Traverse Transportation Coordinating Initiative (TTCI) FY 2026-2029 Transportation Improvement Plan (TIP)

Approved by TTCI Policy Board on
05/28/2025

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ACKNOWLEDGEMENT

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

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TTCI's FY 2026-2029 Transportation Improvement Program was approved by the TTCI Policy Committee on May 28, 2025 (Resolution #25-02). The draft minutes of the May 28, 2025 Policy Committee meeting, including discussion of the TIP and the specific resolution, are included in the Appendix of this document.

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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.

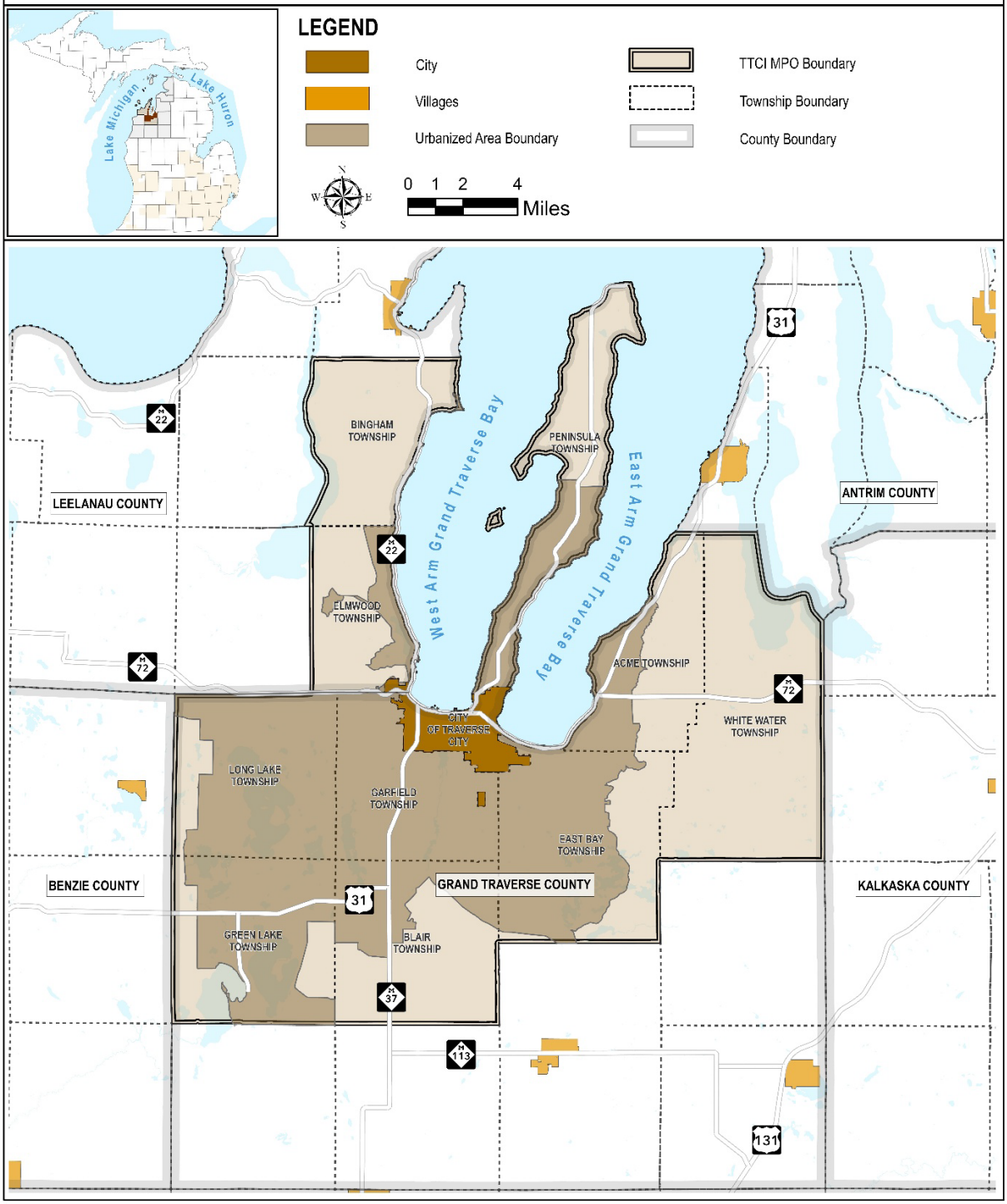
The TIP identifies proposed projects developed by local agencies in accordance with the joint regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). These regulations establish the TIP as the programming phase of the continuing, comprehensive, and cooperative (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)
MPO JURISDICTION BOUNDARY



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.

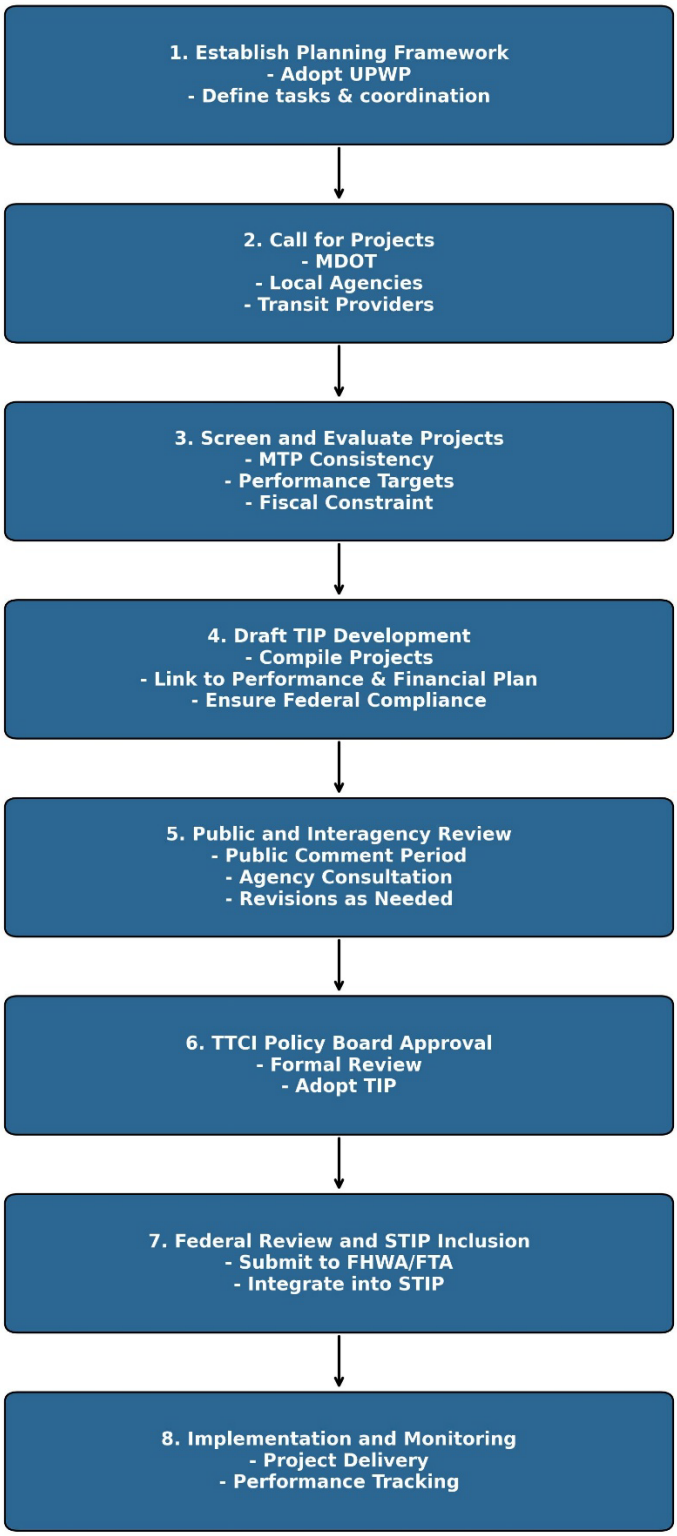
TIP development under TTCI begins with project submittals from the Michigan Department of Transportation (MDOT), local road agencies, and transit operators, each of whom identifies candidate projects aligned with their own strategic priorities and capital improvement programs. These proposed projects 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 1: MPO Projects

TTCI Projects						
FY	**Description**	**STBG**	**STGB Flex**	**CRP**	**TOTAL**	**Total Including Non-LAP**
2026	GTCRC - Cass Rd (Hartman Rd to S Airport Rd)	$1,047,000	$46,000		$1,093,000	$1,476,556
	Transit BATA			$129,000	$129,000	$129,000
TOTAL 26	**Total funding available by program**	$1,047,000	$46,000	$129,000	$1,222,000	
2027	LCRC - Cherry Bend - (Breithaupt Rd to M-22)	$1,068,000	$48,000		$1,116,000	$3,569,624
	Transit BATA			$131,000	$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	$1,722,969
	Transit BATA			$134,000	$1,298,000	unknown
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	$2,445,603
	Transit BATA			$137,000	$161,000	unknown
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 2: 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	$407,000	$1,629,000
2027	$1,116,000	$2,416,133	$3,663,133
2028	$1,138,000	$252,349	$1,524,349
2029	$1,161,000	$807,700	$2,105,700
Total	**$4,508,000**	**$3,883,182**	**$8,922,182**

Table 3: RTF Projects by County and Fiscal Year

RTF Projects						
Grand Traverse County	**Work Description**	**STP**	**STATE-D**	**LOCAL**	**TOTAL**	**Total Including Non-LAP**
GTCRC – JN#219117 Cedar Run Road	Overlay and add Shoulder	$317,200	$132,671	$1,132,800	$1,450,000	$1,812,500
Transit Project - JN#214807	Vehicle	$72,200		$18,050	$90,250	$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	$3,500,000
Transit - JN#223717	Vehicle	$73,700		$18,425	$92,125	$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	$3,500,000
Transit - JN#223719	Vehicle	$75,200		$18,800	$94,000	$94,000
TOTAL 2028		**$752,000**	**$92,930**	**$18,800**	**$770,800**	
Transit Project – JN#214836	Vehicle	$76,800		$19,200	$96,000	$96,000
TOTAL 2029		**$76,800**		**$19,200**	**$96,000**	
Leelanau County	**Work Description**	**STP**	**STATE-D**	**LOCAL**	**TOTAL**	**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	$550,000
Transit Project - JN#223718	Vehicle	$50,000		$12,500	$62,500	$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	$559,000
Transit Project - JN#223721	Vehicle	$51,000		$12,750	$63,750	$63,750
TOTAL 2028		**$558,900**	**$161,602**	**$112,750**	**$622,750**	
Transit Project – JN#223723	Vehicle	$52,100		$13,205	$65,125	$65,125
TOTAL 2029		**$52,100**		**$13,025**	**$65,125**	
TOTAL for all fiscal years		**$3,066,200**	**$693,852**	**$2,692,074**	**$6,660,675**	

Table 4: MDOT Projects by Fiscal Year

MDOT - Total Project Cost					
FY	**Location**	**Description**	**Total Job Cost**	**Program**	**Total Including Non-LAP**
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	$424,648
	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	$1,277,596
2029	US-31	Non-Freeway signing upgrade	$1,309,500	Traffic And Safety - Signs	
		Total	**$4,577,464**		

Table 5: 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	$3,101,375	7
2027	8	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety - Signs	$7,950,678	12
2028	8	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety, Road Minor Widening	$4,486,143	11
2029	5	Road Capital Preventive Maintenance, Road Rehabilitation, Road Reconstruction, Vehicle Purchase, Traffic and Safety - signs	$3,439,325	16
Total	**25**		$18,977,521	

** See the Demographic Analysis chapter for more information on Priority Census Block Groups.*

Illustrative Project List

Federal regulations require that Transportation Improvement Programs (TIPs) be fiscally constrained, meaning that only projects with reasonably expected funding can be programmed. However, TTCI also maintains an Illustrative List of additional transportation projects that are regionally important but currently lack identified funding.

Illustrative projects are not part of the fiscally constrained TIP and have no committed funding at this time. These projects are included to:

- Reflect unmet transportation needs within the TTCI planning area,
- Demonstrate potential priorities if additional funding becomes available, and
- Position projects for consideration in the event of future grant opportunities or funding reallocations.

Illustrative projects may be advanced into the active TIP through a formal amendment if and when funding becomes available.

The following projects are included in the FY 2026–2029 TIP Illustrative List:

Table 6

Project Name	Sponsor	Location	Notes
Cherry Capital Airport Terminal Holdroom Expansion	Northwest Regional Airport Authority (NRAA)	Cherry Capital Airport, Traverse City	Included for eligibility under U.S. DOT Build America Bureau; funded through FAA, no impact on Act 51 or roadway funds
7th Street Reconstruction	City of Traverse City	Division St to Union St	Major urban corridor requiring full-depth reconstruction
S. Airport Road Rehabilitation	Grand Traverse County Road Commission	Sam's Club entrance to Silver Lake Rd	Key commercial and commuter corridor in need of capacity and pavement upgrades

These projects represent TTCI's commitment to long-range transportation planning and ensure that high-priority unfunded needs remain visible and well-documented in the planning process.

Table 7

TTCI Projects					
FY	**Description**	**STBG**	**STGB Flex**	**CRP**	**TOTAL**
2029	TC - 7th Street (Division St to Union St)	$1,111,000	$50,000	$0	$1,161,000
	GTCRC - S. Airport (Sam's to Silver Lake)	$1,111,000	$50,000	$0	$1,161,000

Cherry Capital Airport Terminal Holdroom Expansion

At the request of the Northwest Regional Airport Authority (NRAA), this unranked project has been included in the TIP to support eligibility for federal financing through the U.S. DOT Build America Bureau. TIP identification is a prerequisite for pursuing such financing. All associated grants will be provided through the Federal Aviation Administration (FAA), and the project will have no impact on Act 51 funds or other roadway funding sources.

The project proposes to expand passenger capacity and improve operational efficiency at Cherry Capital Airport. Planned elements may include:

- A new holdroom at Concourse B to accommodate mainline aircraft and current passenger volumes
- A connecting corridor between the existing Concourse A and the new Concourse B
- A relocated and expanded TSA checkpoint to enhance security screening capacity

The final scope and phasing of improvements will be determined based on construction costs and funding availability.

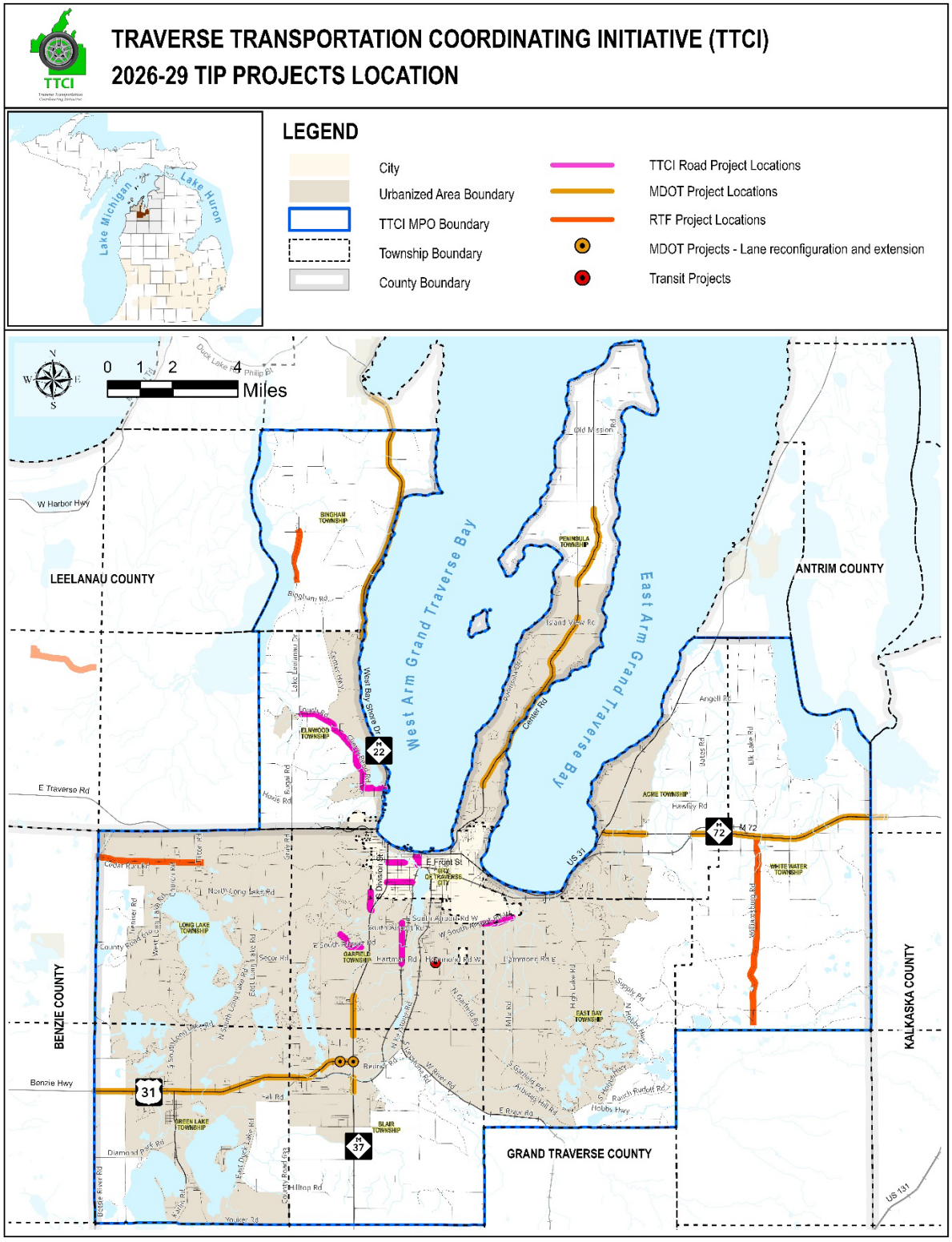
Table 8

Airport					
FY	**Description**	**Estimated Cost**	**Grant Funding**	**Matching Funds**	**Bond Funding**
2025	Design: Terminal Gate Hold Room Expansion	$3,500,000	$3,325,000	$175,000	$1,161,000
2025	Design: Commercial Apron Expansion – Terminal Phase 1	$2,000,000	$1,900,000	-	$38,177,323
2026	Construct: Terminal Gate Hold Room Expansion – Phase 1	$49,7000,000	$11,522,677	-	$1,620,000
2026	Construct: Commercial Apron Expansion Phase 1	$12,620,000	$10,450,000	$550,000	$1,620,000
2027	Construct: Terminal Gate Hold Room Expansion – Phase 2	$21,300,000	$3,265,000	-	$18,035,000
2027	Construct: Terminal Gate Hold Room Expansion – Phase 3	$11,100,000	$10,822,500	-	$277,500
2028	Construct: Commercial Apron Expansion	$12,620,000	$10,450,000	$550,000	$1,620,000
TOTAL		**$112,840,000**	**$51,735,177**	**$1,375,000**	**$59,729,823**

Airport Funding Sources:

- 2025 – Airport Improvement Program (AIP) Entitlement Grants; State Grants
- 2026 – AIP Entitlement Grants; AIP Discretionary; Airport Infrastructure Grant (AIG), Airport Terminals Program (ATP), State Grants, $39.8 M Bonds
- 2027 – AIP Entitlement Grants; ATP, State Grants, $18.3 M Bonds
- 2028 – AIP Entitlement Grants; AIP Discretionary; State Grants, $1.62 M Bonds

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 public review period that ran from March 7, 2025, through May 28, 2025, 66 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:

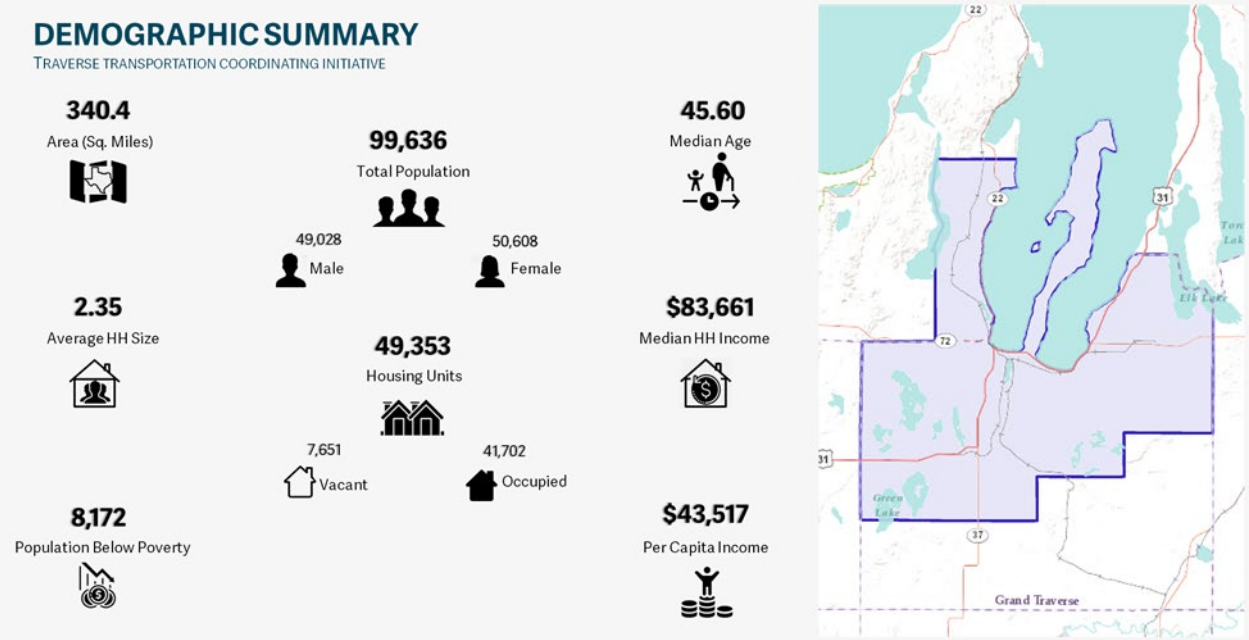
- Grand Traverse County
- Leelanau County
- City of Traverse City
- Acme Township
- Bingham Township
- Blair Township
- Charter Township of East Bay
- Charter Township of Elmwood
- Charter Township of Garfield
- Green Lake Township
- Charter Township of Long Lake

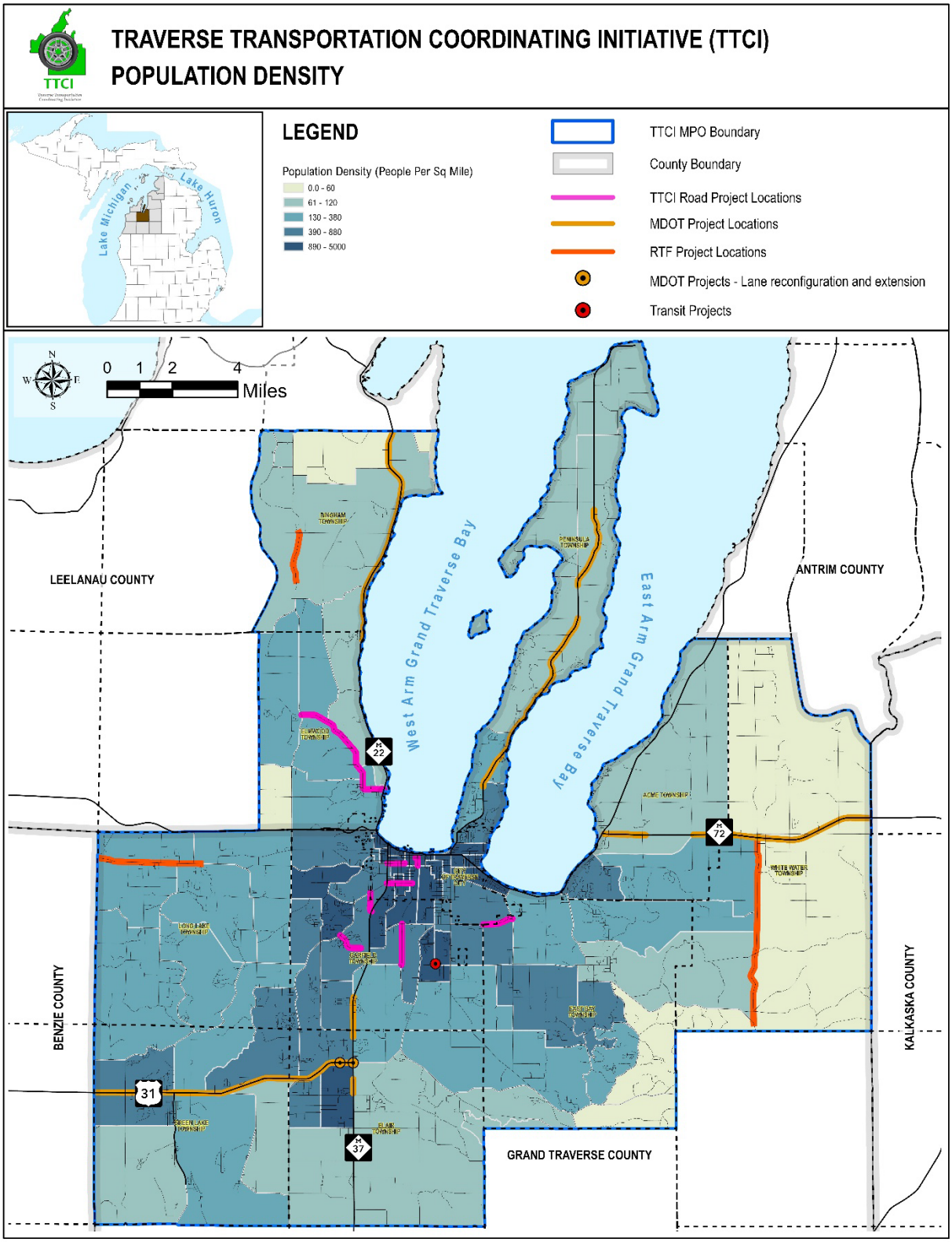
- Peninsula Township
- Paradise Township
- Village of Kingsley
- Almira Township
- Village of Lake Ann
- Suttons Bay Township
- Village of Suttons Bay
- Federal Highway Administration (FHWA)
- Northwest Regional Airport Authority
- Northwestern Michigan College
- Traverse City Area Public Schools
- Traverse 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
TTCI
LEGEND
Population Density (People Per Sq Mile)
0.0 - 60
61 - 120
130 - 380
390 - 880
880 - 5000
TTCI MPO Boundary
County Boundary
TTCI Road Project Locations
MDOT Project Locations
RTF Project Locations
MDOT Projects - Lane reconfiguration and extension
Transit Projects
Lake Michigan
Lake Huron
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Miles
LEELANAU COUNTY
ANTRIM COUNTY
BENZIE COUNTY
KALKASKA COUNTY
GRAND TRAVERSE COUNTY
West Arm Grand Traverse Bay
East Arm Grand Traverse Bay
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31
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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.

In addition to age, race/ethnicity, and income, the analysis also incorporates factors such as disability status, vehicle availability, population density, and average commute times, all of which contribute to identifying transportation-related vulnerabilities within the region.

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 9 (next page) provides a breakdown of the population characteristics and the corresponding block group classifications.

Table 9: 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%

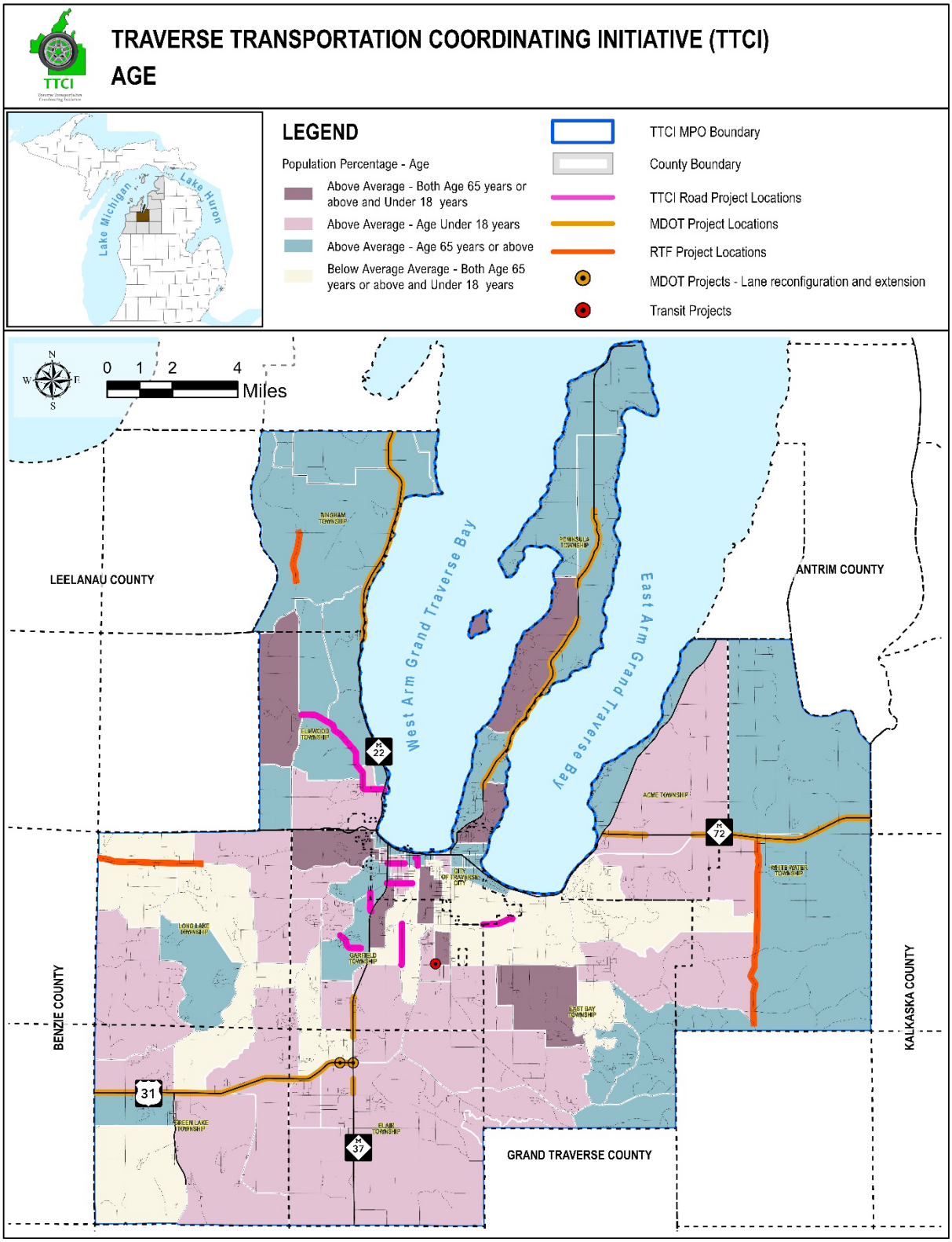
Maps in this chapter display each demographic group individually, as well as a combined map to illustrate overall priority areas across the TTCI MPO.

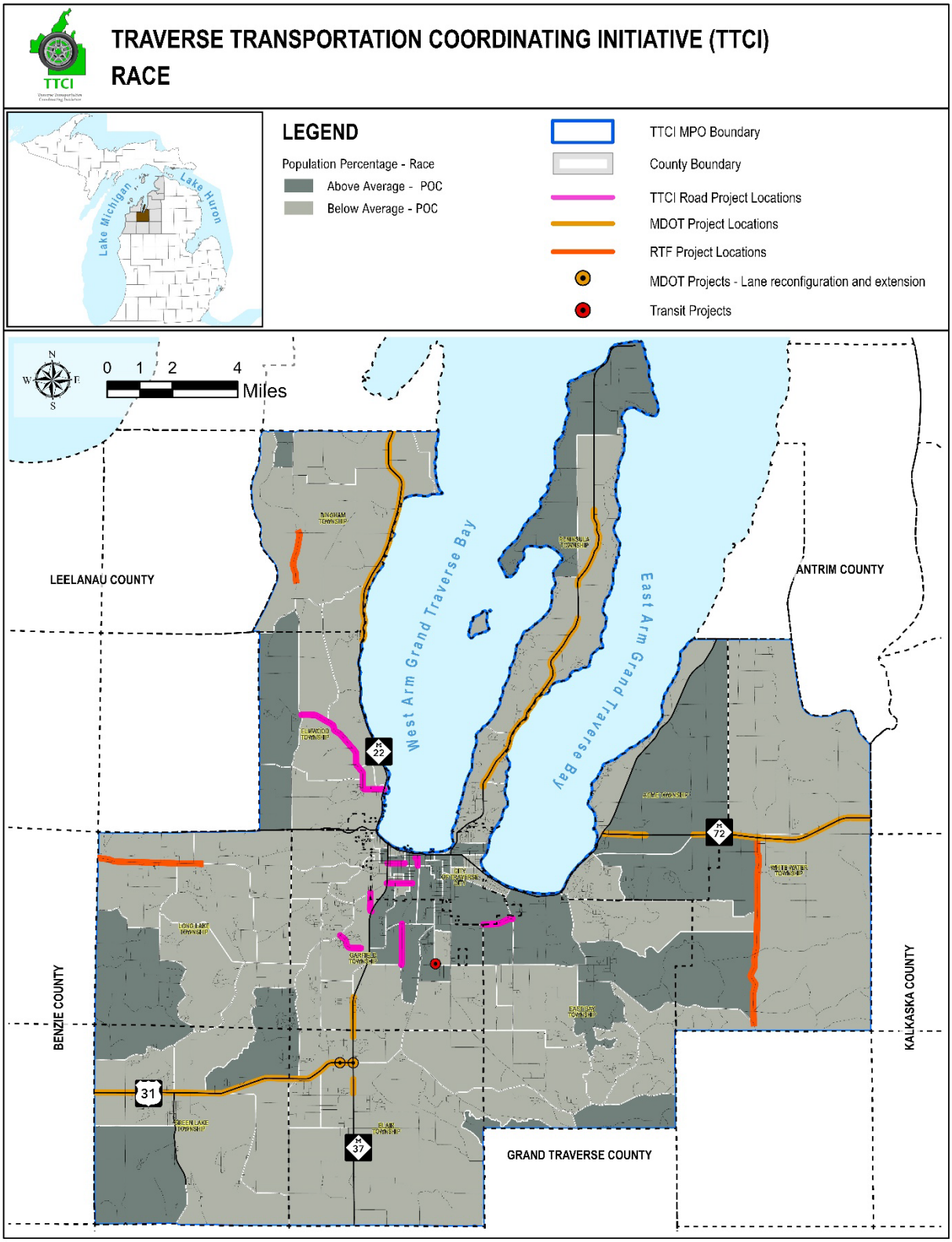
Summary of Analysis

In total, all projects within the TTCI area are located within or adjacent to a vulnerable population priority area. In summary, the TTCI's programmed 2026-2029 transportation projects are distributed throughout the TTCI planning area, with no population groups being disproportionately neglected or overexposed by these projects. The needs of minority and low-income populations are being considered in the planning of future transportation improvements, ensuring safety, improving connectivity, and enhancing transit services.

Fiscal Year 2026 – 2029 TTCI MPO Call for Projects (CFP) includes the following types of projects within the MPO area:

- Road Commission: Road improvements, traffic signal upgrades, road reconstruction, road rehabilitation, etc.
- Transit: Carbon reduction initiatives, including the purchase of propane or electric transit buses.
- City: Road improvements (e.g., mill crown correction, overlays, ADA ramp upgrades) to enhance connectivity and improve transit services.
- MDOT Trunkline Projects: Traffic and safety improvements such as lane reconfiguration, shoulder corrugation installation, curve warning sign installations, freeway sign upgrades, and operations projects like road widening to construct turn lanes.


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 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
Lake Michigan
Lake Huron
0 1 2 4
Miles
LEELANAU COUNTY
ANTRIM COUNTY
BENZIE COUNTY
GRAND TRAVERSE COUNTY
KALKASKA COUNTY
West Arm Grand Traverse Bay
East Arm Grand Traverse Bay
BINGHAM TOWNSHIP
PENINSULA TOWNSHIP
ELMWOOD TOWNSHIP
ACME TOWNSHIP
CITY OF TRAVERSE CITY
WHITE WATER TOWNSHIP
LONG LAKE TOWNSHIP
GARFIELD TOWNSHIP
EAST BAY TOWNSHIP
GREEN LAKE TOWNSHIP
BLAIR TOWNSHIP
22
72
31
37


TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI)
RACE
TTCI
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
Lake Michigan
Lake Huron
N
W
E
S
0 1 2 4
Miles
LEELANAU COUNTY
ANTRIM COUNTY
BENZIE COUNTY
KALKASKA COUNTY
GRAND TRAVERSE COUNTY
West Arm Grand Traverse Bay
East Arm Grand Traverse Bay
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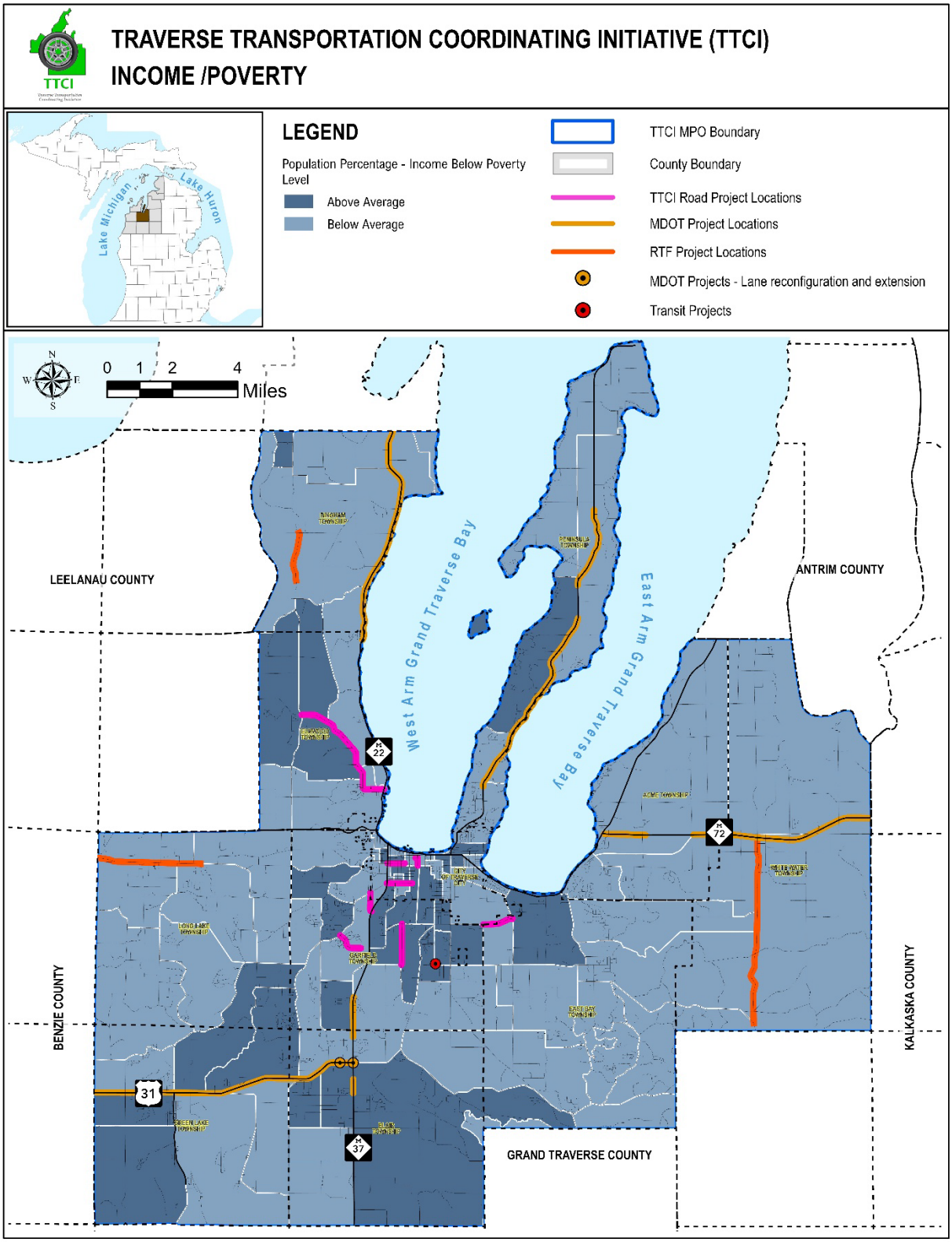
TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI)
INCOME /POVERTY
TTCI
LEGEND
Population Percentage - Income Below Poverty Level
Above Average
Below Average
TTCI MPO Boundary
County Boundary
TTCI Road Project Locations
MDOT Project Locations
RTF Project Locations
MDOT Projects - Lane reconfiguration and extension
Transit Projects
Lake Michigan
Lake Huron
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Miles
West Arm Grand Traverse Bay
East Arm Grand Traverse Bay
LEELANAU COUNTY
ANTRIM COUNTY
BENZIE COUNTY
KALKASKA COUNTY
GRAND TRAVERSE COUNTY
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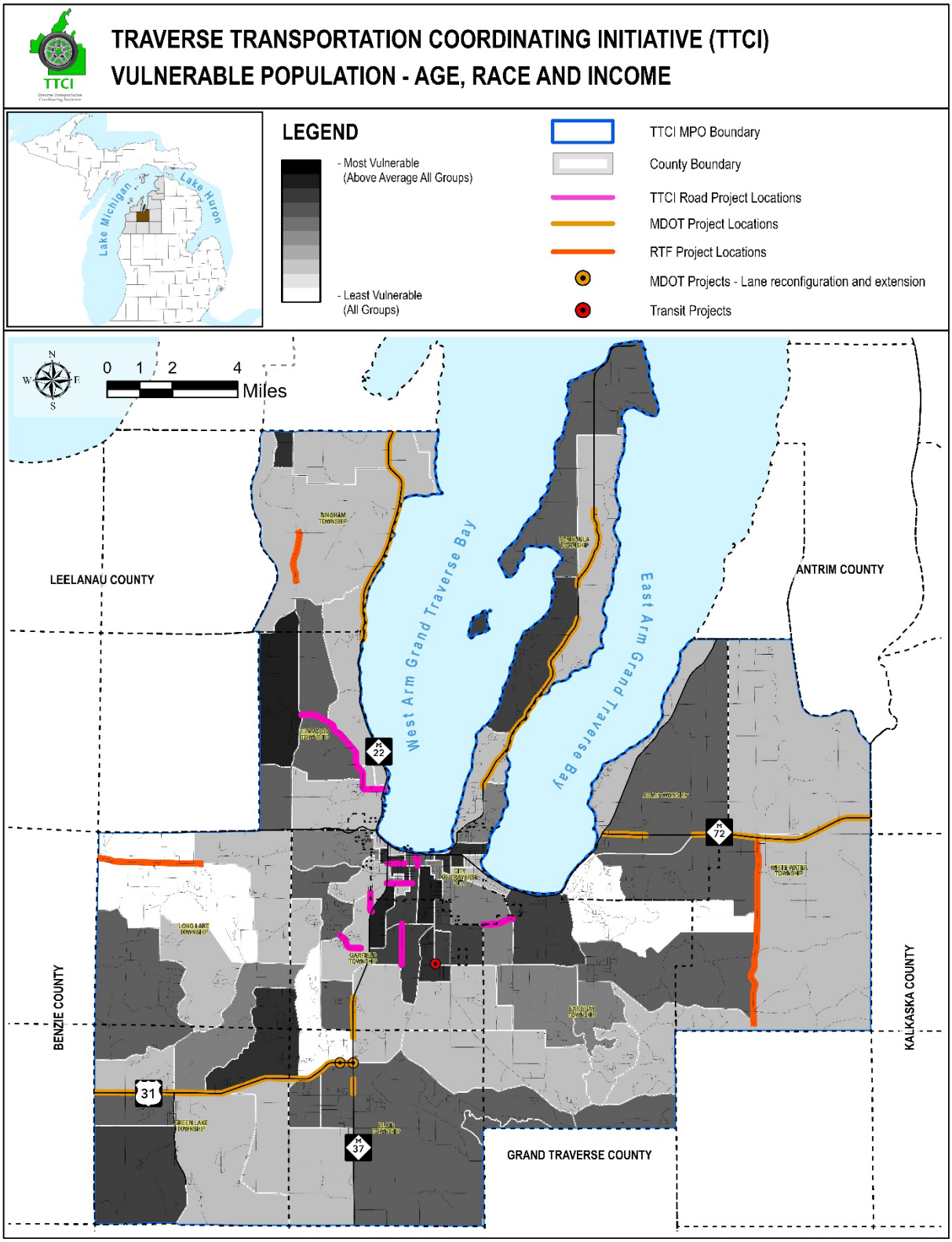

TRAVERSE TRANSPORTATION COORDINATING INITIATIVE (TTCI)
VULNERABLE POPULATION - AGE, RACE AND INCOME
TTCI
Lake Michigan
Lake Huron
LEGEND
- Most Vulnerable
(Above Average All Groups)
- Least Vulnerable
(All Groups)
TTCI MPO Boundary
County Boundary
TTCI Road Project Locations
MDOT Project Locations
RTF Project Locations
MDOT Projects - Lane reconfiguration and extension
Transit Projects
N
W
E
S
0 1 2 4
Miles
LEELANAU COUNTY
ANTRIM COUNTY
BENZIE COUNTY
KALKASKA COUNTY
GRAND TRAVERSE COUNTY
West Arm Grand Traverse Bay
East Arm Grand Traverse Bay
22
72
31
37

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, TTCI'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).

- Transportation Economic Development Fund (TEDF) – Category F (Urban Areas in Small Cities and Villages) – Administering Agency: MDOT. Roadway improvements in cities and villages with populations between 5,000 and 49,999. Focuses on supporting economic development and enhancing the transportation network in smaller urban communities. Eligible projects typically include reconstruction, resurfacing, and capacity improvements on roads that directly support job growth and investment. State-funded. Category F is a state-only program with no federal-aid match required. Funds are distributed through a competitive grant process and may require local match contributions depending on project scope.

- 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 10 shows allocations for TTCI MPO only. However, since some RTF-funded projects fall within the TTCI MPO boundary, Table 11 provides the allocated federal and state amounts for those Rural Task Force projects located within the MPO boundary.

Table 10

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	$407,000	$1,629,000
2027	$1,116,000	$131,000	$2,416,133	$3,663,133
2028	$1,138,000	$134,000	$252,349	$1,524,349
2029	$1,161,000	$137,000	$807,700	$2,105,700
Total	**$4,508,000**	**$ 531,000**	**$3,883,182**	**$8,922,182**

Table 11

RTF	**Resources Available for Capital Needs on the Federal-Aid Highway System for TTCI Area (2026-2029)**			
FY	**FEDERAL: STP - Rural Flex**	**State (TEDF category D funds)**	**Local Match 20% for RTF**	**Total**
2026	$1,211,000	$443,165	$1,163,075	$2,817,240
2027	$1,285,900	$306,649	$1,365,224	$2,957,773
2028	$1,310,900	$254,532	$131,550	$1,696,982
2029	$1,536,000	$371,721	$32,225	$1,939,946
Total	**$5,343,800**	**$1,376,066**	**$2,692,074**	**$9,411,940**

MDOT Capital Revenues

The estimate for MDOT capital revenues is directly based on the total programmed projects within the TTCI area. The projected total is $2,740,100 in federal, state, and local funds allocated to MDOT projects.

Table 12

MDOT	Resources Available for Capital Needs on the Federal-Aid Highway System for TTCI Area (2026-2029)			
FY	**FEDERAL: STG**	**State**	**Local**	**Total**
2026	$ 109,097	$12,122	$0	$121,219
2027	$0	$0	$0	$0
2028	$1,322,724	$180,657	$0	$1,503,381
2029	$1,115,500	$0	$0	$1,115,500
Total	**$2,547,321**	**$192,779**	**$0**	**$2,740,100**

Table 13

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	$2,542,097	$455,287	$3,602,205	$6,599,589
2027	$2,532,900	$306,649	$1,749,224	$4,588,773
2028	$3,905,624	$435,189	$383,899	$4,724,712
2029	$3,949,500	$371,721	$839,925	$5,161,146
Total	**$12,930,121**	**$1,568,845**	**$6,575,253**	**$21,074,219**

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 general street maintenance, 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). These costs also cover a wide range of routine activities including culvert and drainage maintenance, dust control, ditching, emergency response, mowing, guard rail repair, pavement markings, roadside cleanup, shoulder and surface maintenance, street sweeping, traffic signs and signals, trees and shrubs, winter maintenance, etc. However, federal regulations require an estimate of O&M costs on the federal-aid highway system over the years covered by the TIP. Table 14 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.

Table 14

	Estimated Operations and Maintenance Costs on Federal-Aid Highway System for TTCI Area (FY 2026-2029)			
	2026	**2027**	**2028**	**2029**
MDOT	$6,600,000	$6,800,000	$6,900,000	$7,100,000
Local*	$7,022,457	$7,303,355	$7,564,988	$7,836,126
TOTAL	$13,622,457	$14,103,355	$14,464,988	$14,936,126

**Local includes total of City of Traverse City and Townships within the MPA in Grand Traverse County and Leelanau County*

***Note:** Local includes Operation and Maintenance estimates from City of Traverse City, GTCRC and LCRC. Formal projections for future years are not prepared; therefore, a 4% annual inflation rate was applied to estimate costs for fiscal years 2027 through 2029.*

City of Traverse City's all street maintenance costs are reported in the Major and Local Street Funds. The City does not budget by specific maintenance activities such as snow and ice control or pothole repair. Additionally, budgeting is not conducted by specific activities such as snow and ice control or pothole.

Grand Traverse County Road Commission (GTCRC) used a methodology based on township-level data to estimate Operations and Maintenance (O&M) costs within the TTCI Metropolitan Planning Area (MPA). Cost estimates for routine maintenance and traffic control were derived from primary road maintenance figures, as the majority of GTCRC's primary roads are located on the National Functional Classification (NFC) network. For winter maintenance, a proportional allocation was applied using the share of lane miles within the MPA townships, resulting in an estimated 65.5% of total winter maintenance costs being attributed to the MPA.

The Leelanau County Road Commission does not maintain specific projections for future Operations and Maintenance (O&M) costs. However, a cost-per-mile estimate was developed based on expenditures for Primary roads, which are largely eligible for Federal Aid.

Operations and Maintenance (O&M) activities included in these estimates encompass a broad range of routine work, such as pothole patching, culverts, drainage, dust control, ditching, emergency response, mowing, guard rail, pavement marking, roadside cleanup, shoulder maintenance, surface maintenance, sweeping, traffic signals, traffic signs, trees and shrubs, winter maintenance.

Resources Available For Capital Needs of Public Transit Agencies

Transit agencies within the TTCI region receive funding from a mix of federal, state, and local sources. Capital needs are typically funded through a combination of federal grants, state contributions, local match, and farebox revenue. The Federal Transit Administration (FTA) plays a central role in distributing federal funds, primarily based on the population of the urbanized area and other formula-driven factors.

For example, FTA Section 5307 (Urbanized Area Formula Program) funds are distributed directly to eligible transit agencies in the TTCI area. Capital funding is administered through MDOT, which manages federal transit allocations and distributes them in accordance with state priorities and federal guidelines. Additional federal programs are also available (see summary of federal transit funding sources above).

The MDOT Office of Passenger Transportation (OPT), provides Comprehensive Transportation Fund (CTF) dollars to support both capital match requirements and the Local Bus Operating (LBO) program. LBO funds are especially critical, as federal transit aid—similar to highway funding—is not sufficient to fully cover system operations.

Local funding sources include farebox revenues, municipal general funds, and advertising revenue. These tend to vary annually, so this financial summary focuses primarily on federal and state funding resources, which provide more consistent and predictable revenue streams.

Table 15

Estimate resources available for Public Transit Agencies in TTCI Area (FY 2026-2029)			
2026	**2027**	**2028**	**2029**
$7,060,890	$6,724,679	$6,730,804	$6,737,179

Demonstration of Financial Constraint (FY 2026-2029)

Table 16

	2026	**2027**	**2028**	**2029**
Highway Funding	$4,567,459	$6,620,906	$4,724,712	$5,161,146
Highway Programmed	$4,567,459	$6,620,906	$4,724,712	$5,161,146
Transit Funding	$7,060,890	$6,724,679	$6,730,804	$6,737,179
Transit Programmed	$7,060,890	$6,724,679	$6,730,804	$6,737,179
Total Funding	$11,628,349	$13,345,585	$11,455,516	$11,898,325
Total Programmed	$11,628,349	$13,345,585	$11,455,516	$11,898,325
Difference	$0	$0	$0	$0

GENERAL PROGRAM ACCOUNTS

A General Program Account (GPA) is a tool used in transportation planning to group together multiple small-scale projects that involve similar types of work. Rather than listing each project separately in the Transportation Improvement Program (TIP), GPAs allow these projects to be combined into a single line item. This streamlines the TIP development and amendment process, improves administrative efficiency, and facilitates timely project delivery.

For the FY 2026–2029 TIP, the Traverse Transportation Coordinating Initiative (TTCI) will allow the use of GPAs only for Trunkline projects sponsored by the Michigan Department of Transportation (MDOT). These typically include projects related to state-managed highways and bridges. Eligible categories include, but are not limited to: Trunkline Road, Trunkline Bridge, Trunkline Traffic Operations and Safety, and Trunkline Scoping, Studies, and Training. To qualify for a GPA, a project must meet state and federal criteria—such as being limited in size and scope, having a total cost under $5 million, and qualifying as a routine or non-complex activity.

Projects led by local agencies—including counties, cities, villages, or public transit providers—will continue to be listed individually in the TIP. This ensures transparency, allows for community input, and supports detailed tracking of locally sponsored transportation improvements.

TTCI will continue working with MDOT and federal partners to ensure that all Trunkline GPA projects meet regulatory requirements and that the use of GPAs remains a helpful, efficient tool for managing routine infrastructure investments.

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 17: Performance Measures Summary – TTCI FY 2026-2029 TIP

Performance Area	Measure	Applicable Metric(s)	Target Approach
Safety (PM1)	Crash & injury reduction	• 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	• % NHS pavements good/poor • % bridges good/poor	Support MDOT State Targets using Pavement Evaluation and Rating (PASER) data
System Performance (PM3)	Travel time reliability	• % 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; • Vehicles • Equipment • Facilities	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 18: Michigan Statewide Crash Trends 2021-2023

Safety Performance Measure	2021	2022	2023
Fatalities	1,136	1,123	1,095
Serious Injuries	5,979	5,782	5,816
Non-Motorized Fatalities & Serious Injuries	674	720	785

Source: Michigan State Police

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 19: 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.

Pavement Targets

The Michigan Department of Transportation (MDOT) establishes performance targets for pavement conditions on the National Highway System (NHS) as part of its Transportation Performance Management (TPM) program. These targets aim to maintain and improve pavement quality across the state.

Table 20: Michigan State Pavement Targets

Measure	Baseline Condition (2022-2025)	2-Year Target	4-Year Target
% Interstate Pavement in Good Condition	70.4%	59.2%	67.1%
% Interstate Pavement in Poor Condition	1.8%	5.0%	5.0%
% Non-Interstate NHS in Good Condition	41.6%	33.1%	29.4%
% Non-Interstate NHS in Poor Condition	8.9%	10.0%	10.0%

TTCI supports these statewide targets and incorporates them into project selection and prioritization processes to ensure alignment with MDOT's goals for pavement conditions.

Bridge Targets

MDOT also sets performance targets for bridge conditions on the NHS, focusing on the percentage of bridge deck area classified as in Good or Poor condition. These targets help guide maintenance and rehabilitation efforts to ensure bridge safety and reliability.

Table 21: Michigan State Bridge Targets

Measure	Baseline Condition (2022-2025)	2-Year Target	4-Year Target
% NHS Deck Area in Good Condition	22.1%	15.2%	12.8%
% NHS Deck Area in Poor Condition	7.0%	6.8%	10%

TTCI collaborates with MDOT to support these targets by identifying and programming bridge projects that contribute to the improvement of bridge conditions within the region.

PM 3: System Performance

System performance is assessed through travel time reliability metrics, specifically the percentage of person-miles traveled on the Interstate and Non-Interstate NHS that are reliable. These measures reflect the consistency and predictability of travel times, which are crucial for economic vitality and quality of life.

Federal regulations require that states and Metropolitan Planning Organizations (MPOs) evaluate system performance using three measures of travel time reliability. These measures are calculated using travel time data collected from vehicle probe sources, which are purchased by the Federal Highway Administration (FHWA) and made available for use by states and MPOs through the National Performance Management Research Data Set (NPMRDS).

The NPMRDS data is processed using an analytical platform known as the Regional Integrated Transportation Information System (RITIS). This tool allows for the calculation of the federally required reliability measures, which include:

- Level of Travel Time Reliability (LOTTR) on the Interstate System:
- Percentage of person-miles traveled on the Interstate that are considered reliable.
- Level of Travel Time Reliability on the Non-Interstate National Highway System (NHS):
- Percentage of person-miles traveled on the Non-Interstate NHS that are considered reliable.
- Truck Travel Time Reliability (TTTR) Index: A ratio that compares the 95th percentile truck travel time to the 50th percentile travel time on the Interstate system, indicating reliability for freight movement.

According to the most recent data available (2021 and 2022), Michigan's Interstate and Non-Interstate NHS corridors exhibit high reliability, with between 94% and 97% of person-miles meeting the reliability thresholds established under federal regulations. For truck travel, the TTTR

Index has remained near 1.3, which reflects relatively stable and predictable freight movement across the state's Interstate network.

Table 22: Michigan State System Reliability Targets

Measure	Baseline Condition (2022-2025)	2-Year Target	4-Year Target
Level of Travel Time Reliability of the Interstate	97.1%	80.0%	80.0%
Level of Travel Time Reliability of the Non-Interstate NHS	94.4%	75.0%	75.0%
Freight Reliability Measure on the Interstate	1.31	1.60	1.60

TTCI supports MDOT's statewide performance targets for system reliability and incorporates these measures into its planning process to help prioritize investments that improve travel time predictability and support regional economic activity.

PM 4: Transit Asset Management

The Federal Transit Administration (FTA) requires all providers of public transportation that receive federal funds under 49 U.S.C. Chapter 53 to develop and implement a Transit Asset Management (TAM) Plan. This requirement is outlined in 49 CFR Part 625 and is intended to ensure that transit assets are maintained in a State of Good Repair (SGR). A transit asset is considered in a state of good repair when it performs as intended and has not exceeded its Useful Benchmark Life (UBL) or condition threshold.

The purpose of the TAM framework is to support performance-based planning and programming by:

- Enhancing safety and reliability of public transportation systems,
- Extending the useful life of capital assets, and
- Supporting long-term financial sustainability.

In compliance with these requirements, the Bay Area Transportation Authority (BATA) has developed TAM Plans that include performance targets for three core asset categories:

1. Revenue Vehicles (Rolling Stock)
2. Equipment (Non-revenue service vehicles)
3. Facilities (Maintenance and administrative buildings)

TTCI, as the Metropolitan Planning Organization (MPO), is responsible for coordinating with transit providers to ensure that TAM targets are integrated into the transportation planning process. TTCI supports the TAM targets set by its transit partners and incorporates these targets into its long-range planning and TIP project prioritization where applicable.

The TIP supports asset management goals by identifying projects and investments that contribute to maintaining or improving the condition of transit assets. These include vehicle replacements, facility renovations, and equipment upgrades that help ensure the transit system remains safe, efficient, and reliable for the traveling public.

State of Good Repair (SGR)

State of Good Repair (SGR) refers to the condition in which a transit asset is functioning as intended, without posing safety risks, and is maintained according to its design and performance standards. An asset is considered to be in a state of good repair when it is in acceptable operating condition, meets relevant performance criteria, and has not exceeded its Useful Benchmark Life (UBL) or condition threshold.

SGR is a core concept in Transit Asset Management (TAM) and a key performance area under federal transportation law, particularly the FAST Act and 49 U.S.C. §5326. Transit agencies and MPOs are required to track and report asset conditions against SGR metrics to support performance-based investment decisions and federal funding eligibility.

Useful Benchmark Life (UBL)

Useful Benchmark Life (UBL) is the industry-standard estimate of the expected service life of a transit asset, used primarily for Transit Asset Management (TAM) and State of Good Repair (SGR) reporting. It represents the age at which a vehicle, facility, or piece of equipment is expected to be replaced, based on typical operating conditions and maintenance practices.

UBL values are established by the Federal Transit Administration (FTA) in coordination with industry partners and are used to:

- Determine whether an asset is in a “state of good repair”
- Track progress toward TAM performance targets
- Inform capital planning and replacement schedules

UBL differs from 'useful life' in accounting or funding contexts. UBL is a performance benchmark rather than a fixed threshold—assets may remain in use beyond their UBL if they continue to operate safely and effectively.

Transit Economic Requirements Model (TERM)

The Transit Economic Requirements Model (TERM) is a tool developed by the Federal Transit Administration (FTA) to estimate the capital investment needs of the nation’s transit systems. It helps evaluate the costs of maintaining, rehabilitating, and replacing transit assets to keep them in a State of Good Repair (SGR) and to expand service to meet future demand.

TERM is used to:

- Assess the condition and performance of existing transit infrastructure
- Forecast investment needs over short- and long-term planning horizons
- Support national policy discussions and reporting to Congress (e.g., in the biennial FTA Conditions & Performance Report)

TERM uses data on asset inventories, age, condition, and usage to estimate how much funding is required to:

- Maintain current service levels
- Address state-of-good-repair backlogs

- Support system expansion and modernization

While TERM is primarily used at the federal level for national-level analysis, the principles behind TERM have influenced how transit agencies and MPOs develop Transit Asset Management (TAM) plans, particularly for performance target setting and investment prioritization.

Table 23: Transit Capital Asset Inventory:

Asset Category	**Total Number**	**Avg Age (years)**
Revenue Vehicles	**77**	**11.7**
Bus	5	14.6
Cutaway Bus	58	4.6
Van	9	2.6
School Bus	5	17.4
Asset Category	**Total Number**	**Avg Age (years)**
Equipment – Service Vehicles	**7**	**11.7**
Trucks and other rubber tire vehicles	2	12
Vans	3	9.2
Cutaway	1	10.9
Equipment – Maintenance Shop	4	1
Equipment – Vehicle Equipment	2	7.5
Equipment – Fueling Equipment	1	1
Asset Category	**Total Number**	**Avg Age (years)**
Facilities		
Passenger & Parking Facilities	2	11
Maintenance and Administrative	1	1

Table 24: Transit State of Good Repair Targets for 2026 – 2029

Revenue Vehicles					
Age - % of revenue vehicles within an asset class that have met or exceeded their UBL	**Asset Class**	**2026**	**2027**	**2028**	**2029**
	Bus	25%	25%	25%	25%
	Cutaway Bus	25%	25%	25%	25%
	Van	25%	25%	25%	25%
	School bus	25%	25%	25%	25%
Equipment					
Age - % of vehicles / equipment that have met or exceeded their UBL	**Asset Class**	**2026**	**2027**	**2028**	**2029**
	Trucks and other rubber tire vehicles	50%	50%	50%	50%
	Vans	33%	66%	66%	66%
	Cutaways	100%	100%	100%	100%
	Maintenance Shop Equipment	0%	0%	0%	0%
	Vehicles Equipment	0%	0%	0%	0%
	Fueling Equipment	0%	0%	0%	0%
Facilities					
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	**Asset Class**	**2026**	**2027**	**2028**	**2029**
	Passenger Facilities	0%	0%	0%	0%
	Maintenance and Administration	0%	0%	0%	0%

Table 25: Transit Capital Asset Inventory:

Asset Category	**Total Number**	**Avg Age (years)**
Revenue Vehicles	**77**	**11.7**
Bus	5	14.6
Cutaway Bus	58	4.6
Van	9	2.6
School Bus	5	17.4
Asset Category	**Total Number**	**Avg Age (years)**
Equipment – Service Vehicles	**7**	**11.7**
Trucks and other rubber tire vehicles	2	12
Vans	3	9.2
Cutaway	1	10.9
Equipment – Maintenance Shop	4	1
Equipment – Vehicle Equipment	2	7.5
Equipment – Fueling Equipment	1	1
Asset Category	**Total Number**	**Avg Age (years)**
Facilities		
Passenger & Parking Facilities	2	11
Maintenance and Administrative	1	1

APPENDIX

- TTCI TIP FY 2026-2029 Resolution
- Metropolitan Planning Process Certification
- Public Notice
- FY26-29 TIP Adoption: Policy Board Meeting Minutes (May 28, 2025)

Traverse Transportation Coordinating Initiative

Resolution #25-02

Networks Northwest
Talent / Business / Community

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 28th day of May, 2025 at a regular meeting of the TTCI Policy Board held in Traverse City, Michigan.

Beth Friend, Chair
Traverse Transportation Coordinating Initiative

05/28/2025
Date

Metropolitan Planning Process Certification

Traverse Transportation Coordinating Initiative (TTCI)

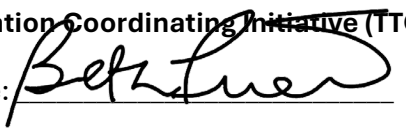
FY 2026–2029 Transportation Improvement Program

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 TTCI 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 (TTCI)

Authorized Signature: 

Name: Beth Friend

Title: Chair, TTCI Policy Board

Date: 05/28/25

Michigan Department of Transportation (MDOT)

Authorized Signature: _____

Name: Todd White

Title: Director, Bureau of Transportation Planning

Date: _____

PUBLIC NOTICE

Traverse Transportation Coordinating Initiative (TTCI)

Draft 2026-2029

Transportation Improvement Plan (TIP)

The Traverse Transportation Coordinating Initiative (TTCI) is accepting public comment on the draft FY 2026–2029 Transportation Improvement Program (TIP), which outlines federally funded transportation projects in the Traverse City-Garfield Urbanized Area. The comment period runs from May 1, 2025 to May 23, 2025.

The draft TIP is available at www.networksnorthwest.org/ttci or at Networks Northwest, 600 E. Front St., Suite 205, Traverse City, MI. Comments may be submitted by by mail, or online. All comments must be received by May 23, 2025.

Title VI Notice: TTCI does not discriminate based on race, color, national origin, sex, age, disability, or other protected status in accordance with Title VI of the Civil Rights Act of 1964 and related laws.

If you are an individual with a disability and need special assistance, please contact Networks Northwest at 231-929-5000.

Posted: 5/1/2025

Traverse Transportation Coordinating Initiative (TTCI)

The mission of the Traverse Transportation Coordinating Initiative (TTCI) is to provide coordinated leadership and direction for the development and conduct of the continuing, cooperative & comprehensive transportation planning process for the Traverse City urban area.

TTCI Policy Board Meeting

Wednesday, May 28th, 2025 at 3:00 pm

1209 S Garfield Avenue Suite C, Traverse City, MI or Via Zoom

MEETING MINUTES

Call to Order

Chair Friend called the meeting to order at 3:00 pm on Wednesday, May 28th, 2025.

1. **Roll Call of Voting Members**

   Roll Call: Voice introduction of membership was accepted as roll call.
   Board Members Present:
   Beth Friend (East Bay Twp); Brendan Mullane (LCRC); Don Mayle (MDOT); Nicole Blonshine (Blair Twp.); Midge Werner (Bingham Twp); Ron Lemcool (Long Lake Twp.); Andy Marek (Green Lake Twp.); Maura Sanders (Peninsula Twp.); Fern Spence (GT Co.); Dan Watkins (GTCRC); Liz Vogel (City of TC); Jeff Shaw (Elmwood Twp.); Chuck Korn (Garfield Twp.); Rick Robbins (Leelanau Co.); Justin Weston (BATA)
   Staff Present:
   Barry Hicks (NN); Isha Pithwa (NN); Emma Kelly (NN); Cassidy Robarts (NN)
   Others Present: Laurie Lapp (Garfield Twp.); Wayne Shoonover (OHM Advisors); Alisha Busitill (OHM Advisors); Dan Wagner (MDOT)
   Online: none.

   It was noted by Chair Friend that because Korn was present, Lapp wouldn't be able to vote today as the alternative.

2. **Approval of Agenda and Meeting Minutes**

   Chair Friend presented the meeting minutes of April 23, 2025 for review and approval.

   Motion: *Lemcool moved, supported by Marek, to approve the April 23, 2025 Policy Board meeting minutes.*
   Result: *Motion passed unanimously on a voice vote*

3. **Public comment** was opened, but no comments were received, so the meeting moved forward.

4. New Jobs/Change Requests - BATA Transit Project Forms

Hicks and Pithwa presented updates to Beta Transit Project forms.

- Two new projects were proposed using leftover funds:
  $104,274 – New job creation project
  $467,038 – FY26 new job project
- Additional changes in funding and scope were discussed.
- Absence of BATA representatives was noted

Motion: *Marek moved, supported by Vogel, to approve the additional jobs and change requests for 3.8 million.*
Result: *Motion passed unanimously on a voice vote*

5. Continuing Business

A. Draft FY 26 UWP Review

Hicks explained that the Unified Work Program (UWP) is one of three key planning documents currently in development, focusing on how planning funds will be allocated for the upcoming fiscal year.

Key Updates:

- **Maps (Pages 7–8):** Updated to reflect accurate MPO jurisdictional boundaries and 2020 Census-defined urbanized areas. These updates align with those made in the Transportation Improvement Program (TIP).
- **Budget (Page 14):**
  - Shift away from TIP program funding toward data collection and long-term planning efforts.
  - Emphasis on determining future planning priorities, such as region-wide complete networks.
  - Overall expenditures have increased slightly—approximately $2,000 to $3,000 over the previous year.
- **Administrative Tasks (Page 28):**
  - Includes updates for equity and fairness alignment.
  - There is some uncertainty as to whether the Federal Highway Administration (FHWA) will require revisions.
- **Project Overview (Page 48):**
  Outlines proposed uses for planning funds, listing four initial projects, which may be subject to change based on further feedback or developments.
- **Process and Deliverables (Page 49):**
  - This section has been entirely rewritten, providing a clearer framework for planning activities, including timelines and deliverables related to newly proposed plans and ongoing initiatives.

Friend asked if the board will receive updates if changes are made. Hicks stated that any comments received from FHWA that require revisions will be posted to the website to ensure all changes are tracked and shared.

Motion: *by Marek, supported by Friend, to approve the UWP for FY26. Mayle made a comment that most of the comments that are incorporated from MDOT will be slight language changes.*
Result: *Motion passed unanimously on a voice vote.*

B. Draft FY 26-29 TIP Review

Hicks presented the **TIP updates** to the board.

- **Page 9 (Project Years 2026–2029):**
    - Two projects were swapped between FY 2026 and FY 2027:
        - Cherry Bend moved to FY 2027 from FY 2026
        - Cass Road moved to FY 2026 from FY 2027
    - These changes were made to align with the TAP grant application submitted by the Road Commission.

14th Street Project:

- Remains listed under FY 2028, but the City is exploring moving it to FY 2027 via advance construct funding.
    - Friend asked how construct funding worked and if it was similar to a reimbursement.
        - Mayle responded saying it's similar, and affects the fiscal constraint in the year the project is actually constructed.

Presenter: Isha

- **Page 34:**
    - The primary update was made after switching Cherry Bend and the Traverse City project, which resulted in updated figures in the corresponding table.
    - The largest change was the inclusion of operational and maintenance costs:
        - Data provided by MDOT
        - Combined figures for Traverse City, Grand Traverse County, and Leelanau County

Friend questioned Table 12 shows a value of 0s.

Isha clarified that MDOT does not have projects scheduled for FY 2027 in that category.

Motion: *by Sanders, supported by Shaw to approve the changes to the TIP document (yeas: Mayle, Watkins, Mullane, Spence, Robbins, Werner, Blonshine, Friend, Shaw, Korn, Marek, Lemcool, Sanders, Vogel. Nays: none.)*

Result: *Motion passed unanimously on a roll call vote.*

C. FY 2025 MTP - Update

Hicks referenced the memo included in the meeting packet, specifically located on the second-to-last page, which outlines updates related to the public input website for the MTP.

- Board members were informed that they would receive email notifications as updates become available.
- The draft Metropolitan Transportation Plan (MTP) is scheduled to:
    - Be reviewed by the Technical Committee on June 12, 2025
    - Go before the Policy Board for adoption on June 25, 2025
- Hicks noted that the next five years will be focused on developing and implementing the planning concepts and ideas outlined in the MTP.

Questions**:** No questions were raised by board members.

6. New Business - FY 2026 Meeting Schedule DRAFT

- Hicks presented the draft Fiscal Year 2026 meeting calendar and explained the intent to share it early for review.
- Emphasized that no vote was required today.
- Noted that if the calendar is approved with no substantial changes, it may not return for further discussion until September 2025.
- Discussed the importance of meeting timing:
    - Proposed that scheduling both meetings within the same month would allow for more efficient processing of TIP amendments, reducing partner wait times from 8 weeks to potentially 4 weeks.
- Acknowledged uncertainty about how this scheduling approach aligns with established processes and asks for feedback.

Friend recommended that the board review the proposed calendar and bring it back in the next meeting packet for further discussion and potential approval.

7. Public comment was opened, but no comments were received, so the meeting moved forward.

8. Member Comments/Discussion of future agenda items

Sanders: Extended a formal acknowledgment and appreciation to Hicks and the team at Networks Northwest for their efforts in compiling and organizing materials and related planning efforts.

Spence: Provided a brief project update on Frank Road, confirming that the project is progressing as planned. It was noted that Traverse City Area Public Schools (TCAPS) conducted on-site observations both yesterday and today as part of the project evaluation process.

9. **Reminder:** Next Meeting: June 25th, 2025 at 3:00 PM at the Networks Northwest Conference Center.

The meeting was adjourned at 3:37pm by Chair Friend with thanks to the participants.

Sincerely,

Emma Kelly
Administrative Specialist