisory Committee	
AAA Taxi	mail	AAA Taxi Company	
Bangor Township Public Schools	mail	Bangor Township Public Schools Transportation	
Bobbie Wolicki	email	Bay City Public Schools Transportation Program	Manager BCPS Trans Dept.
Eric Debo	email	Essexville-Hampton Public Schools Transportation	Director of Facilities & Transportation
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Bay City Housing Staff	email	Bay City Housing Commission	
Bay City Housing Staff	email	Bay City Housing Commission	
Bay City Housing Staff	email	Bay City Housing Commission	
Nicole Luczak	email	United Way of Bay County	President
Beth Eurich	email	Bay County Department on Aging	Director
Melvin McNally	email	Region VII Area Agency on Aging	Bay County Rep. at Region VII AAA
Tri-City Cyclist Organization	mail	Tri-City Cyclist	
Larry Rodarte	email	GLBR Hispanic Business Association	Executive Director



Dana Muscott	email	Bay City	City Manager
Rebecca Lakin	email	Pinconning	City Manager
David Haag	email	Auburn	City Manager
Craig Goulet	email	Essexville	City Manager
Glenn Rowley	email	Bangor Charter Township	Township Supervisor
Dave Cymbala	email	Beaver Township	Township Supervisor / Township Hall
Ronald Campbell	email	Frankenlust Township	Township Supervisor
Mark Galus	email	Fraser Township	Township Supervisor
Joe McManus	email	Garfield Township	Township Supervisor
Matt Bayne	email	Gibson Township	Township Supervisor
Terri Close	email	Hampton Charter Township	Township Supervisor
Brad Eddy	email	Kawkawlin Township	Township Supervisor
David Schabel	email	Merritt Township	Township Supervisor
Terry Spencer	email	Monitor Township	Township Supervisor
Michael Haranda	mail	Mt. Forest Township	Township Supervisor
Paul Pomaville	email	Pinconning Township	Township Supervisor
Robert Pawlak	email	Portsmouth Township	Township Supervisor
Jerome E. Putt	email	Williams Township	Township Supervisor
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Rachel Phillips	email	Bay City	Engineering Manager
Christopher Runberg	email	Bay City	Commissioner, 7th Ward
Benjamin Tenney	email	Bay City	Commissioner, 4th Ward
Joseph Charlebois	email	Bay City	Commissioner, 8th Ward
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Beth Eurich	email	Bay County Department on Aging	Director
Ryan Gale	email	Bay County	911 / Central Dispatch Director
Cristen Gignac	email	Bay County	Recreation & Facilities Director
Administrative Services Division	email	Bay County	Administrative Services Director
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Brandon Krause	email	Bay County	Register of Deeds
Kathy Niemiec	email	Bay County	Board of Commissioners, 1st Ward
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Christopher Rupp	email	Bay County	Board of Commissioners, 5th Ward
Jesse Dockett	email	Bay County	Board of Commissioners, 6th Ward
Jerome Crete	email	Bay County	Board of Commissioners, 7th Ward
Troy Cunningham	email	Bay County	Sheriff
Weston Prince	email	Bay County	Treasurer
Ryan Manz	email	Bay County	Emergency Services/Management
Michael Rivard	email	Bay County	Drain Commissioner
Jim Lillo	email	Bay County Road Commission	Engineer Manager
Rodney Pavlok	email	Bay County Road Commission	General Superintendent
Cory Wale	email	Bay County Road Commission	Director of Engineering
Jim Reaume	email	Bay Future	President & CEO
Jose Rios III	email	Bay Future	Economic Development Manager
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Kathy Kowal	email	EPA	NEPA Reviewer
Virginia Laszewski	email	EPA	NEPA Reviewer



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DHT Group	mail	Freight Company	
Great Lakes Haulers	email	Freight Company	
Blumfield Secure Transport	email	Freight Company	
Schiebner Trucking	mail	Freight Company	
Go-To Transport INC	email	Freight Company	
Webers Trucking INC	email	Freight Company	
J&L Transport	email	Freight Company	
Rob Eggers	email	GLBRT/Spicer	Spicer Group & GLBRT President
Xiaohan Bao Smith	email	Michigan Historic Preservation Network	Project Manager
Cynthia Bruntjens	email	Michigan Historic Preservation Network	Office Manager
Michigan Historic Preservation	mail	Michigan Historic Preservation Network	General info distro
Bay County Historical Society	email	BCHS/Museum	
Jonathan Myers	email	Midland County Road Commission	Director/Engineer
Anita Boughner	email	MDOT	
Don Mayle	email	MDOT	
Jack Hofweber	email	MDOT	Region Planner
Jay Reithel	email	MDOT	Region Planner
John Lanum	email	MDOT	Statewide Planning Section
Lindsey Dowswell	email	MDOT	MPO Program Manager
Don Matula	email	MDOT	
Jeff Franklin	email	Battle Creek Area Transportation Study/MTPA	Director
Michigan DNR	email	Michigan DNR	
Rich Fenner	email	DNR Bay County	
Tri City Post	mail	Michigan State Police	
Mlive	email	Mlive	Bay City Times
Gavin McIntyre	email	MLive	Bay City Times
Charles Rood	email	WSGW News Radio	Content Director
Demetra Manley	email	Saginaw Area Transportation Agency	Transportation Planner
Erik Rodriguez	email	Saginaw Chippewa Indian Tribe	Public Relations Director
Joseph Sowmick	email	Saginaw Chippewa Indian Tribe	Public Relations Manager



Sandy McCreery	email	Saginaw Chippewa Indian Tribe	Administrative Assistant II
Saginaw Bay WIN	email	Saginaw Bay Watershed Initiative Network	
Zachary Brannigan	email	Saginaw Bay Land Conservancy	Executive Director
Sarah Dandamudi	email	Saginaw Bay Land Conservancy	Community Engagement Coordinator
Trevor Edmonds	email	Saginaw Bay Land Conservancy	Program Director
Sydney Gainforth	email	Saginaw Bay Land Conservancy	Project Coordinator
Hoss Meier	email	Saginaw Bay Land Conservancy	Program Assistant
Michele Fedorowicz	email	SEMCOG	Transportation Manager
Edward Hug	email	SEMCOG	Transportation Planning
Allison Racisz	email	SEMCOG/MTPA	Transportation Planning
Stephen Brudzinski	email	SEMCOG	Transportation Planning
Ryan Schumaker	email	Michigan Historic Preservation Office	Preservation Officer
Timothy Beson	email	Michigan House of Representatives	96th District
Roger Victory	email	Michigan State Senate	31st District



Comments Received

From: Richard Jackson

Sent: Wednesday, May 14, 2025 11:16 AM

Subject: TIP idea

Please read the below. I would like to propose that cycling routes be considered in the new TIP plan. I would like to propose a new bike trail along the railroad tracks from Auburn to Bay City. I know this has been proposed before and was turned down do to lack of funding. Now we have TIP and marijuana tax revenue. The following is just an idea that I ask you consider this proposal.

Cycling has become an increasingly popular mode of transportation, not only for leisure but also as a means to commute to work, school, or other daily activities. However, with this rise in popularity comes the need to address cycling safety concerns. In addition, there is a growing demand for well-designed and dedicated cycling routes to provide a safer and more enjoyable riding experience. One solution to these issues is the use of marijuana taxes and Transportation Improvement funds to fund the improvement and creation of safe cycling routes in communities. One of the most pressing issues in cycling safety is the lack of proper infrastructure. Many cyclists are forced to share the road with motor vehicles, which can be dangerous and intimidating. Drivers are often not accustomed to sharing the road with cyclists, leading to frequent accidents and collisions. By creating dedicated cycling routes, we can ensure the safety of both cyclists and motorists. These routes would not only provide a safe space for cyclists to ride, but they would also help to reduce traffic congestion on the roads.

Moreover, dedicated cycling routes would encourage more people to choose cycling as their preferred mode of transportation. This shift towards cycling would not only have a positive impact on the environment by reducing carbon emissions, but it would also have significant health benefits for individuals. Cycling is a low-impact form of exercise that can improve cardiovascular health, strengthen muscles, and reduce stress. Therefore, by investing in safe cycling routes, we are also investing in the health and well-being of our community. The use of marijuana taxes to fund the improvement and creation of cycling routes is a solution that benefits both cyclists and non-cyclists. As the legalization of marijuana becomes more widespread, the tax revenue generated from its sale can be put towards community initiatives. Using this revenue to improve cycling routes would not only benefit those who use them but also the wider community. By promoting cycling as a viable mode of transportation, we can reduce the number of cars on the road, leading to less air pollution and a healthier environment for all.

In addition to creating dedicated cycling routes, it is also essential to improve existing routes to make them safer for cyclists. This could include installing bike lanes, adding barriers between cyclists and motorists, and implementing traffic calming measures. By making these improvements, we can ensure that cyclists can navigate through different neighborhoods with ease and without fear of accidents. This not only benefits the cycling community but also the entire community, as safer roads lead to safer and more enjoyable neighborhoods.



In conclusion, cycling is a crucial aspect of our society that deserves attention and investment. By using marijuana taxes to fund the improvement and creation of safe dedicated cycling routes, we can address cycling safety concerns and promote the use of sustainable transportation. This would not only benefit cyclists but also the wider community by reducing air pollution, promoting exercise and improving overall well-being. It is time for us to recognize the importance of cycling and take steps to make it safer and more accessible for all. By doing so, we can create a better, healthier, and more sustainable future for our communities.

This idea would not only improve conditions for cyclists and motorists but also the many pedestrians that use the sidewalks of the city. By removing cyclists from the sidewalks which present a danger to cyclists and pedestrians The overall safety of the community is improved.

Thank you,
Richard Jackson
Avid cyclist

Public Comment: BCATS received a letter which identified an interest in the development of a bicycle trail from Auburn to Bay City. The proposed route would follow the railway which runs along Midland Road.

Response: At the TIP Open House, during discussions with Mr. Jackson, BCATS & MDOT staff noted that a previous investigation into the proposed route has occurred. Unfortunately, the presence of the active railway, along with the accompanying easements, makes construction of a new paved route along the tracks litigious as well as expensive.

Proposed alternatives included rerouting of the existing bike route north to a less trafficked road, such as N. Union Road, installation of signage, pavement painting, and installation of bollards. Safety issues related to high-speed e-bike usage on the existing rail trail around Bay City were also discussed, with limited enforcement of current laws identified as the primary obstacle to lowering speed in pedestrian zones.

BCATS will continue to pursue and implement non-motorized and walkable transportation plans and projects as capable and are always glad to engage with interested citizens.



From: Robert Rosekrans

Sent: Friday, May 2, 2025, 3:43 PM

Was wondering if the County is going to partner somehow with the city of Bay City to assist in the Independence and Liberty bridge on going issues. These bridges are with in Bay County proper and the County should assist and work together with the City to solve the issue. To just say, "well its a city issue, they own the bridges is short sited and quite frankly not acceptable for the county as a whole. We should all work together at the city, county, township, state and federal level to resolve big issues such as this. Everybody uses the bridges in the area at some point in time.

Public Comment: BCATS received a response inquiring into the involvement of Bay County in resolving ongoing dissatisfaction among some residents with the leased Independence and Liberty Bridges.

Response: Bay City's bridges and the lack of funding for repairs and maintenance have been the cause of careful consideration by both Bay County and the City. They explored a wide variety of solutions, seeking funding and additional assistance from state and federal agencies before choosing the current plan. Throughout the process, they both worked to get accurate information out to their residents using the best media tools available.

Among the funding options discussed were a new city tax or a countywide property tax. However, drivers from neighboring communities and beyond frequently rely on the infrastructure, since the bridges are a convenient crossing. The proposed taxes would have placed the financial burden of repairs on local landowners, even those who seldom use the bridges.

Bay County and Bay City worked very hard to find an option that was as fair as possible to all. After many community discussions and surveys, it was determined that a user-based fee structure was the most equitable approach. As a result, tolls have been implemented. Although it may not appeal to everyone, this method ensures that those who use the bridges are the ones who pay for their upkeep.



Appendix B - Projects, Illustrative List, Fiscal Constraint Tables

Fiscal Year	Job #	GPA Type	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	ACC Year(s)	Phase	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost incl. NON LAP	MPO/Rural Approval Date
2026	202649	S/TIP Line items	Bay	MDOT	TSCwide	Signing Upgrade	29.048	Traffic Safety	Non-Freeway Sign Replacement		CON	\$230,000	\$0	\$0	230,000.00	STG	\$879,000.00	03/31/2025
2026	213337	S/TIP Line items	Saginaw	MDOT	Regionwide	All trunkline routes in BCATS MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region		PE	\$2,376	\$264	\$0	2,640.00	HSIP	\$5,520,000.00	03/06/2025
2026	213337	S/TIP Line items	Saginaw	MDOT	Regionwide	All trunkline routes in BCATS MPO, All trunkline routes in BCATS MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region		CON	\$434,808	\$48,312	\$0	483,120.00	HSIP, VRU	\$5,520,000.00	03/06/2025
2026	213359	S/TIP Line items	Saginaw	MDOT	Regionwide	All of BCATS MPO	23.843	Traffic Safety	Pavement Marking retroreflectivity readings on trunklines in Bay Region		CON	\$2,772	\$308	\$0	3,080.00	HSIP	\$35,000.00	03/06/2025
2026	214226	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 2025 Section 5339 - Van Purchase & Facility Improvements		NI	\$126,654	\$31,663	\$0	158,317.00	5339	\$158,317.00	03/18/2025
2026	214228	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY 2026 Section 5307 - Operating Assistance		NI	\$1,496,388	\$1,855,936	\$1,661,340	5,013,664.00	5307	\$5,013,664.00	
2026	214229	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY 2026 Section 5339 - Van Purchase & Bus Facilities		NI	\$96,000	\$24,000	\$0	120,000.00	5339	\$153,759.00	
2026	214229	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	Areawide	0.000	SP1206-Bus terminal facility improvements	FY 2026 Section 5339 - Van Purchase & Bus Facilities		NI	\$27,007	\$6,752	\$0	33,759.00	5339	\$153,759.00	
2026	214516	S/TIP Line items	Bay	Bay City	E Smith St	State St to Patterson St	1.022	Reconstruction	Asphalt Reconstruction	2026	CON	\$56,000				ST	\$7,497,899.30	12/10/2024
2026	214516	S/TIP Line items	Bay	Bay City	E Smith St	State St to Patterson St	1.022	Reconstruction	Asphalt Reconstruction	2026	CON	\$1,260,000				STUL	\$7,497,899.30	12/10/2024
2026	216421	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY 2026 Sec. 5311 Operating Assistance		NI	\$389,313	\$389,313	\$0	778,626.00	5311	\$778,626.00	
2026	220838	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	areawide	0.000	SP1105-van replacement, any size with or without lift	FY 2024 Carbon Reduction Program (CRP) - Van Replacement		NI	\$150,381	\$37,595	\$1	187,977.00	CRSM	\$187,978.00	03/31/2025



2026	223963	S/TIP Line items	Bay	Bay County	Shady Shore Dr	Shady Shore Road	1.143	Road Rehabilitation	Crush and Shape, HMA paving	2027	CON	\$0	\$0	\$100,000	100,000.00	STUL	\$625,000.00	
2026	224444	S/TIP Line items	Bay	State Wide	Fraser Street	Fraser Street over the Kawkawlin River	0.000	Bridge Replacement	Bridge Replacement		CON	\$533,318	\$133,330	\$0	666,648.00	BIP	\$6,688,699.00	
2026	224444	S/TIP Line items	Bay	State Wide	Fraser Street	Fraser Street over the Kawkawlin River	0.000	Bridge Replacement	Bridge Replacement		CON	\$4,817,641	\$1,204,410	\$0	6,022,051.00	BIP	\$6,688,699.00	
2026	222005	Trunkline Road	Bay	MDOT	M-15	from Youngs Ditch Road to M-25	1.275	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay		CON	\$794,477	\$176,173	\$0	970,650.00	ST, MNMP	\$1,022,649.00	11/22/2024
2027	213375	S/TIP Line items	Saginaw	MDOT	Bay Regionwide Pavement Marking Retro Readings	All of BCATS MPO	17.122	Traffic Safety	Pavement Marking retroreflectivity readings on trunklines in Bay Region		CON	\$1,742	\$194	\$0	1,936.00	HSIP	\$22,000.00	
2027	223963	S/TIP Line items	Bay	Bay County	Shady Shore Dr	Shady Shore Road	1.143	Road Rehabilitation	Crush and Shape, HMA paving	2027	CON	\$400,000				STUL	\$625,000.00	
2027	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$54,237	\$0	\$24,054	78,291.00	ST	\$3,119,474.00	
2027	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$151,833	\$0	\$67,336	219,169.00	CRSM	\$3,119,474.00	
2027	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$885,351	\$0	\$530,461	1,415,812.00	STUL	\$3,119,474.00	
2027	224291	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY27 SEC 5307 Operating Assistance		NI	\$1,872,149	\$2,584,715	\$2,027,369	6,484,233.00	5307	\$6,484,233.00	
2027	224293	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	Areawide	0.000	6000-Oth Prog Costs	FY27 SEC 5311 Operating Assistance		NI	\$746,734	\$746,734	\$0	1,493,468.00	5311	\$1,493,468.00	
2027	224294	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	Areawide	0.000	SP1105-van replacement, any size with or without lift	FY27 SEC 5339 - Van Purchase		NI	\$120,230	\$30,058	\$0	150,288.00	5339	\$150,288.00	
2027	213932	Trunkline Traffic Operations And Safety	Bay	MDOT	TSCwide	Various Locations - Bay City TSC	30.086	Traffic Safety	Non-Freeway Signing Upgrade		CON	\$920,000	\$0	\$0	920,000.00	STG	\$1,055,000.00	



2027	213933	Trunkline Traffic Operations And Safety	Bay	MDOT	TSCwide	Various Locations - Bay City TSC	3.036	Traffic Safety	Non-Freeway Signing Upgrade		CON	\$57,500	\$0	\$0	57,500.00	STG	\$72,500.00	
2028	208823	S/TIP Line items	Bay	MDOT	M-25 W	from M-25 Freeway End to Walnut Street	1.262	Reconstruction	Reconstruction		CON	\$12,062,431	\$2,440,763	\$234,046	14,737,240.00	NH	\$15,878,566.00	
2028	208827	S/TIP Line items	Bay	MDOT	M-25 E	from M-25 Freeway End to Walnut Street	1.211	Reconstruction	Reconstruction		CON	\$11,454,951	\$2,317,843	\$222,259	13,995,053.00	NH	\$15,079,288.00	
2028	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$700,000				STUL	\$3,119,474.00	
2028	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$54,237				ST	\$3,119,474.00	
2028	223965	S/TIP Line items	Bay	Bay City	S Henry St	Henry Street	0.296	Reconstruction	HMA Reconstruct	2028	CON	\$151,833				CRSM	\$3,119,474.00	
2028	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$0	\$0	\$12,027	12,027.00	ST	\$2,468,464.00	
2028	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$0	\$0	\$33,669	33,669.00	CRSM	\$2,468,464.00	
2028	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$471,058	\$0	\$398,985	870,043.00	STUL	\$2,468,464.00	
2028	224309	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	AREAWIDE	0.000	3000-Operating Assistance	FY28 SEC 5307 Operating Assistance		NI	\$1,872,149	\$2,584,715	\$2,027,369	6,484,233.00	5307	\$6,484,233.00	
2028	224311	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	AREAWIDE	0.000	6000-Oth Prog Costs	FY28 SEC 5311 Operating Assistance		NI	\$746,734	\$746,734	\$0	1,493,468.00	5311	\$1,493,468.00	
2028	224313	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	AREAWIDE	0.000	SP1105-van replacement, any size with or without lift	FY 2028 SEC5339 - Capital		NI	\$120,230	\$30,058	\$0	150,288.00	5339	\$150,288.00	
2028	223379	Trunkline Traffic Operations And Safety	Bay	MDOT	M-25	M-25 at Scheurman St	0.000	Traffic Safety	Traffic signal modernization to current standards		ROW	\$10,000	\$0	\$0	10,000.00	STG	\$634,312.00	



2028	223379	Trunkline Traffic Operations And Safety	Bay	MDOT	M-25	M-25 at Scheurman St	0.000	Traffic Safety	Traffic signal modernization to current standards		CON	\$532,481	\$0	\$0	532,481.00	STG	\$634,312.00	
2029	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$54,237				ST	\$2,468,464.00	
2029	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$151,833				CRSM	\$2,468,464.00	
2029	223971	S/TIP Line items	Bay	Bay City	Marquette Ave	Marquette Avenue	0.245	Reconstruction	Asphalt Reconstruction	2029	CON	\$857,280				STUL	\$2,468,464.00	
2029	224314	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	AREAWIDE	0.000	3000-Operating Assistance	FY29 SEC 5307 Operating Assistance		NI	\$1,872,149	\$2,584,715	\$2,027,369	6,484,233.00	5307	\$6,484,233.00	
2029	224315	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Operating	AREAWIDE	0.000	3000-Operating Assistance	FY 29 SEC 5311 Operating Assistance		NI	\$746,734	\$746,734	\$0	1,493,468.00	5311	\$1,493,468.00	
2029	224316	S/TIP Line items	Bay	Bay Metropolitan Transportation Authority	Transit Capital	AREAWIDE	0.000	SP1105-van replacement, any size with or without lift	FY29 SEC 5307 CTF		NI	\$120,230	\$30,058	\$0	150,288.00	5339	\$150,288.00	



Demonstration of Fiscal Constraint Table

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$155,000	\$155,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$1,760,000	\$1,260,000	\$1,260,000	\$0	\$500,000	\$1,760,000
STP Flex - Small MPO	\$56,000	\$56,000	\$56,000	\$0	\$0	\$56,000
Transit - STP - Small MPO - Flex	\$37,596	\$0	\$150,381	\$37,595	\$1	\$187,977
FY 2026, Local MPO Based Constraints Total	\$2,008,596	\$1,471,000	\$1,466,381	\$37,595	\$500,001	\$2,003,977
Fiscal Year - 2026, Local Projects from Statewide Sources						
Bridge Bundle	\$6,688,699	\$5,350,959	\$5,350,959	\$1,337,740	\$0	\$6,688,699
FY 2026, Local Projects from Statewide Sources Total	\$6,688,699	\$5,350,959	\$5,350,959	\$1,337,740	\$0	\$6,688,699
Fiscal Year - 2026, MDOT Project Templates						
Road - Capital Preventive Maintenance	\$970,650	\$794,477	\$794,477	\$176,173	\$0	\$970,650
Traffic & Safety	\$718,840	\$669,956	\$669,956	\$48,884	\$0	\$718,840
FY 2026, MDOT Project Templates Total	\$1,689,490	\$1,464,433	\$1,464,433	\$225,057	\$0	\$1,689,490
Fiscal Year - 2026, Transit Project Categories						
5307	\$5,013,664	\$1,496,388	\$1,496,388	\$1,855,936	\$1,661,340	\$5,013,664
5311	\$778,626	\$389,313	\$389,313	\$389,313	\$0	\$778,626
5339	\$312,076	\$249,661	\$249,661	\$62,415	\$0	\$312,076
FY 2026, Transit Project Categories Total	\$6,104,366	\$2,135,362	\$2,135,362	\$2,307,664	\$1,661,340	\$6,104,366
Fiscal Year - 2026 Grand Total	\$16,491,151	\$10,421,754	\$10,417,135	\$3,908,056	\$2,161,341	\$16,486,532
Fiscal Year - 2027						
Fiscal Year - 2027, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$377,169	\$158,000	\$151,833	\$0	\$219,169	\$371,002
STP - Small MPO	\$2,515,461	\$1,285,000	\$1,285,351	\$0	\$1,230,461	\$2,515,812
STP Flex - Small MPO	\$135,291	\$57,000	\$54,237	\$0	\$78,291	\$132,528
FY 2027, Local MPO Based Constraints Total	\$3,027,921	\$1,500,000	\$1,491,421	\$0	\$1,527,921	\$3,019,342
Fiscal Year - 2027, MDOT Project Templates						



Bay City Area Transportation Study (BCATS)
Transportation Improvement Program (TIP) - FY 2026-2027-2028-2029

Final Report
21 May, 2025

Traffic & Safety	\$979,436	\$979,242	\$979,242	\$194	\$0	\$979,436
FY 2027, MDOT Project Templates Total	\$979,436	\$979,242	\$979,242	\$194	\$0	\$979,436
Fiscal Year - 2027, Transit Project Categories						
5307	\$6,484,233	\$1,872,149	\$1,872,149	\$2,584,715	\$2,027,369	\$6,484,233
5311	\$1,493,468	\$746,734	\$746,734	\$746,734	\$0	\$1,493,468
5339	\$150,288	\$120,230	\$120,230	\$30,058	\$0	\$150,288
FY 2027, Transit Project Categories Total	\$8,127,989	\$2,739,113	\$2,739,113	\$3,361,507	\$2,027,369	\$8,127,989
Fiscal Year - 2027 Grand Total	\$12,135,346	\$5,218,355	\$5,209,776	\$3,361,701	\$3,555,290	\$12,126,767
Fiscal Year - 2028						
Fiscal Year - 2028, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$346,502	\$161,000	\$151,833	\$0	\$185,502	\$337,335
STP - Small MPO	\$2,567,265	\$1,311,000	\$1,171,058	\$0	\$1,256,265	\$2,427,323
STP Flex - Small MPO	\$125,264	\$59,000	\$54,237	\$0	\$66,264	\$120,501
FY 2028, Local MPO Based Constraints Total	\$3,039,031	\$1,531,000	\$1,377,128	\$0	\$1,508,031	\$2,885,159
Fiscal Year - 2028, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$28,732,293	\$23,517,382	\$23,517,382	\$4,758,606	\$456,305	\$28,732,293
Traffic & Safety	\$542,481	\$542,481	\$542,481	\$0	\$0	\$542,481
FY 2028, MDOT Project Templates Total	\$29,274,774	\$24,059,863	\$24,059,863	\$4,758,606	\$456,305	\$29,274,774
Fiscal Year - 2028, Transit Project Categories						
5307	\$6,484,233	\$1,872,149	\$1,872,149	\$2,584,715	\$2,027,369	\$6,484,233
5311	\$1,493,468	\$746,734	\$746,734	\$746,734	\$0	\$1,493,468
5339	\$150,288	\$120,230	\$120,230	\$30,058	\$0	\$150,288
FY 2028, Transit Project Categories Total	\$8,127,989	\$2,739,113	\$2,739,113	\$3,361,507	\$2,027,369	\$8,127,989
Fiscal Year - 2028 Grand Total	\$40,441,794	\$28,329,976	\$28,176,104	\$8,120,113	\$3,991,705	\$40,287,922
Fiscal Year - 2029						
Fiscal Year - 2029, Local MPO Based Constraints						
Carbon Reduction - Small MPO	\$164,000	\$164,000	\$151,833	\$0	\$0	\$151,833
STP - Small MPO	\$1,337,000	\$1,337,000	\$857,280	\$0	\$0	\$857,280
STP Flex - Small MPO	\$61,000	\$61,000	\$54,237	\$0	\$0	\$54,237
FY 2029, Local MPO Based Constraints Total	\$1,562,000	\$1,562,000	\$1,063,350	\$0	\$0	\$1,063,350



Bay City Area Transportation Study (BCATS)
Transportation Improvement Program (TIP) - FY 2026-2027-2028-2029

Final Report
21 May, 2025

Fiscal Year - 2026, Transit Project Categories						
5307	\$6,484,233	\$1,872,149	\$1,872,149	\$2,584,715	\$2,027,369	\$6,484,233
5311	\$1,493,468	\$746,734	\$746,734	\$746,734	\$0	\$1,493,468
5339	\$150,288	\$120,230	\$120,230	\$30,058	\$0	\$150,288
FY 2029, Transit Project Categories Total	\$8,127,989	\$2,739,113	\$2,739,113	\$3,361,507	\$2,027,369	\$8,127,989
Fiscal Year - 2029 Grand Total	\$9,689,989	\$4,301,113	\$3,802,463	\$3,361,507	\$2,027,369	\$9,191,339



Appendix C - List of Available Federal-Aid Highway and Transit Resources⁵

Highway Resources

Source	Purpose	Examples of Eligible Activities
Surface Transportation Block Grant Program (STBG)	Maintain and improve the federal-aid highway system.	Construction, reconstruction, or rehabilitation of highways, bridges, and tunnels; transit capital projects, infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; non-motorized projects (including projects eligible under the former Transportation Alternatives Program); and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retro-reflectivity, that addresses a highway safety problem consistent with a State Strategic Highway Safety Plan; roadside safety audits.
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources.	Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes. 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.
National Highway Performance Program (NHPP)	Maintain and improve the National Highway System (NHS) (i.e., state trunkline roads or principal arterials or above).	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and non-motorized activities; and construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.

⁵ Not intended to be an exhaustive list of all eligible activities.



Carbon Reduction Program	Projects that reduce carbon emissions.	CRP activities include traffic monitoring, transit, non-motorized facilities, alternative fuel vehicle equipment, and other carbon reduction measures.
Transportation Alternatives Program (TAP)	Used to improve the transportation system environment.	Activities include non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	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.
Section 5310, Elderly and Persons with Disabilities	Improving mobility options for seniors and disabled persons.	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.
Section 5311, Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas with under 50,000 total population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.
Section 5339, Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.



Appendix D - Financial and Operations and Maintenance Assumptions

Funding Growth Rates

These rates are not Year of Expenditure (i.e., inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average 2.47 percent per year. In recent years the average annual change in apportionment has been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the subsequent five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past ten years and represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transferred \$70 billion from the federal General Fund into the federal HTF to ensure that all investments in highways and transit during the subsequent fiscal years were fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past ten years to approximately \$145 billion.

Although the FAST Act has increased funding stability over the following five fiscal years, funding increases are modest at best. In keeping the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2026 and FY 2029.

The Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021. This legislation provides \$550 billion over the following five fiscal years for various modes of transportation infrastructure.

Table 1 below illustrates the revenue estimates for the 2026-2029 TIP Development, which includes Carbon Reduction Program funding. Carbon Reduction Program is a funding category in the IIJA that provides sub-allocated funding by urbanized areas, depending on the status of the area.



Table 1: FY 2023-2026 TIP Revenues for TIP Development

Bay City MPO	Type	FY 2026 Estimate	FY 2027 Estimate	FY 2028 Estimate	FY 2029 Estimate
STBG Urban Program Area	Small MPO	\$1,260,000	\$1,285,000	\$1,311,000	\$1,337,000
STBG Flex Program Type	Small MPO	\$56,000	\$57,000	\$59,000	\$61,000
Carbon Reduction Program	Small MPO	\$155,000	\$158,000	\$161,000	\$164,000
Consolidated Planning Grant (PL+5303)	Small MPO	\$271,000	\$276,000	\$282,000	\$287,000

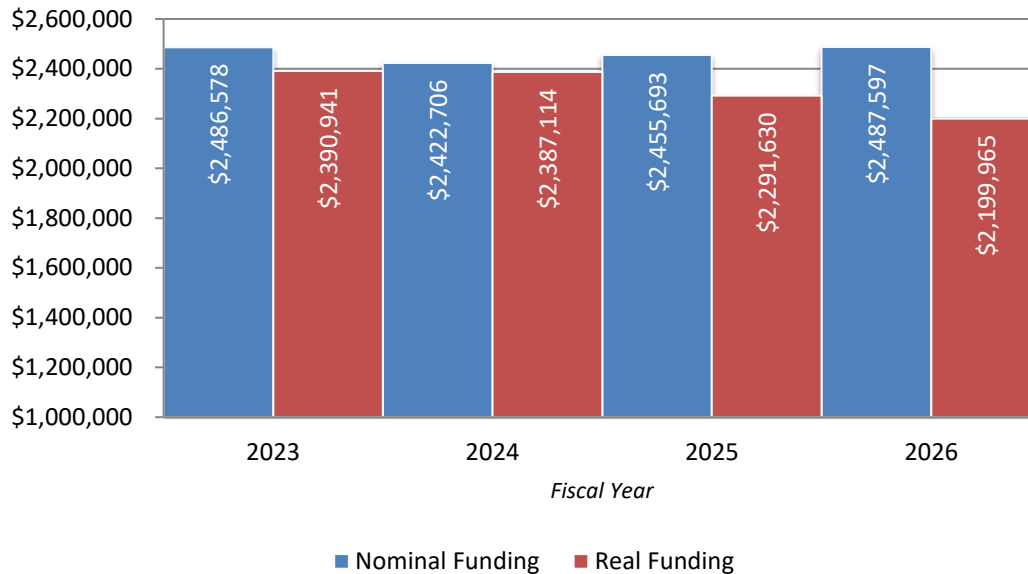
Year of Expenditure (YOE) Rates

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies' cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs have increased essentially around 2.47 percent. This inflation rate means that less work can be done per allocated dollars. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources.

Based on experience, MDOT, in cooperation with MTPA, will use the 4 percent YOE factor with 2024 as the base year. The example below illustrates the difference between what BCATS has officially received in STPBG Urban funding over the life of the FAST Act (i.e., nominal funding), and what that funding is worth relative to the purchasing power of the base year (i.e., real funding) starting in 2023.



Example: Nominal and Real Funding for Each Fiscal Year, 2023-2026



Estimate of Operations and Maintenance (O&M) Costs on the Federal-Aid Highway System

Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O&M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O&M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O&M estimate was derived in the following manner:

1. There was a total of \$13,207,319 expended for the entire Bay Region in FY2024.
2. Bay Region MDOT also utilizes an STO template that funds smaller maintenance and emergency projects as well, which was approximately \$62,181,249 for the entire region in FY2024.
3. Bay County has approximately 468 lane miles out of 5036 lanes miles found in the Bay Region (9.3%).
4. Assuming equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT spends approximately \$7 million annually in the BCATS Planning Area on these activities.
5. Since the BCATS planning area does not encompass the entirety of Bay County, this figure may be smaller.
6. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the *cost* of O&M, not a particular funding *source*.