
TTCI

Transportation Improvement Program

FY 2026 - 2029

Approved by TTCI Policy Board on
MM/DD/2025



Traverse Transportation Coordinating Initiative

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ACKNOWLEDGEMENT

This document partially fulfills work item 6 of TTCI's annual Unified Work Program (UWP) for FY 2025.

The preparation of this report has been financed, in part, through grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), U.S. Department of Transportation, under the Metropolitan Planning Program, Section 104(f) of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation. Additional financing was provided by the local agencies within the Traverse Transportation Coordinating Initiative (TTCI) Metropolitan Planning Area. This document was prepared by Networks Northwest.

TTCI's FY 2026-2029 Transportation Improvement Program was approved by the TTCI Policy Committee on June XX, 2025 (Resolution #25-0_). The draft minutes of the June XX, 2025 Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix of this document.

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INTRODUCTION

The Transportation Improvement Program (TIP) is the official programming document for the area served by the Traverse Transportation Coordinating Initiative (TTCI) for Fiscal Year 2026, beginning October 1, 2025, through Fiscal Year 2029, ending September 30, 2029.

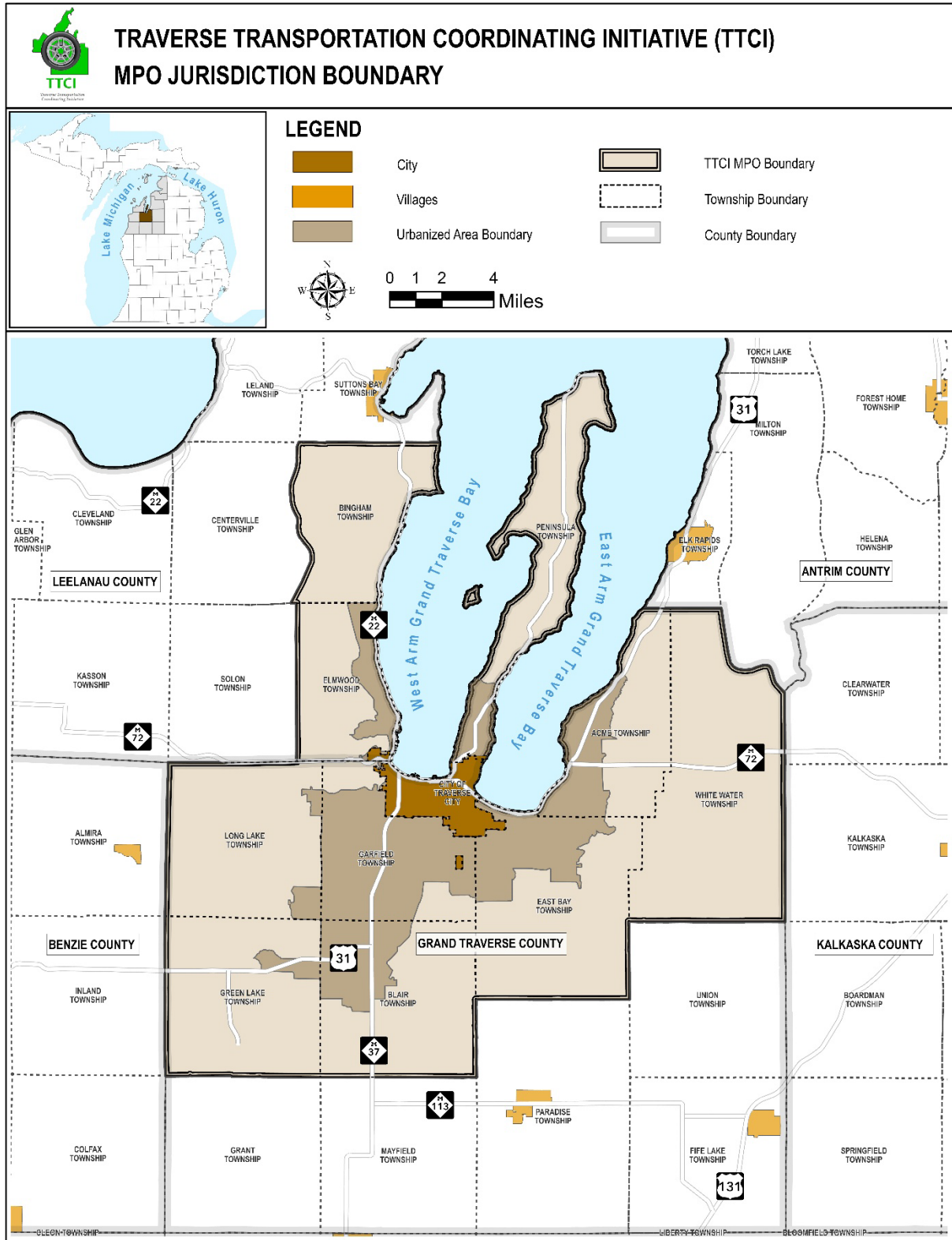
The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the continuing, comprehensive, and cooperative (3C) planning process. This planning process involves collaboration among local jurisdictions, transit agencies, and state and federal transportation officials to ensure that transportation investments align with the Traverse City metropolitan area needs and funding availability.

The process for selecting multimodal transportation projects is based on locally determined transportation priorities and helps to ensure that programmed improvements are consistent with expected revenues from federal, state, and local sources. The TIP, as required by federal regulations, includes all projects utilizing federal funding within the TTCI study area, covering highway and roadway projects (including nonmotorized initiatives) as well as public transportation operations and expenditures. At the time of adoption, the FY 2026-2029 TIP includes a comprehensive list of projects that represent a significant investment in the metro area's transportation infrastructure.

Recognizing that transportation decisions have regional implications, the planning process provides a forum for local, state, and federal agencies to collaborate on infrastructure improvements. This ensures methodical and strategic development of transportation facilities and services. Any urbanized area with a population of more than 50,000 must have a designated Metropolitan Planning Organization (MPO) to qualify for federal highway or transit funding. The United States Department of Transportation (USDOT) relies on MPOs to ensure that federally funded roadway and transit projects result from a thorough planning process and align with local needs. Unless projects are included in the MPO's TIP, the USDOT will not authorize federal funding for urban roadway and transit initiatives. As a result, the TTCI MPO plays a critical role in developing and maintaining the area's transportation plan to secure federal funding for locally driven projects. Additionally, MPOs are responsible for ensuring public engagement through citizen participation measures.

The Transportation Improvement Program (TIP) is a fundamental component of this process. According to FHWA and FTA regulations, the TIP is "a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53." The TIP serves to identify and prioritize federal-aid projects while ensuring that scheduled transportation improvements align with anticipated financial resources. A well-developed TIP facilitates the efficient use of available funding to address the Traverse City metro area's transportation needs in an organized and strategic manner.

TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI) JURISDICTION



TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT PROCESS

The development of the Transportation Improvement Program (TIP) is a core function of the metropolitan transportation planning process, as defined in 23 CFR Part 450.326. The TIP serves as a fiscally constrained, four-year listing of regionally significant transportation projects and programs that are prioritized for federal funding. These projects must demonstrate consistency with the Metropolitan Transportation Plan (MTP) and must be developed through a performance-based planning framework that supports regional goals and complies with federal requirements under Title 23 U.S.C. §134(a) and (h) and 49 U.S.C. Chapter 53 (FTA-Sec 8).

The Infrastructure Investment and Jobs Act (IIJA), signed into law in 2021, reaffirmed the performance-based planning and programming requirements initially introduced by MAP-21 and expanded under the FAST Act. These laws mandate that MPOs, in cooperation with state departments of transportation and public transit operators, develop TIPs that address national planning emphasis areas, integrate performance measures for key infrastructure and mobility indicators (e.g., pavement condition, bridge condition, system reliability, safety, congestion, and transit asset management), and support investments that make measurable progress toward established targets.

The Traverse Transportation Coordinating Initiative (TTCI)—designated as the Metropolitan Planning Organization (MPO) for the Traverse City urbanized area in October 2023—is responsible for coordinating this process for the FY 2026–2029 TIP. TTCI’s designation followed approval by the Governor of Michigan and the Federal Highway Administration (FHWA) through the formal endorsement of its Unified Planning Work Program (UPWP). For historical context, TTCI succeeded the Traverse City Transportation and Land Use Study (TC-TALUS), which previously coordinated regional planning activities in the area.

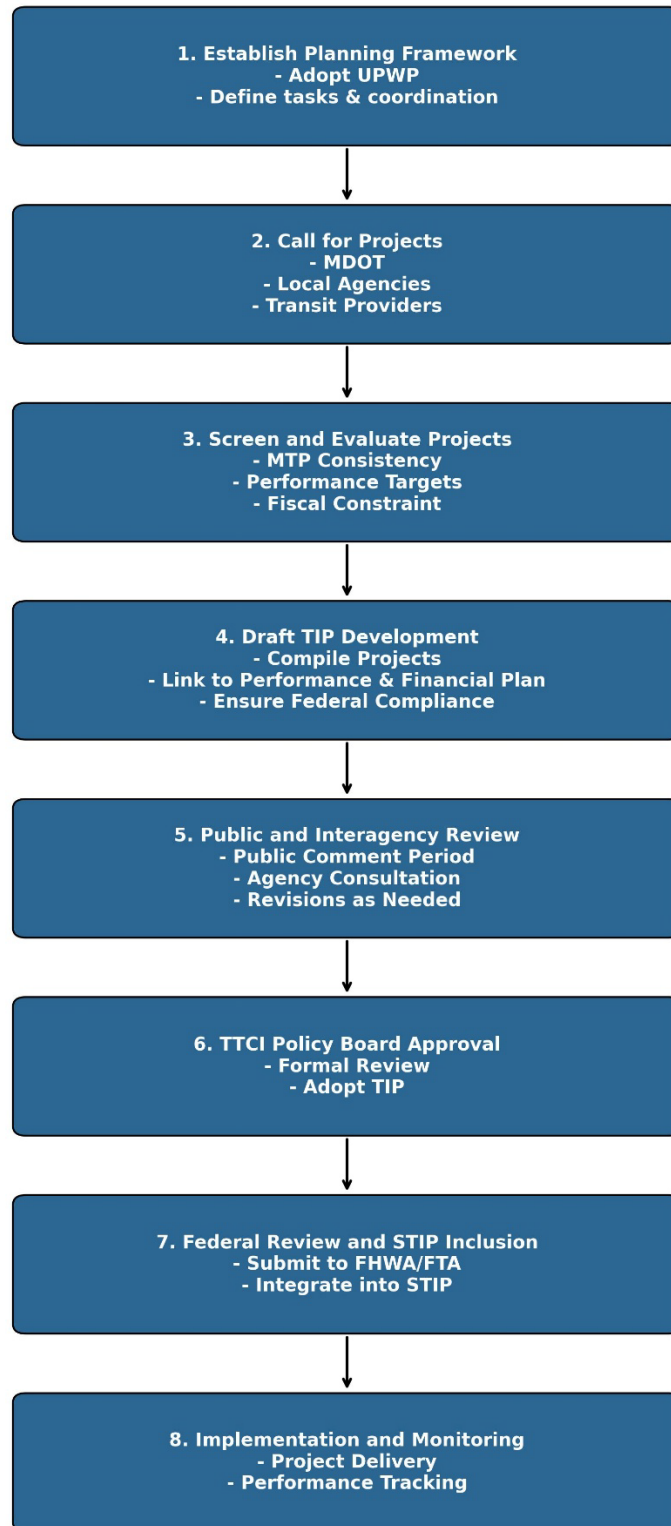
TIP development under TTCI begins with project submittals from the Michigan Department of Transportation (MDOT), local road agencies, and transit operators, each of whom identifies candidate projects aligned with their own strategic priorities and capital improvement programs. These proposed projects are then reviewed by TTCI’s Technical Committee and refined through an iterative process that considers regional priorities, federal eligibility, available revenue, project readiness, and alignment with statewide performance targets and the MTP.

In accordance with federal law, only projects that can demonstrate fiscal constraint—meaning that funding is reasonably expected to be available—can be programmed in the TIP. The TIP must also reflect input from a diverse array of stakeholders and incorporate considerations related to equity, environmental sustainability, multimodal connectivity, and long-term system preservation.

The final TIP is subject to public review, policy board adoption, and approval by both FHWA and the Federal Transit Administration (FTA). Once approved, the TIP becomes part of the Statewide Transportation Improvement Program (STIP) and authorizes the use of federal transportation funds for implementation.

Through this process, TTCI ensures that federally funded transportation investments in the Traverse City metro area are data-informed, collaboratively developed, fiscally constrained, and aligned with both local priorities and national performance objectives.

TIP Development Process Workflow



All transportation projects or recognized project phases included in the TIP—such as pedestrian walkways, bicycle transportation facilities, transportation enhancement projects, and paratransit plans—must contain descriptive details that identify:

- The project or phase scope
- Estimated total cost
- Amount of federal funds allocated per program year
- Proposed federal and non-federal funding sources
- Recipient/sub-recipient and responsible state and local agencies

The TIP must cover a period of at least four years and include a priority list of projects planned for the first four years. It must also be financially constrained, meaning it must demonstrate how projects can be implemented while ensuring the existing transportation system is adequately operated and maintained. Only projects for which construction and operating funds can reasonably be expected to be available may be included. The financial analysis considers all funding sources, including Title 23 U.S.C., the Federal Transit Act, other federal funds, state and local assistance, and private contributions. Additionally, this TIP adheres to performance-based planning requirements, as detailed in the Performance Measures chapter.

To guide project selection, the TTCI Technical Committee developed the Application & Instructions for Transportation Improvement Program Projects, which was formally adopted by the TTCI Policy Board on April 1, 2024. This document established policies for navigating the Call for Projects (CFP) process and selecting projects for inclusion in the first TIP for the region.

The TIP must also be consistent with the region's Long-Range Metropolitan Transportation Plan (MTP). Since TTCI is a newly established MPO, this TIP and MTP are being developed concurrently to ensure alignment between short-term and long-term transportation priorities.

As an essential component of the metropolitan transportation planning process, the TIP serves to identify and prioritize federal-aid projects while ensuring that planned improvements align with anticipated financial resources. A well-developed TIP facilitates the efficient use of available funding to address the Traverse City metro area's transportation needs in an organized and strategic manner.

TTCI FY 2026-2029 TRANSPORTATION PROJECTS

Project Selection

TTCI has established a structured approach for selecting projects for TIP funding. Selection criteria may include pavement condition, traffic volumes, the number of years since the last repair, and other relevant factors. MDOT employs a similar process for its projects, aligning with asset management principles established by the Michigan Transportation Asset Management Council (TAMC), whose responsibilities are defined by state law.

Transit agencies determine project selection based on internal assessments of capital and operational needs. Projects that provide a high level of benefit in meeting established performance targets may be prioritized for programming, in alignment with the goals, objectives, and performance measures outlined in the Metropolitan Transportation Plan (MTP) and long-range planning efforts.

A detailed listing of programmed projects within TTCI planning area for fiscal years 2026-2029 is included on the following pages, grouped by year and containing funding sources and cost breakdowns.

TTCI TIP Development Project List FY 2026-2029**Table X: MPO Projects**

TTCI Projects					
FY	Description	STBG	STGB Flex	CRP	TOTAL
2026	LCRC - Cherry Bend - (Breithaupt Rd to M-22)	\$1,047,000	\$46,000		\$1,093,000
	Transit BATA			\$129,000	\$129,000
TOTAL 26	Total funding available by program	\$1,047,000	\$46,000	\$129,000	\$1,222,000
2027	GTCRC - Cass Rd (Hartman Rd to S Airport Rd)	\$1,068,000	\$48,000		\$1,116,000
	Transit BATA			\$131,000	\$131,000
TOTAL 27	Total funding available by program	\$1,068,000	\$48,000	\$131,000	\$1,247,000
2028	TC - 14th Street (Division St to Railroad Crossing)	\$1,089,000	\$49,000		\$1,138,000
	Transit BATA			\$134,000	\$1,298,000
TOTAL 28	Total funding available by program	\$1,089,000	\$49,000	\$134,000	\$1,272,000
2029	LCRC - Cherry Bend (Center Hwy to Breithaupt)	\$1,111,000	\$50,000		\$137,000
	Transit BATA			\$137,000	\$161,000
TOTAL 29	Total funding available by program	\$1,111,000	\$50,000	\$137,000	\$1,161,000
	Total	\$4,315,000	\$193,000	\$531,000	\$4,902,000

Table X: MPO Total Project Cost by Fiscal Year

TTCI - Total Project Cost			
FY	FEDERAL: STBG + STBG Flex	Local Match From agencies	Total Actual Project Cost
2026	\$1,093,000	\$2,439,130	\$3,532,130
2027	\$1,116,000	\$384,000	\$1,500,000
2028	\$1,138,000	\$252,349	\$1,390,349
2029	\$1,161,000	\$807,700	\$1,968,700
Total	\$4,508,000	\$3,883,179	\$8,391,179

Table X: RTF Projects by County and Fiscal Year

RTF Projects					
Grand Traverse County	Work Description	STP	STATE-D	LOCAL	TOTAL
GTCRC – JN#219117 Cedar Run Road	Overlay and add Shoulder	\$317,200	\$132,671	\$1,132,800	\$1,450,000
Transit Project - JN#214807	Vehicle	\$72,200		\$18,050	\$90,250
TOTAL 2026		\$722,000	\$132,671	\$1,150,850	\$1,540,250
GTCRC - JN#223714 - Williamsburg Rd - Supply Rd to Wheeler Oaks Dr	Asphalt Overlay over Chip Seal	\$663,300	\$225,601	\$1,234,299	\$2,123,000
Transit - JN#223717	Vehicle	\$73,700		\$18,425	\$92,125
TOTAL 2027		\$737,000	\$225,601	\$1,252,724	\$2,892,125
GTCRC - JN#223714 - Williamsburg Rd - Phase 2 - ACC - Wheeler Oaks Dr to M72	Asphalt Overlay over Chip Seal	\$676,800 (ACC)	-	-	\$676,800
Transit - JN#223719	Vehicle	\$75,200		\$18,800	\$94,000
TOTAL 2028		\$752,000	\$92,930	\$18,800	\$770,800
Leelanau County	Work Description	STP	STATE-D	LOCAL	TOTAL
LCRC - JN#223726 - Lake Leelanau Dr (CR 641) from 2016 project to 1/2 Mile	Reconstruction	\$450,000	\$81,048	\$100,000	\$550,000
Transit Project - JN#223718	Vehicle	\$50,000		\$12,500	\$62,500
TOTAL 2027		\$548,900	\$81,048	\$112,500	\$612,500
LCRC - JN#223727 - (Continuation of 27) Lake Leelanau Dr (CR 641) from 2026 project to Donner Rd	Crush & Shape & Asphalt Resurfacing (GPA)	\$459,000	\$161,602	\$100,000	\$559,000
Transit Project - JN#223721	Vehicle	\$51,000		\$12,750	\$63,750
TOTAL 2028		\$558,900	\$161,602	\$112,750	\$622,750
TOTAL for all fiscal years		\$3,318,800	\$693,852	\$2,647,624	\$6,438,425

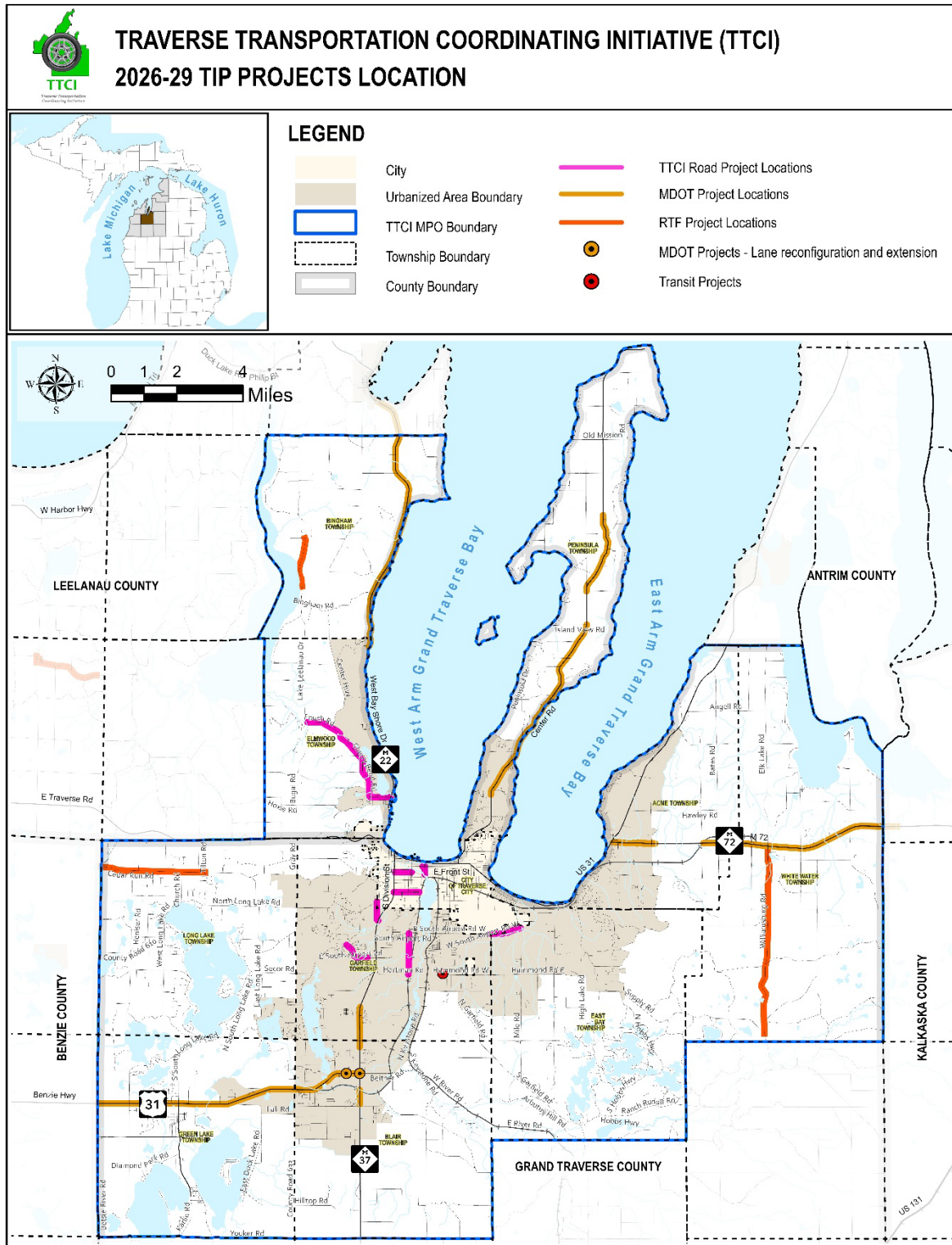
Table X: MDOT Projects by Fiscal Year

MDOT - Total Project Cost				
FY	Location	Description	Total Job Cost	Program
2027	M-22, M72, US-31	Shoulder corrugation installation	\$737,564	Traffic And Safety - Signs
	M-37	Curve warning sign installations	\$853,156	Traffic And Safety - Signs
2028	US-31 at the southerly M-37 intersection. Westbound lanes of the US-31/Beitner Road at the southerly M-37 Intersection (Chums Corner).	Lane reconfiguration and lane extension	\$424,648	Operations
	M-72 - from west of Bates Road to west of Arnold Road.	Widening to construct a center left turn lane	\$1,277,596	Traffic And Safety - Safety Programs
2029	US-31	Non-Freeway signing upgrade	\$1,309,500	Traffic And Safety - Signs
		Total	\$4,602,464	

Table X: All Projects in MPO Boundary by Fiscal Year

ALL TTCI PROJECTS (Transit, MDOT, TTCI and RTF)				
Fiscal Year	Total # Projects in MPO	Project Type/Major Work	Total Costs	#Number of Adjacent Priority Census Block Groups
2026	4	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase	\$5,072,380	7
2027	8	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety - Signs	\$5,918,545	12
2028	8	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety, Road Minor Widening	\$4,486,143	11
2029	3	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety - signs	\$3,278,200	16
Total	23		\$18,755,268	

A map of the 2026-2029 TIP road projects is provided. Please note that the complete FY 2026-2029 TIP includes all projects receiving federal funding. This encompasses transit operating and capital funds, as well as all Rural Task Force (RTF) and MDOT trunkline projects within the MPO boundary.



PUBLIC PARTICIPATION

Public participation is a critical component of the TTCI TIP development process. It ensures that citizens, public agencies, transportation practitioners, private sector providers, and other stakeholders have meaningful opportunities to engage with and provide input on the proposed TIP. However, as TTCI is a newly designated Metropolitan Planning Organization (MPO) and this represents its first Transportation Improvement Program (TIP), opportunities for TIP-specific public engagement during this initial development cycle were limited.

Despite these limitations, TTCI actively solicited input through multiple channels. Public participation was facilitated through TTCI-hosted meetings, as well as through related regional planning initiatives. Notably, extensive feedback on non-motorized transportation was collected during public input sessions for the North Region Active Transportation Plan, which was completed in 2024. Additional input on regional transportation priorities was gathered during the Community and Economic Development Strategy (CEDS) engagement sessions, held on October 3, 2024, and February 20, 2025, which included a wide array of community stakeholders.

A focused survey was also conducted in March 2025 to gather direct input from members of the TTCI Technical Committee and the TTCI Policy Board, ensuring that regional technical expertise and policy perspectives were reflected in the TIP development process.

To further promote transparency and encourage public review, TTCI posted notices regarding the TIP's development and availability for comment on the TTCI and Networks Northwest websites. Draft TIP documents were made publicly accessible online, and open meetings related to TIP development were advertised in accordance with federal and state guidelines.

Recognizing the need for more detailed exploration of specific transportation issues, TTCI plans to develop a series of topic-specific planning documents to supplement the Metropolitan Transportation Plan (MTP). These efforts will allow TTCI to more thoroughly address issues such as non-motorized infrastructure, transit access, and freight movement, which were not fully explored in the current TIP cycle due to the limited timeline. Additional public engagement activities will be conducted over the next three years in preparation for the next TIP cycle and the update of the MTP in 2030.

During the 30-day public review period and the May 28, 2025, and June 25, 2025 TTCI Policy Board public hearings, [insert number] public comments were received. Several technical comments from MDOT staff were also submitted and have been incorporated into the final TIP.

CONSULTATION

Federal regulations require Metropolitan Planning Organizations (MPOs) to consult with a range of agencies and stakeholders throughout the transportation planning process. These entities include federal, state, local, tribal, and private agencies responsible for various sectors that intersect with transportation planning. TTCI will engage with agencies responsible for:

- Airport operations
- Conservation
- Economic growth and development
- Environmental protection
- Freight movement
- Historic preservation
- Human services transportation providers
- Land use management
- Natural resources

The goal of this consultation process is to ensure coordination between transportation planning efforts and other regional plans, programs, and policies. By engaging these stakeholders, TTCI seeks to identify and minimize potential conflicts between transportation projects and other regional priorities.

The Infrastructure Investment and Jobs Act (IIJA) continues the consultation requirements established by the FAST Act, reinforcing the need for MPOs to actively coordinate with agencies responsible for key areas affecting transportation planning. TTCI will maintain ongoing communication with these entities to ensure a collaborative and well-integrated transportation planning process.

During the development of the 2026-2029 TIP, TTCI held discussions with various agencies responsible for carrying out transportation programs in the area as well as other interested and community agencies regarding any of their local plans and progress of the TIP. The agencies that were consulted include:

LIST OF AGENCIES:

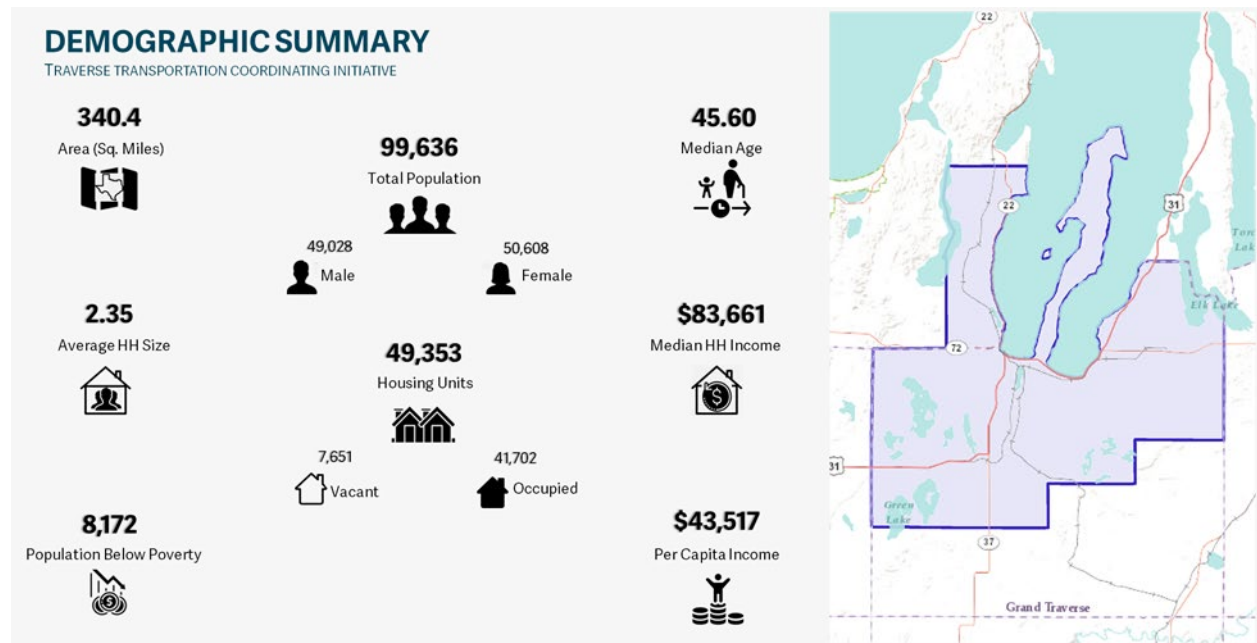
- Grand Traverse County
- Leelanau County
- City of Traverse City
- Acme Township
- Bingham Township
- Blair Township
- Charter Township of East Bay
- Charter Township of Elmwood
- Charter Township of Garfield
- Green Lake Township
- Charter Township of Long Lake

- Peninsula Township
- Paradise Township
- Village of Kingsley
- Almira Township
- Village of Lake Ann
- Suttons Bay Township
- Village of Suttons Bay
- Federal Highway Administration (FHWA)
- Northwest Regional Airport Authority
- Northwestern Michigan College
- Traverse City Area Public Schools
- Traverse Connect and the Grand Traverse Band of Ottawa and Chippewa Indians
- Groundworks
- Traverse Connect
- Traverse Area Recreation Trails (TART)

DEMOGRAPHIC ANALYSIS

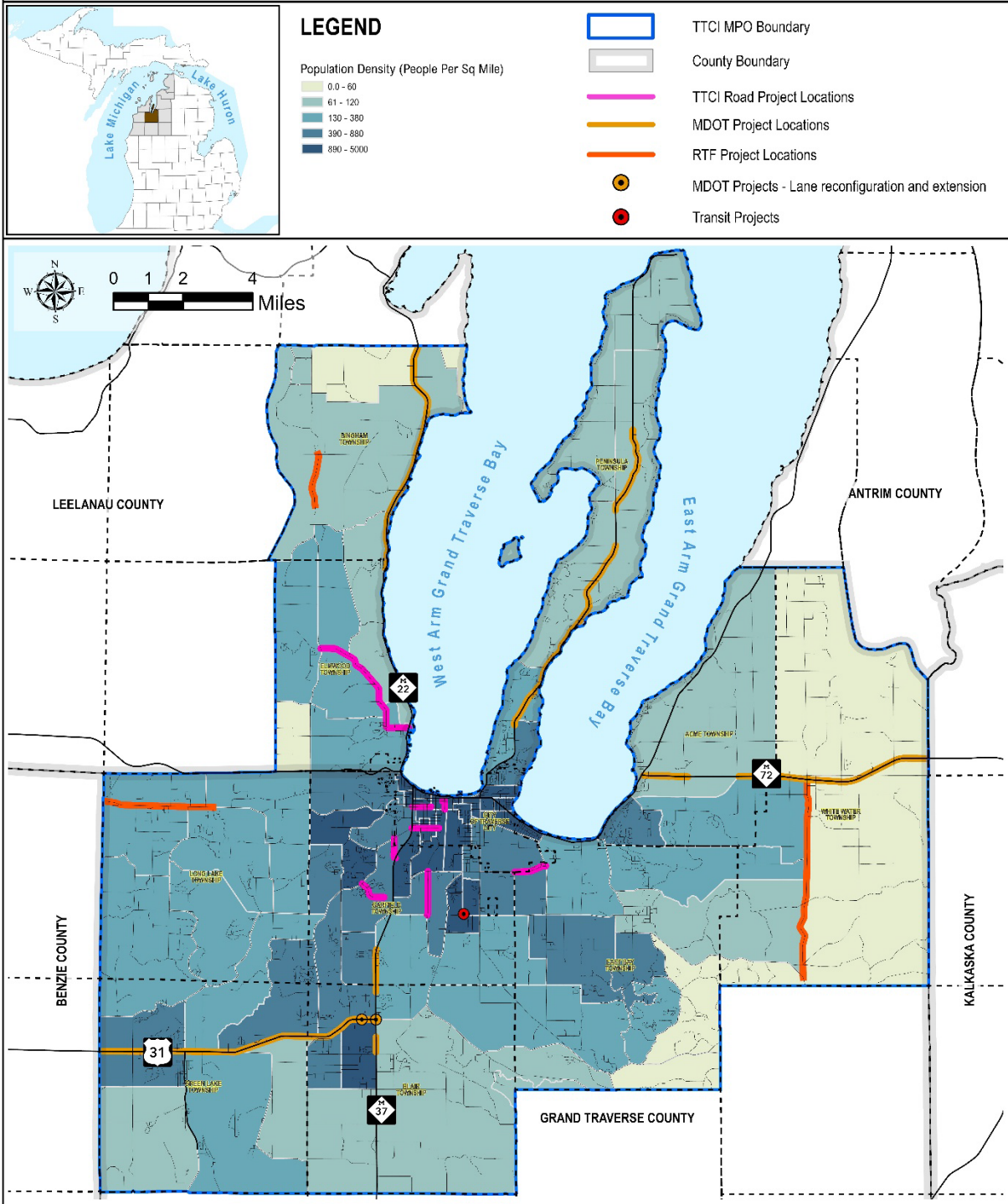
The demographic analysis chapter examines the population characteristics of the TTCI MPO study area, focusing on key factors such as age, race, poverty and income status, housing, traffic and travel study, etc. The analysis includes data on population distribution, age for older adults and underage population, racial diversity, and the proportion of individuals living below the poverty level, which serve as indicators for targeting vulnerable populations.

Understanding the demographic composition is critical for effective planning, resource allocation, and identifying priority areas for intervention. The roadway and transit projects in the TIP must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations. This chapter serves to demonstrate the TTCI Transportation Improvement Program projects for Fiscal Years 2026 – 2029 is in compliance with the requirements stated in Title VI of the Civil Rights Act of 1964, the National Environmental Policy Act of 1969, the Federal-Aid Highway Act of 1970, and the Civil Rights Restoration Act of 1987. This chapter ensures that overall program does not disproportionately distribute benefits or have negative effects on the vulnerable population.





TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI) POPULATION DENSITY



Vulnerability Assessment

TTCI's vulnerability analysis is based on two primary data sources:

1. The list of transportation projects programmed in the FY 2026–2029 Transportation Improvement Program (TIP); and
2. Demographic data from the 2023 American Community Survey (ACS) 5-Year Estimates, published by the U.S. Census Bureau.

The ACS data was used to identify the geographic distribution of key population groups within the TTCI planning area and to determine Vulnerable Population Priority Areas. These areas were analyzed in the context of TIP project locations to assess the extent to which the needs of vulnerable communities are being considered in regional transportation planning.

TTCI identified the following population groups as indicators of potential vulnerability:

- Age: Residents aged 65 and older, representing aging populations; and residents under 18, representing dependent youth populations.
- Race/Ethnicity – People of Color (POC): Based on U.S. Census categories, this includes individuals who identify as Black or African American, Asian, American Indian or Alaska Native, Native Hawaiian or Pacific Islander, Some Other Race Alone, or Two or More Races.
- Income: Households with income below the federal poverty level in the past 12 months.

Methodology

To identify Vulnerable Population Priority Areas, TTCI analyzed U.S. Census Block Groups where the percentage of residents from one or more of the identified groups exceeds the TTCI MPO-wide average. The analysis considered each of the four population indicators (older adults, youth, people of color, and individuals in poverty).

Block groups with above-average representation in one or more categories were flagged for inclusion in the vulnerability analysis. Areas with multiple overlapping vulnerable populations were then classified based on the number of indicators for which they exceeded the MPO average:

- Block groups with two or more above-average indicators were designated as High Vulnerability Priority Areas.
- Those with one indicator above the average were designated as Moderate Vulnerability Priority Areas.

The Vulnerable Population Priority Area classification was used to evaluate the equity distribution of projects included in the TIP. **Table X (below)** provides a breakdown of the population characteristics and the corresponding block group classifications.

Table X: Vulnerable Population Priority Area

2023 ACS 5YRS ESTIMATES	TTCI MPO		VULNERABLE POPULATION PRIORITY AREA	
Area (Sq. Miles)	340.4	100%	35.97	11%
Total Population	99636	100%	16082	16%
Total Population White	91936	92%	14135	88%
Total People Of Color (Non-White)	7700	8%	1947	12%
Total Population Aged 65 And Above	22373	22%	3564	22%
Total Population Under 18 Years Age	18534	19%	3381	21%
Total Individuals Below Poverty Line	8172	8%	3092	19%

Maps in this chapter display each demographic group individually, as well as a combined map to illustrate overall priority areas across the TTCI MPO.

Summary of Analysis

In total there are (X) projects that are in or adjacent to an area of vulnerable population priority.

In summary, TTCI's programmed 2026-202P transportation projects are located throughout the TTCI planning area; no population groups are disproportionately neglected or overexposed in light of these projects. The non-majority's' and low-income population's needs are being taken into consideration with respect to future transportation improvements.

Fiscal Year 2026 – 2029 TTCI MPO Call for Projects (CFP) lists:

Types of Projects within the MPO Area

- Road Commission:
- Transit:
- City:
- MDOT Trunkline Projects:



TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI) AGE



LEGEND

Population Percentage - Age

- Above Average - Both Age 65 years or above and Under 18 years
- Above Average - Age Under 18 years
- Above Average - Age 65 years or above
- Below Average - Both Age 65 years or above and Under 18 years



TTCI MPO Boundary



County Boundary



TTCI Road Project Locations



MDOT Project Locations



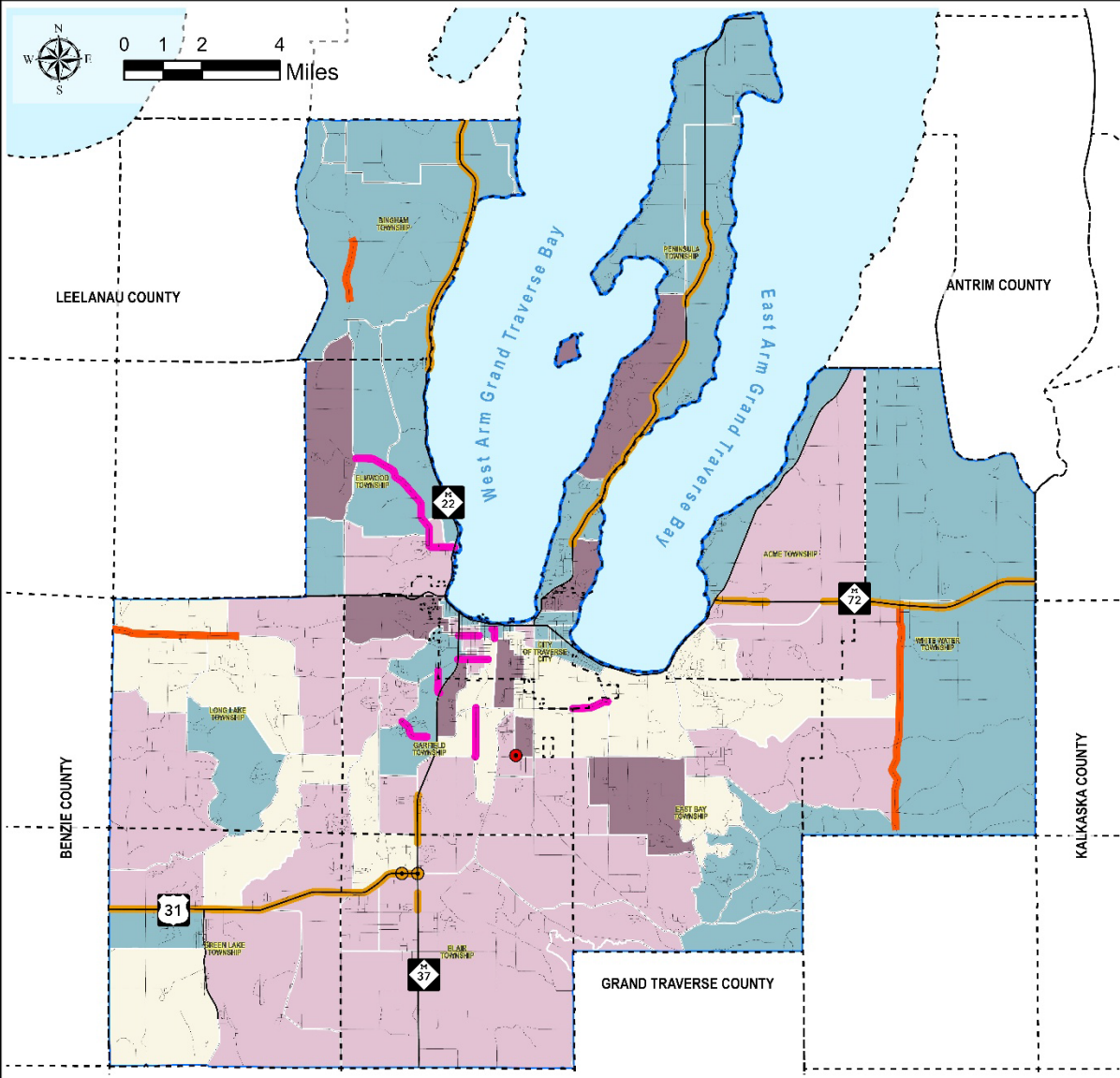
RTF Project Locations



MDOT Projects - Lane reconfiguration and extension



Transit Projects





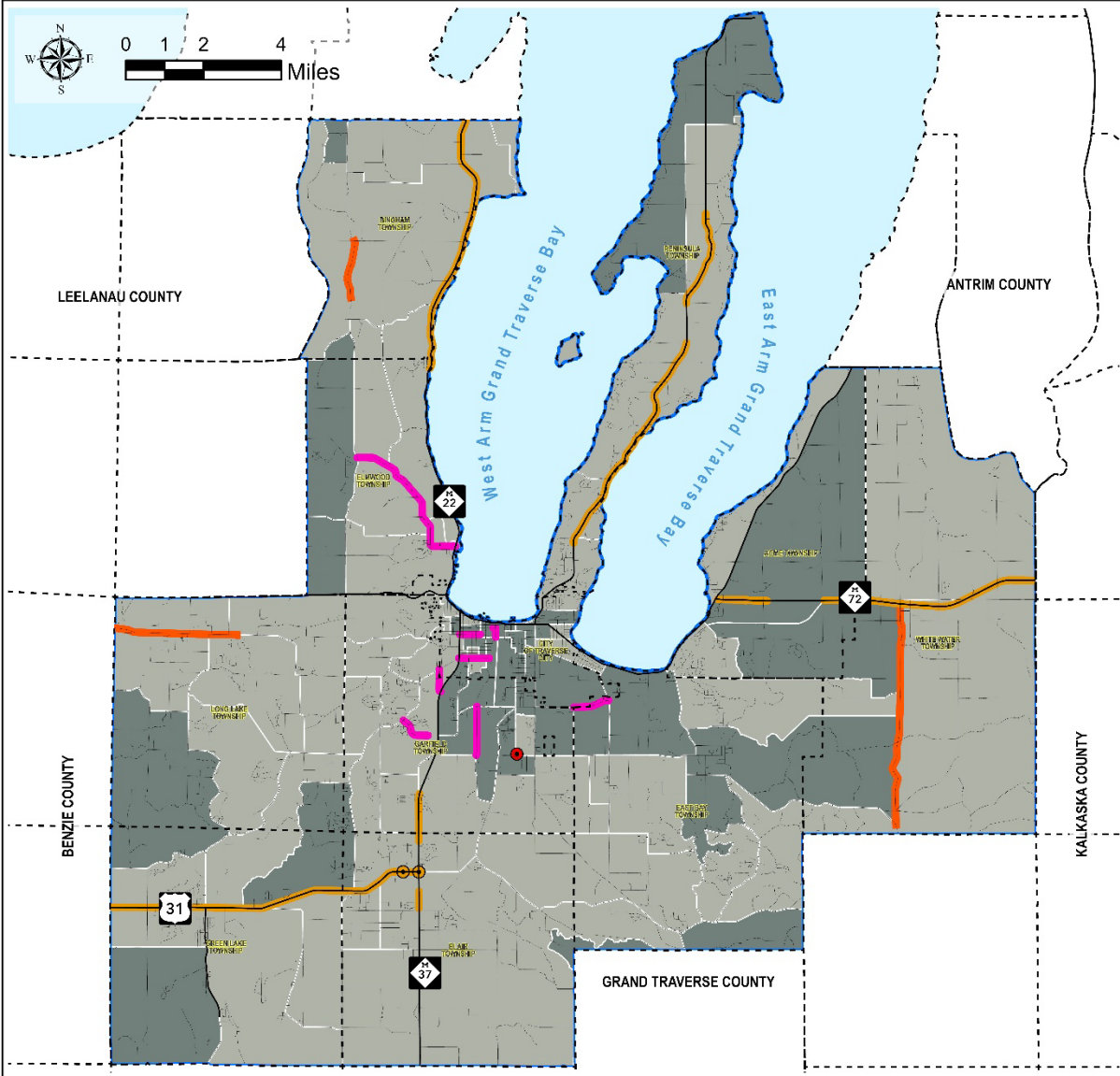
TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI) RACE



LEGEND

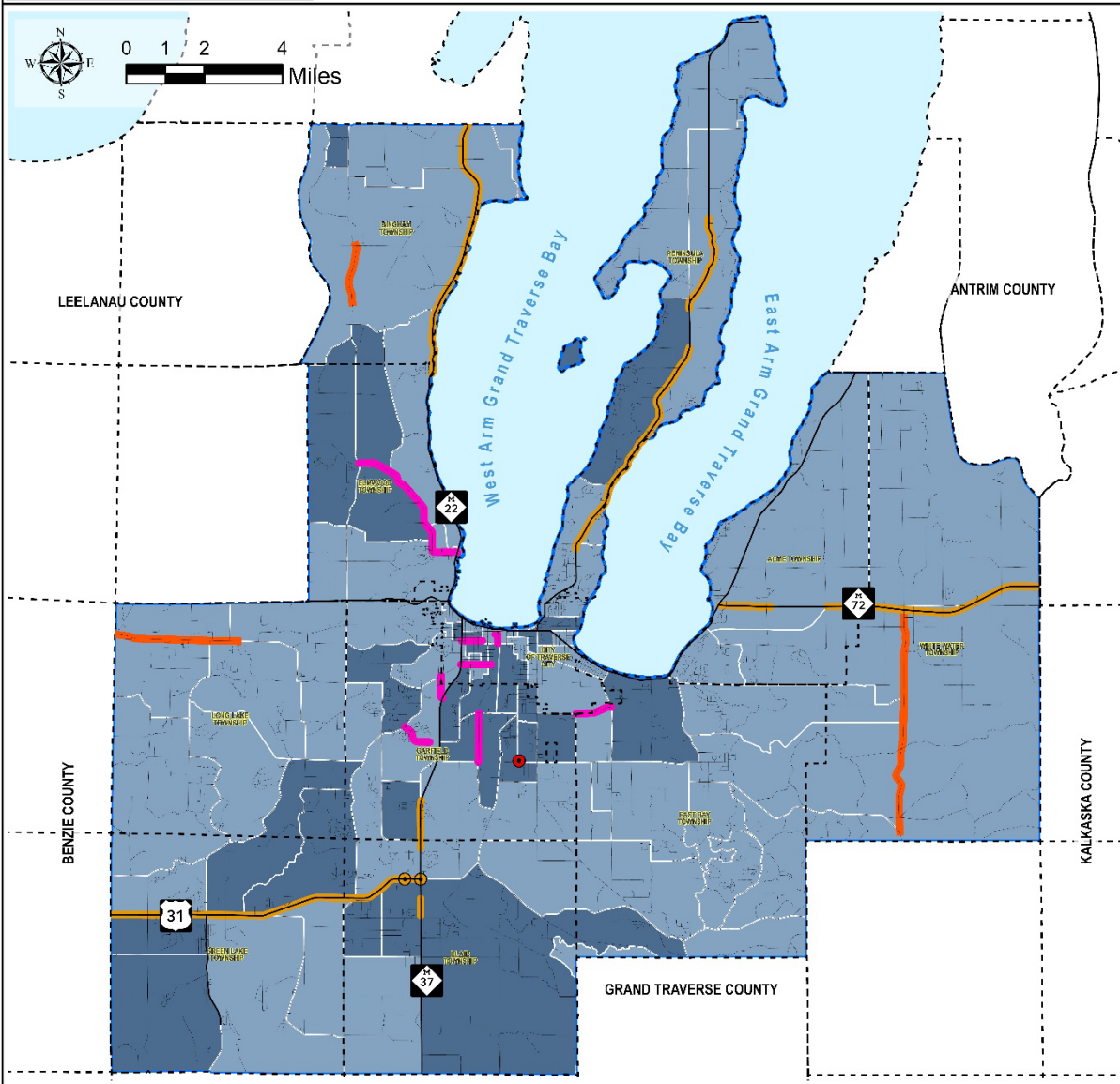
Population Percentage - Race
■ Above Average - POC
■ Below Average - POC

- TTCI MPO Boundary
- County Boundary
- TTCI Road Project Locations
- MDOT Project Locations
- RTF Project Locations
- MDOT Projects - Lane reconfiguration and extension
- Transit Projects



A map of Michigan showing its county boundaries. The central part of the Lower Peninsula is shaded in gray, indicating the study area. The map is bordered by Lake Michigan to the west and Lake Huron to the east. A small icon of a house is located within the shaded area.

Transit Projects

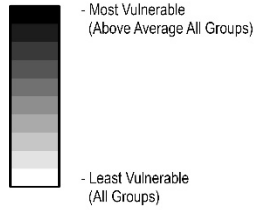




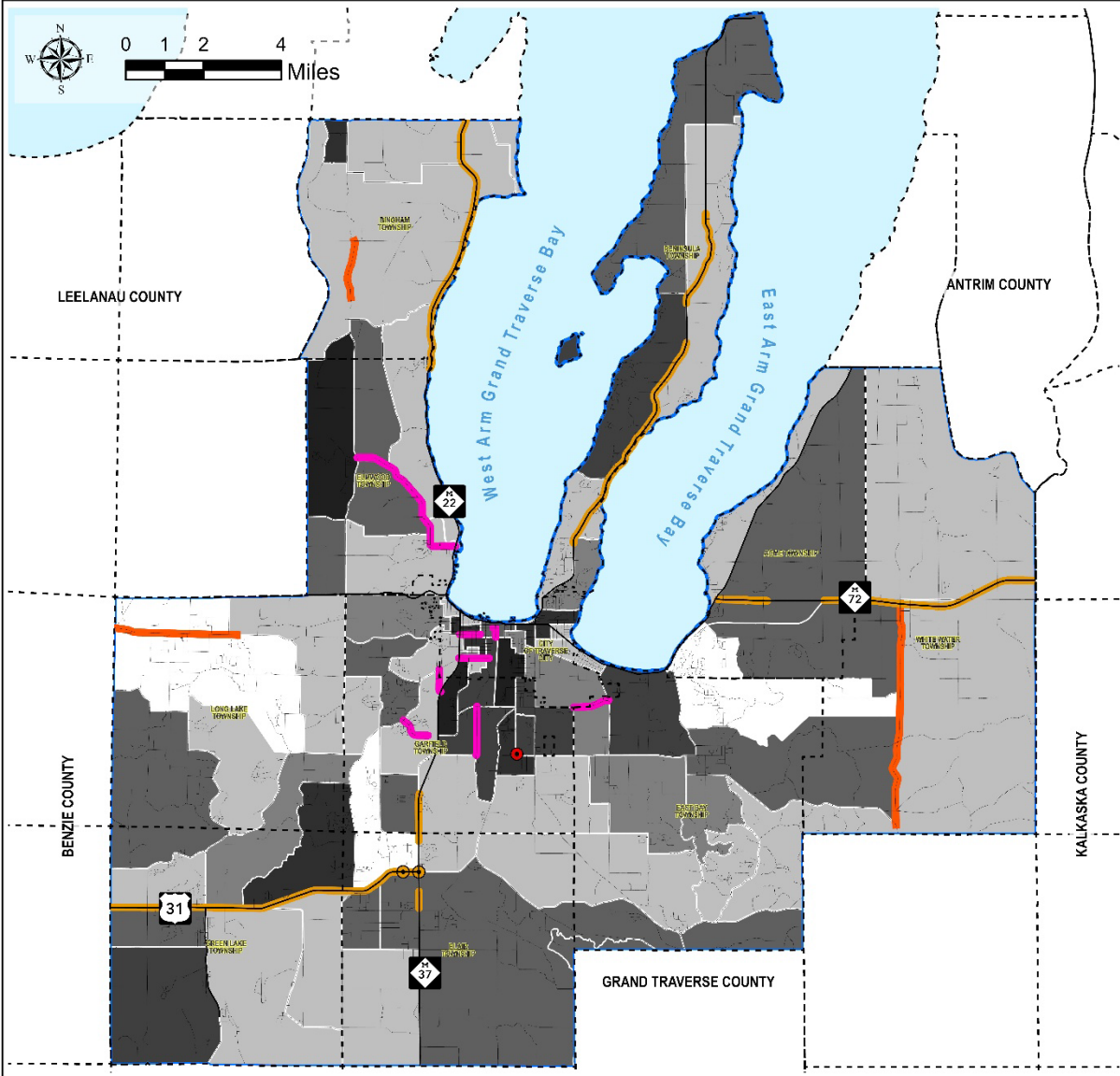
TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI) VULNERABLE POPULATION - AGE, RACE AND INCOME



LEGEND



- TTCI MPO Boundary
- County Boundary
- TTCI Road Project Locations
- MDOT Project Locations
- RTF Project Locations
- MDOT Projects - Lane reconfiguration and extension
- Transit Projects



FINANCIAL PLAN

Introduction

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

- Available highway and transit funding (federal, state, and local)
- Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available)
- Expected rate of change in available funding

Available Highway and Transit Funding

The majority of federal transportation funding originates from the federal motor fuel tax, currently set at 18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel. These revenues are deposited in the Highway Trust Fund (HTF), which allocates funds to both the Federal-Aid Highway Program and the Mass Transit Account. In recent years, the HTF has required substantial transfers from the federal General Fund due to declining fuel tax revenues, a trend driven by rising fuel efficiency and the growing use of electric vehicles.

Federal highway funds are apportioned to states based on formulas established by law, with a portion subsequently allocated to local agencies. Transit funds are similarly distributed through formula programs administered by the Federal Transit Administration (FTA).

Michigan's transportation revenues primarily come from state motor fuel taxes (currently 31 cents per gallon) and vehicle registration fees, which feed into the Michigan Transportation Fund (MTF) and Comprehensive Transportation Fund (CTF). Local transportation funding, while critical, varies significantly across jurisdictions and is typically derived from transportation millages, special assessment districts, and other mechanisms. Due to this variability, TTCL's financial planning focuses on federal and state revenue sources that are more predictable and quantifiable.

Sources of Federal Highway Funding

- Surface Transportation Block Grant Program (STBG) – Administering Agency: FHWA (administered by MDOT). Funds construction, reconstruction, rehabilitation, resurfacing, restoration, preservation, and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects. For the purposes of this TIP, STBG translates into STP Small MPO, STP Small Urban, STP Rural/Flexible, and STP Flexible (Bridge).
- Transportation Alternatives Program (TAP) – Administering Agency: FHWA (administered by MDOT). Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the

planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various urbanized areas based on population.

- Rail-Highway Grade Crossings – Administering Agency: FHWA (administered by MDOT). Project Type: Safety improvements at railroad crossings, such as installing or upgrading signals, gates, or crossing surfaces. MDOT selects and manages these projects statewide; improvements can occur on both state trunklines and local roads. Because this is a statewide program, MPOs do not control its distribution within their area.
- National Highway Freight Program (NHFP) – Administering Agency: FHWA (administered by MDOT). Project Type: Highway projects that improve freight movement on the National Highway Freight Network (NHFN), such as upgrades to important freight corridors, interchanges, or freight bottlenecks. Projects must be consistent with the State's Freight Plan and located on the designated NHFN. Michigan operates this as a statewide program in cooperation with regional MPO input.
- Carbon Reduction Program (CRP) – Administering Agency: FHWA (through MDOT). Project Type: Projects aimed at reducing on-road carbon dioxide emissions, congestion reduction and traffic management, public transportation, and bicycle/pedestrian improvements.

Sources of Federal Transit Funding Programs

- Section 5307 Urbanized Area Formula Grants – Administering Agency: FTA (funds typically awarded to a region's designated transit agency). Project Type: Public transportation in urbanized areas, including capital projects (bus purchases, facility construction/rehabilitation), transit planning activities, and, in smaller urban areas, operating assistance. This is the largest source of federal transit funding in Michigan.
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities – Administering Agency: FTA (in Michigan, MDOT administers funds for small urban and rural areas). Project Type: Transportation services and capital equipment that improve mobility for older adults and people with disabilities, especially where existing transit is unavailable or insufficient. This includes purchase of accessible vehicles, supporting paratransit services, and transit facility improvements beyond ADA requirements.
- Section 5311 Formula Grants for Rural Areas – Administering Agency: FTA (program administered by MDOT for Michigan's rural transit providers). Project Type: Public transportation in non-urbanized (rural) areas, funding activities including capital improvements (buses, facilities), operating assistance for transit service, and planning for rural transit. MDOT runs a competitive grant process to distribute 5311 funds among Michigan's rural transit agencies. This program also allows certain job access projects in rural areas (carried over from the former JARC program).
- Section 5339 Bus and Bus Facilities – Formula (5339(a)) – Administering Agency: FTA (MDOT administers the state's portion). Project Type: Bus fleet replacement and bus facility

projects – e.g. purchasing new buses, rehabilitating or rebuilding older buses, and constructing or renovating bus garages and transfer facilities. Large urban transit agencies receive 5339(a) apportionments directly, while smaller transit agencies receive funding through the state. These funds help transit providers maintain and modernize bus fleets and related infrastructure.

- **Section 5339 Bus and Bus Facilities – Discretionary (5339(b)) – Administering Agency: FTA.** Project Type: Competitive grants for bus system capital investments, such as purchasing buses, replacing aging fleets, and constructing bus facilities or modernizing bus stations. Discretionary (nationwide competitive grant program for bus capital). Transit agencies or states apply to FTA for 5339(b) grants. Projects are evaluated on criteria like age and condition of assets being replaced, service reliability improvements, and benefits to riders. This program enables agencies to undertake larger bus capital projects than formula funds alone would allow.
- **Section 5339 Low or No Emission Vehicle Program (Low-No, 5339(c)) – Administering Agency: FTA.** Project Type: Grants for the purchase or lease of low-emission and zero-emission transit buses, along with supporting facilities and equipment. Eligible projects include battery-electric or fuel-cell bus purchases and related facility upgrades.

State of Michigan Transportation Funding Programs

- **Michigan Transportation Fund (MTF) – Administering Agency: MDOT** (statewide distribution by statute). Project Type: State-collected fuel tax and vehicle registration fee revenues used for highway and bridge construction, maintenance, and operations across the state. MTF revenues are also the primary source of the local matching funds required for federal-aid projects. Funding: Formula-based (governed by Public Act 51 of 1951). After certain earmarks and costs, roughly 10% of net MTF revenue is set aside to transit (CTF), and the remainder is split 39.1% to MDOT, 39.1% to county road commissions, and 21.8% to cities/villages. MTF funds are distributed directly to road agencies (“Act 51 agencies”) based on factors like road mileage and population. They can be used on any public roads (not just federal-aid highways) for activities such as road resurfacing, snow removal, and traffic operations. In the TIP, MTF contributions typically appear as the state or local match on federal-aid projects; purely locally funded projects using MTF may be listed only if they are regionally significant
- **Surface Transportation Program – Rural (STP-Rural or STBG-Rural) – Administering Agency: FHWA** (administered by MDOT). Project Type: Capital improvements on roads functionally classified as rural federal-aid eligible (typically minor collectors and above). Eligible projects include resurfacing, reconstruction, shoulder paving, intersection improvements, culvert replacements, guardrails, and in some cases, non-motorized facilities or transit capital needs. The Northwest Michigan Council of Governments (NWMCOG), dba Networks Northwest, facilitates the Rural Task Force process. Each county-level RTF prioritizes projects, which are then submitted to a Regional Task Force for review and inclusion in the

regional program. These funds support rural infrastructure preservation and mobility, especially where no other funding sources are available.

- Comprehensive Transportation Fund (CTF) – Administering Agency: MDOT (Office of Passenger Transportation). Project Type: State transit assistance – supports local transit agency operations, capital projects, and as matching funds for federal transit grants. The CTF is the dedicated transit account within the MTF, receiving a share of state transportation revenue. Funding: Formula-based (by Act 51, 10% of certain state transportation revenues are directed to the CTF for public transportation). MDOT allocates CTF dollars to transit agencies for eligible uses: a major portion goes to local bus operating assistance, and other portions fund capital match (state match to federal 5307/5311 grants), specialized services, intercity bus program, etc.
- Transportation Economic Development Fund (TEDF) – Category C (Urban Congestion Mitigation) – Administering Agency: MDOT. Project Type: Road improvements in urban counties aimed at relieving congestion and improving all-season capabilities on important routes (often supporting economic development in urban areas). Examples include widening major county roads or improving critical intersections in growing urban counties. Funding: Hybrid – a combination of federal-aid highway funds and state funds dedicated to this program. (TEDF Category C receives a portion of federal STBG funds in Michigan, supplemented by state dollars.) Notes: Category C is focused on urban congestion relief. . MDOT distributes these funds to eligible counties based on a formula and project prioritization. Projects must be located in designated urban counties (as defined in Act 51) and address congestion. Unused federal portions do not carry over year-to-year, whereas the state-provided portion can carry forward to future years.
- Transportation Economic Development Fund (TEDF) – Category D (Rural All-Season Roads) – Administering Agency: MDOT. Project Type: Road improvements in rural counties, emphasizing the creation of all-season road networks that can accommodate heavy vehicles year-round without weight restrictions. Typically used to pave or strengthen key county roads to all-season standards, improving connectivity for trucking and rural industries. Funding: Hybrid – combination of federal and state funds (federal-aid funds plus state matching funds set aside for TEDF D).
- Local Bridge Program – Administering Agency: MDOT (Local Bridge Advisory Boards in each region). Project Type: Rehabilitation and replacement of locally-owned (county, city, or village) bridges. This program addresses structurally deficient or obsolete bridges off the state trunkline system. Funding: Blend of state and federal funds – primarily funded by a portion of Michigan’s state fuel tax revenue (MTF) dedicated to local bridges, supplemented by federal Surface Transportation Block Grant funds that MDOT sets aside for bridges.

Demonstration of Fiscal Constraint

Federal law requires that each Transportation Improvement Program (TIP) be financially constrained. In practice, this means the TIP must include a financial plan demonstrating how the

programmed projects can be implemented while adequately operating and maintaining the existing transportation system and may include only those projects for which funding is reasonably expected to be available. This ensures that TIPs are realistic and implementable. Each programmed project must have a clearly identified source of funding, and the total cost of all projects must remain within anticipated revenue limits for each fiscal year.

A key financial requirement in developing the TIP is that fiscal constraint be demonstrated on a year-by-year basis. Funding is considered “reasonably expected to be available” when federal, state, and local allocations are based on historical funding levels and adjusted using cooperative forecasts. These forecasts are developed jointly by the Michigan Department of Transportation (MDOT), metropolitan planning organizations (MPOs), and public transit agencies, with technical guidance from the Michigan Transportation Planning Association (MTPA). These forecasts reflect expected revenue availability and do not attempt to fully capture inflationary trends in project costs, which are addressed separately through year-of-expenditure adjustments in the TIP’s financial tables.

Cooperative Revenue Estimation Process

TTCI’s process for ensuring fiscal constraint begins with estimating the funding likely to be available over the FY 2026–2029 period. In Michigan, this process is facilitated by the Michigan Transportation Planning Association (MTPA), a statewide body that includes representatives from MDOT, MPOs, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). MTPA convenes a Financial Work Group (FWG) to review historical funding data, federal apportionment trends, and state budget projections, then establishes standard growth rates and assumptions for federal and state transportation revenues. All MPOs in Michigan—including TTCI—use these assumptions to develop their TIP financial forecasts.

TTCI applied these guidelines in consultation with MDOT, local road agencies, and the regional transit provider to identify anticipated revenues across federal, state, and local sources. MDOT provided estimates of anticipated Surface Transportation Block Grant (STBG), Highway Safety Improvement Program (HSIP), and other federal-aid funding programs for use in the TTCI area, along with the expected availability of matching state funds. Transit providers contributed estimates for FTA programs such as Section 5307 and Section 5339. Local transportation agencies provided inputs on available local match (typically from the Michigan Transportation Fund or millage revenues), which were incorporated into the TIP to ensure that project funding packages were complete and feasible.

All revenue and cost estimates in the TIP are presented in year-of-expenditure (YOE) dollars, meaning they reflect the year the funds are expected to be obligated, with minor inflation adjustments applied as appropriate. This further ensures that fiscal constraint is demonstrated with a realistic financial outlook.

Fiscal Constraint Demonstration and Project Programming

Once the revenue forecast was established, TTCI worked with local jurisdictions, MDOT, and transit providers to ensure that the list of programmed projects did not exceed expected funding in any fiscal year. Project costs were aligned with the appropriate funding programs, and projects were

scheduled or phased accordingly to maintain balance. This required coordination among TTCI's Technical Committee, local agency staff, and MDOT to refine project timing, cost assumptions, and match sources.

The result is a fiscally constrained FY 2026–2029 TIP in which no project has been programmed without a committed or reasonably expected funding source. Total programmed obligations in each fiscal year remain within the estimated funding available across all applicable funding categories—federal highway, federal transit, state, and local. MDOT trunkline projects were incorporated into the program using separate state/federal resources that do not impact the MPO's fiscal balance.

TTCI's TIP is therefore consistent with all federal fiscal constraint requirements. It reflects a careful and collaborative financial planning process designed to ensure that planned improvements are achievable within known funding limits, while preserving the fiscal integrity of the region's transportation system.

Resources Available For Capital Needs on the Federal-Aid Highway System

A summary of the predicted resources that will be available for non-MDOT capital needs on the federal-aid highway system in the TTCI MPO area over Fiscal Years 2026–2029 is given below. The only local funding (i.e., non-federal) included is the funding required to match the federal-aid funds. This is generally about 18.15% of the cost of each project for MPOs and 20% for RTF (the local match can be higher depending on total project costs and specific funding needs). **Table 1** shows allocations for TTCI MPO only. However, since some RTF-funded projects fall within the TTCI MPO boundary, **Table 2** provides the allocated federal and state amounts for those Rural Task Force projects located within the MPO boundary.

Table 1

TTCI	Resources Available for Capital Needs on the Federal-Aid Highway System for TTCI Area (2026-2029)			
FY	FEDERAL: STBG + STBG Flex	CRSM	Local Match (18.15%)	Total
2026	\$1,093,000	\$129,000.00	\$270,975	\$1,492,975
2027	\$1,116,000	\$131,000.00	\$276,519	\$1,523,519
2028	\$1,138,000	\$134,000.00	\$282,062	\$1,554,062
2029	\$1,161,000	\$137,000.00	\$287,828	\$1,585,828
Total	\$4,508,000	\$ 531,000.00	\$1,117,384	\$6,156,384

Table 2

RTF	Resources Available for Capital Needs on the Federal-Aid Highway System for TTCI Area (2026-2029)			
FY	FEDERAL: STP - Rural Flex	State (State D - TEDF category D funds))	Local Match 20% for RTF	Total
2026	\$1,211,000	\$443,165	\$302,750	\$1,956,915
2027	\$1,285,900	\$306,649	\$321,475	\$1,914,024
2028	\$1,310,900	\$254,532	\$327,725	\$1,893,157
2029	\$1,536,000	\$371,721	\$384,000	\$2,291,721
Total	\$5,343,800	\$1,376,066	\$1,335,950	\$8,055,816

MDOT Capital Revenues – Draft

The estimate for MDOT capital revenues is directly based on the total programmed projects within the TTCI area. The projected total is \$X in federal, state, and local funds allocated to MDOT projects.

Table X

MDOT	Resources Available for Capital Needs on the Federal-Aid Highway System for TTCI Area (2026-2029)			
FY	FEDERAL: STG	State	Local	Total
2026				
2027				
2028				
2029				
Total				

Table X

TOTAL (NON-MDOT) RESOURCES AVAILABLE FOR CAPITAL NEEDS ON THE FEDERAL-AID HIGHWAY SYSTEM FOR TTCI AREA (2026-2029)				
FY	FEDERAL: STBG + STBG Flex + STP - Rural Flex + CRSM	State	Local match	Total*
2026	\$2,433,000	\$443,165	\$573,725	\$3,449,890
2027	\$2,532,900	\$306,649	\$597,994	\$3,437,542
2028	\$2,582,900	\$254,532	\$609,787	\$3,447,219
2029	\$2,834,000	\$371,721	\$671,828	\$3,877,548
Total	\$10,382,800	\$1,376,066	\$2,453,334	\$14,212,200

*This total column is supposed to add the MDOT but we are keeping this - TTCI and RTF only

Estimates for Operations and Maintenance costs for the Federal-Aid Highway System

The majority of federal-aid highway funding is designated for capital costs, which include the construction and maintenance of physical assets within the federal-aid highway system (covering all I-, US-, and M-designated roads, as well as most public roads classified as "collector" or higher in the national functional classification system). Operations and Maintenance (O&M) costs—such as snow and ice removal, pothole patching, rubbish removal, and electricity for streetlights and traffic signals—are the responsibility of the operating road agencies (MDOT and local road agencies). However, federal regulations require an estimate of O&M costs on the federal-aid highway system over the years covered by the TIP. Table X below summarizes the O&M cost estimates for roads within the TTCI federal-aid highway system. These funds are not included in the TIP, as most highway operations and maintenance activities are not eligible for federal-aid funding.

	Estimated Operations and Maintenance Costs on Federal-Aid Highway System for TTCI Area (FY 2026-2029)			
	2026	2027	2028	2029
MDOT				
Local				
TOTAL				

Resources Available For Capital Needs of Public Transit Agencies

Transit agencies in the TTCI area receive funding from a variety of sources: federal, state, and local. Public transit agencies can access funding for capital needs through a combination of federal grants, state and local funding, and fare revenues, with the Federal Transit Administration (FTA) playing a key role in distributing federal funds. Federal funding is primarily allocated based on the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to the transit agency in the TTCI area, such as the relevant transit agencies operating within the region. Federal capital funding is distributed to transit agencies through MDOT. There are other funding sources ([reference to Sources of Federal Transit Funding Programs above](#)) The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal-aid and for local bus operating (LBO). LBO funds are crucial for transit agencies, as federal-aid funding for transit, similar to highways, is insufficient to support full operation of the transit systems. Federal capital funding for transit is unpredictable and only represented by known projects receiving funding. Local funding is generated from farebox revenues, city general funds, and advertising revenue. Local funding tends to fluctuate, so this summary primarily includes federal and state resources.

Table X

Estimate resources available for Public Transit Agencies in TTCI Area (FY 2026-2029)			
2026	2027	2028	2029

Demonstration of Financial Constraint (FY 2026-2029)

DEMONSTRATION OF FINANCIAL CONSTRAINT (FY2026-2029)

	2026	2027	2028	2029
Highway Funding	\$3,449,890	\$3,437,542	\$3,447,219	\$3,877,548
Highway Programmed				
Transit Funding				
Transit Programmed				
Total Funding				
Total Programmed				
Difference				

GPA TARGET REPORT

This section is still in Development

PERFORMANCE MEASURES

Under federal law, Metropolitan Planning Organizations (MPOs) like TTCI are required to set performance targets in coordination with the Michigan Department of Transportation (MDOT) and relevant transit agencies. These targets help ensure that transportation investments contribute to achieving national, state, and regional transportation goals.

State performance targets are established by MDOT for safety, infrastructure condition, system performance, freight movement, and transit asset management. MPOs must either support MDOT's statewide targets, aligning regional planning efforts with state goals, or establish their own MPO-specific targets, which must be based on data and forecasting methodologies.

National Goal Areas for Performance Management for Roads and Highways

23 CFR 490 outlined the national goals for the federal aid highway program around which the federally required performance measures were created. TTCI adheres to those goals by setting targets, prioritizing projects, and tracking performance in the following areas:

1. Safety: To achieve a reduction in fatalities and serious injuries on all public roads.
2. System Performance
 - a. Infrastructure Condition
 - i. Pavement: Support MDOTs statewide pavement condition goal.
 - ii. Bridge: Support MDOTs statewide bridge condition goal.
 - b. System Reliability: To improve the efficiency of the surface transportation system.
3. Freight Movement and Economic Vitality: To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
4. Congestion Management: To enhance the performance of the transportation network by reducing congestion and emissions while improving sustainability and efficiency.
5. Reduced Project Delivery Delays: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

TTCI, like many MPOs in Michigan, has elected to support MDOT's statewide performance targets, ensuring consistency in transportation planning and project implementation across the state.

State targets are required under federal law to:

- Improve accountability in transportation decision-making
- Ensure the efficient use of federal transportation funds
- Provide a consistent framework for tracking progress across all MPOs in Michigan
- Promote data-driven decision-making that aligns with national transportation priorities

By adopting MDOT's performance targets, TTCI ensures that local projects align with state and federal funding priorities, making it easier to secure funding and demonstrate compliance with federal regulations. The following sections describe each stated performance measure.

Table X: Performance Measures Summary – TTCI FY 2026-2029 TIP

Performance Area	Measure	Applicable Metric(s)	Target Approach
Safety (PM1)	Crash & injury reduction	<ul style="list-style-type: none"> • Fatalities • Serious injuries • Non-motorized injuries • Fatality/injury rates per VMT 	Support MDOT State Targets
Infrastructure Condition and Reliability (PM2)	Pavement & bridge condition on NHS	<ul style="list-style-type: none"> • % NHS pavements good/poor • % bridges good/poor 	Support MDOT State Targets using Pavement Evaluation and Rating (PASER) data
System Performance (PM3)	Travel time reliability	<ul style="list-style-type: none"> • % person-miles reliable (Interstate/NHS) • Truck travel time reliability index 	Support MDOT State Targets
Transit Asset Management (PM4)	State of Good Repair for transit vehicles & facilities	State of Good Repair Targets; <ul style="list-style-type: none"> • Rolling Stock • Equipment • Facilities • Infrastructure 	Support transit agency targets

PM 1: Statewide Safety Targets

Improving transportation safety is a key priority at the federal, state, and regional levels. The Federal Highway Administration (FHWA) requires all state departments of transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to adopt safety performance measures (PM1) under 23 CFR 490 Subpart B as part of a performance-based transportation planning approach.

The Michigan Department of Transportation (MDOT) establishes annual statewide safety targets, which MPOs must either:

- Support by aligning local planning and programming efforts with state goals, or
- Establish their own quantifiable safety targets for the metropolitan planning area.

TTCI has chosen to support MDOT's statewide safety targets, ensuring alignment with Michigan's broader safety initiatives.

Safety performance measures were the first category for which specific targets were mandated. On August 31, 2024, the Michigan Department of Transportation (MDOT) established statewide safety targets for calendar year 2025, following months of collaboration with Michigan's MPOs. This decision triggered a 180-day deadline for MPOs to either adopt their own targets or support the state's targets, with a final decision required by February 27, 2025.

On November 12, 2024, the TTCI Policy Board voted to support the state’s safety targets across all five required categories. This annual process ensures alignment with federal and state safety objectives, reinforcing a coordinated approach to improving transportation safety statewide.

Table X: Michigan Statewide Crash Trends 2021-2025

Safety Performance Measure	2021	2022	2023	2024	2025
Fatalities	1,136	1,123	1,095	1,074	1,062
Serious Injuries	5,979	5,782	5,816	5,671	5,603
Non-Motorized Fatalities & Serious Injuries	674	720	785	736	727

The state safety targets are based on a five-year rolling average of crash data and are submitted as part of Michigan’s Highway Safety Improvement Program (HSIP) annual report. The 2025 statewide targets are as follows:

Table X: Michigan Statewide Safety Performance Targets for 2025

Safety Performance Measure	Baseline Condition (5-Year Average)	2025 State Target
Number of Fatalities	1085.2	1098
Fatality Rate (per 100M VMT)	1.137	1.113
Number of Serious Injuries	5,727.8	5,770.1
Serious Injury Rate (per 100M VMT)	5.988	5.85
Number of Nonmotorized Fatalities & Serious Injuries	743	728.3

MDOT’s 2025 targets reflect a data-driven approach, considering trends in traffic fatalities, serious injuries, and nonmotorized safety. These targets guide investments in infrastructure improvements, enforcement strategies, and public education programs.

TTCI’s Role in Safety Planning

TTCI supports Michigan’s Vision Zero approach, which aims to eliminate traffic-related deaths and serious injuries by:

- Prioritizing safety-focused projects in the TIP, such as intersection improvements, road diets, pedestrian/bicycle enhancements, and traffic calming measures.
- Collaborating with MDOT and local agencies to implement proven safety countermeasures.
- Ensuring compliance with FHWA’s safety performance requirements through data monitoring and project selection criteria that align with state and national safety goals.

As part of its TIP development process, TTCI will continue to integrate safety-focused projects and prioritize investments that reduce traffic fatalities and serious injuries throughout the Traverse City metro area.

Mid-Performance Period Adjustments

Under 23 CFR 490.105(f), MDOT evaluates its mid-performance period progress and may adjust four-year targets. If an adjustment occurs, TTCI will review the updated targets and either:

- Continue supporting MDOT's revised safety targets, or
- Develop its own MPO-specific targets, in coordination with MDOT.

TTCI will work closely with MDOT and regional stakeholders to ensure safety performance measures remain a priority in transportation planning.

PM 2: Infrastructure Condition and System Reliability

As of November 12, 2024 (i.e. 2-Year and 4-Year reporting cycle), the TTCI Policy Board elected to support the MDOT targets for the areas of Pavement Performance, Bridge Condition, and Travel Time Reliability. To support these targets, TTCI will continue ongoing coordination with the State and other safety stakeholders to address areas of concern, and agreeing to plan and program projects that contribute toward meeting these State targets.

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four-year performance period baseline is actual pavement performance calculated from data collected the year prior to the first year of a performance period and reported to the HPMS in the first year of the performance period. Pavement performance is calculated using the Pavement Condition Measure (PCM) which requires evaluation of pavement condition thresholds using International Roughness Index (IRI), Cracking Percent, Rutting (asphalt) and Faulting (jointed concrete) metrics, or Pavement Serviceability Rating (PSR) for segments where the posted speed limit is less than 40 miles per hour (mph). Within each four-year performance period, FHWA will determine whether the State DOT has made significant progress toward respective State 2- and 4- year target achievement. Regulation defines significant progress as (1) actual performance is better than baseline or (2) actual performance is better than the respective target.

Table X: In Progress

PM 3: System Performance

Section in progress

PM 4: Transportation Asset Management

Section in progress



Resolution #25-XX



Resolution to Adopt the Traverse Transportation Coordinating Initiative (TTCI) FY 2026–2029 Transportation Improvement Program (TIP)

WHEREAS, the Traverse Transportation Coordinating Initiative (TTCI) is the designated Metropolitan Planning Organization (MPO) for the Traverse City Urbanized Area in the State of Michigan; and

WHEREAS, TTCI is responsible for carrying out a comprehensive, coordinated, and continuing transportation planning process in cooperation with the Michigan Department of Transportation (MDOT), local road agencies, public transit providers, and other stakeholders, as required by Title 23 U.S.C. Section 134 and Title 49 U.S.C. Section 5303; and

WHEREAS, the Transportation Improvement Program (TIP) is a fiscally constrained, four-year program of regionally significant and federally funded surface transportation projects that supports the goals and policies outlined in the Metropolitan Transportation Plan (MTP); and

WHEREAS, TTCI, in cooperation with MDOT, local jurisdictions, and the region's transit provider, has developed the FY 2026–2029 TIP in accordance with federal regulations under 23 CFR Part 450.326, including requirements for performance-based planning, fiscal constraint, and public involvement; and

WHEREAS, TTCI has provided opportunities for public review and comment on the TIP in accordance with its adopted public participation process, and has incorporated relevant input received from the public and stakeholders during its development; and

WHEREAS, the TIP includes highway, bridge, transit, safety, and non-motorized projects that are consistent with regional transportation priorities and funding availability, and the Financial Plan demonstrates that the program is fiscally constrained for each year and funding category;

NOW THEREFORE BE IT RESOLVED, that the Policy Board of the Traverse Transportation Coordinating Initiative hereby adopts the TTCI FY 2026–2029 Transportation Improvement Program, including all supporting documentation and appendices, and authorizes its submission to the Michigan Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration for approval.

BE IT FURTHER RESOLVED, that TTCI staff are authorized to make administrative modifications and minor amendments to the TIP in accordance with TTCI's established procedures and federal guidance.

Adopted this XXth day of Month, 2025 at a regular meeting of the TTCI Policy Board held in Traverse City, Michigan.

Beth Friend, Chair
Traverse Transportation Coordinating Initiative

MM/DD/YYYY
Date

Metropolitan Planning Process Certification

Traverse Transportation Coordinating Initiative (TTCI)

FY 2026–2029 Transportation Improvement Program

In accordance with 23 CFR 450.336, the Michigan Department of Transportation and the Traverse Transportation Coordinating Initiative (TTCI), the Metropolitan Planning Organization (MPO) for the Traverse City Urbanized Area, hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements, including:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, as amended, which require a continuing, cooperative, and comprehensive transportation planning process for urbanized areas;
2. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
3. 49 U.S.C. 5332, which prohibits discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58) and 49 CFR Part 26, regarding the involvement of disadvantaged business enterprises;
5. 49 U.S.C. 5121–5128, relating to the planning and programming of projects for the transportation of hazardous materials;
6. The Clean Air Act, as amended (42 U.S.C. 7401 et seq.) and 40 CFR Part 93, if applicable;
7. The Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR Parts 27, 37, and 38);
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age;
9. Section 324 of Title 23 U.S.C., regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR Part 27, regarding discrimination against individuals with disabilities;
11. Provisions of 23 CFR Part 450, including Subpart C, relating to metropolitan transportation planning and programming;
12. The provisions of 23 CFR 450.326 regarding development and content of the Transportation Improvement Program (TIP), including fiscal constraint, air quality conformity (if applicable), and public involvement.

This certification affirms that TICI and its planning partners have developed the FY 2026–2029 TIP in compliance with the federal metropolitan transportation planning regulations, including requirements for performance-based planning, fiscal constraint, public participation, and interagency consultation.

Traverse Transportation Coordinating Initiative (TICI)

Authorized Signature: _____

Name: Beth Friend

Title: Chair, TICI Policy Board

Date: _____

Michigan Department of Transportation (MDOT)

Authorized Signature: _____

Name: Todd White

Title: Director, Bureau of Transportation Planning

Date: _____