



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 Technical Committee Agenda

Thursday December 4th, 2025 at 1:30 PM

In-Person at the MI Works! Conference Room
1209 S Garfield Ave # C, Traverse City, MI 49686

Or via zoom at:

Join Zoom Meeting

<https://us02web.zoom.us/j/81442290096>

Meeting ID: 814 4229 0096

- 1) Introductions and Roll Call of Voting Members (See **attached, Page 2**)
- 2) Review Draft Meeting Minutes from October 2, 2025 (See **attached, Pages 3-4**)
- 3) Public comment
- 4) Standing MPO Business
 - a) TIP Amendments (See **attached, Pages 5-12**)
 - b) MTP Updates (See **attached, Pages 13**)
 - c) Franke Rd NFC Review Update (See **attached, Pages 14-16**)
 - d) FHWA/FTA Policy Updates: Notice of Obligation Limitations (See **attached, Page 17-31**)
- 5) New Business
 - a) **Discussion:** Using Proxy Locations in JobNet – Brian Stark, MDOT
 - b) FY 2026 MPO Allocations (See **attached, Pages 32-34**)
 - c) Infrastructure Projects Fund (See **attached, Pages 35-40**)
 - d) **Action Requested:** FY 2026 Safety Targets (See **attached, Pages 41-73**)
- 6) Public comment
- 7) Member Comments/Discussion of future agenda items
- 8) Next Meeting - Thursday February 5, 2026 at 1:30 PM
- 9) Adjourn

TTCI TECHNICAL COMMITTEE VOTING MEMBERS						
Name	Title	Organization	Email	Phone	Officers	Voting Member
Maxwell Gierman	Transportation Planner	MDOT	GiermanM@michigan.gov			Yes
Chris Elliott	Engineering Department Manager	GTCCRC	celliott@gtccrc.org	231-922-4848	Vice Chair	Yes
Craig Brown	Engineer	LCRC	cbrown@leelanauroads.org	231-271-3993		Yes
Maxwell Cameron	Community Development Coordinator	Grand Traverse County	mcameron@gtcountymi.gov	231-645-9336		Yes
James Dyer	Leelanau County Administrator	Leelanau County	jdyer@leelanau.gov	231-256-9711		Yes
Lindsey Wolf	Planning & Zoning Administrator	Acme Township	zoning@acmetownship.org	231-938-1350	Treasurer	Yes
Steve Patmore	Zoning Administrator	Bingham Township	zoningadmin@suttonsbaytwp.com			Yes
Lynette Wolfgang	Clerk	Blair Township	clerk@blairtownshipmi.gov	231-276-9263		Yes
Claire Karner	Director of Planning & Zoning	East Bay Township	ckarner@eastbaytwp.org	231.947.8681 x2		Yes
Sarah Clarren	Planner/Zoning Administrator	Elmwood Township	planner@elmwoodmi.gov	231-946-0921		Yes
John Sych	Planning Director	Garfield Township	jsych@garfield-twp.com	231-225-3155	Chair	Yes
Andy Marek	Treasurer	Green Lake Township	treasurer@greenlaketownship.org			Yes
Cody Stricker	Township Planner	Long Lake Township	planner@longlaketownship.com	231-946-2249		Yes
Vacant		Peninsula Township	planner@peninsulatownship.com	231-223-7314		Yes
Bill Clark	Transportation Planner	BATA	clarkw@bata.net	231-933-5534		Yes
Shawn Winter	City Planner	Traverse City	swinter@traversecitymi.gov	231-922-4465	Secretary	Yes
TTCI TECHNICAL COMMITTEE ALTERNATE VOTING MEMBERS						
Name	Title	Organization	Email	Phone	Officers	Voting Member
Ben DuBois	North Region Planner	MDOT	DuBoisB1@michigan.gov	231-340-0326		Yes #1
Krista Phillips	MDOT TC TSC Operations Engineer	MDOT	PhillipsK7@michigan.gov	989-245-2173		Yes #2
Luke Walters	MPO Program Manager	MDOT	WaltersL3@michigan.gov	517-331-2233		Yes
Gregg Bird	Emergency Management Coordinator	Grand Traverse County	gbird@gtcountymi.gov	231-590-2373		Yes
Phil Masserant	Finance Manager	GTCCRC	PMasserant@gtccrc.org	231-922-4848		Yes
Brendan Mullane	Managing Director	LCRC	bmullane@leelanauroads.org	231-271-3993		Yes
Nicole Blonshine	Supervisor	Blair Township	supervisor@blairtownship.org	231-276-9263		Yes
Steve Hannon	Deputy Planning Director	Garfield Township	shannon@garfield-twp.com	231-225-3156		Yes
Bill Vandercook	Zoning Administrator	East Bay Township	zoning@eastbaytwp.org	231.947.8681 x3		Yes
Eric Lingaur	Communications and Business Development Director	BATA	lingaure@bata.net	231-941-2324		Yes
Zach Cole	Civil Engineer 1	Traverse City	zcole@traversecitymi.gov	231-922 4492		Yes #1
Anne Pagano	Civil Engineer	Traverse City	apagano@traversecitymi.gov	231-922 4455		Yes #2
Tracey Bartlett	Treasurer	East Bay Township	tbartlett@eastbaytwp.org	231-947-8647		Yes
TTCI TECHNICAL COMMITTEE COMMUNITY PARTNERS						
Name	Title	Organization	Email	Phone	Officers	Voting Member
Kyle Kobylski	LAP Engineer	MDOT	KobylskiK@michigan.gov	231-340-3541		No
Daniela Khavajian	Statewide and Urban Travel Analysis Section (SUTA)- MDOT	MDOT	KhavajianD@michigan.gov	517-388-4060		No
Katie Beck	Supervisor, Urban Travel Analysis Unit	MDOT	beckk1@michigan.gov			No
Alex Simonetti	MDOT-Office of Passenger Transportation - Project Manager	MDOT	SimonettiA@michigan.gov			No
Dan Wagner	TC TSC Manager	MDOT	wagnerD2@michigan.gov	231-340-9295		No
James Johnson	TSC Construction Engineer	MDOT	johnsonJ114@michigan.gov			No
Valerie Shultz	RPM North Unit Manager	MDOT	ShultzV@michigan.gov			No
Heidi Phaneuf	North Region Planner	MDOT	PhaneufH@michigan.gov			No
Andy Pickard	Transportation Planner	FHWA	Andy.Pickard@dot.gov			No
Troy Hinds	Manager	BCRC	brcmanager@benziroad.net	231-325-3051 X 207		No
Rob Kalbfleisch	Land & Roads Management Director	Grand Traverse Band of Ottawa and Chippewa	Rob.Kalbfleisch@gtb-nsn.gov	231-534-7716		No
Kevin Klein	Airport Manager	Cherry Capital Airport	admin@tvcairport.com, kevin.klein@tvcairport.com			No
Bob Nelesen	Airpor Engineer	Cherry Capital Airport	bob.nelesen@tvcairport.com			No
Mark Bishop	Airport Finance Director	Cherry Capital Airport	mark.bishop@tvcairport.com			No
Carolyn Ulstad	Transportation Program Manager	Groundwork	carolyn.ulstad@groundworkcenter.org	231-941-6584 x710		No
Troy Kierczynski	VP of Finance and Administration	Northwestern Michigan College	tkierczynski@nmc.edu	231-995-1147		No
Elizabeth Calcutt	TART Trails Representative	TART	elizabeth@traversetrails.org			No
Chris Kushman	TART Trails Representative	TART	ckushman@traversetrails.org			No
Christine Thomas	Assistant Superintendent of Finance and Operations	TCAPS	thomasch@tcaps.net	231-933-1730		No
Camille Hoisington	Director of Ecosystem Development	Traverse Connect	Camille.Hoisington@traverseconnect.com			No
Warren Call	Executive Director	Traverse Connect	warren.call@traverseconnect.com			No

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 Technical Committee Meeting

Thursday, October 2nd, 2025 at 1:30pm

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

DRAFT – MEETING MINUTES - DRAFT

Call to Order

The meeting was called to order at 1:31 p.m. on Thursday, October 2nd, 2025, by Chair John Sych.

1) Introduction/Roll Call of Voting Members

Roll Call: Voice introduction of membership was accepted as roll call.

Committee Members Present: Maxwell Gierman (MDOT); Chris Elliot (GTCRC); Craig Brown (LCRC); Maxwell Cameron (Grand Traverse County); Lindsey Wolf (Acme Township); Claire Karner (East Bay Township); John Sych (Garfield Township); Cody Stricker (Long Lake Township); Bill Clark (BATA)

Staff Present: Barry Hicks (NN); Isha Pithwa (NN); Cassidy Robarts (NN)

Others present: Ben DuBois (MDOT); Elizabeth Calcutt (TART)

Online: Lynette Wolfgang (Blair Township); Alex Simonetti (MDOT); Heidi Phaneuf (MDOT); Carolyn Ulstad (Groundwork); Alisha Busuttil (OHM Advisors); Wayne Schoonover (OHM Advisors)

2) Approval of Agenda and Meeting Minutes for September 11th, 2025 (action requested)

John Sych asked if there needed to be any changes to the agenda and/or meeting minutes for September 11th, 2025.

Motion: Claire Karner moved, supported by Cody Stricker, to approve the TTCI Technical Committee Meeting Minutes for September 11, 2025.

Outcome: The motion was approved unanimously by a voice vote.

3) Public Comment

The floor was open for public comment; no comments were made.

4) New Business

a. TIP Amendments

B. Hicks explained the new process for handling TIP amendments as an MPO. The process will involve a review meeting to determine which changes are administrative and which require committee approval. The workflow includes submitting change requests, reviewing them in JobNet, and moving them through technical and policy committees.

I. Pithwa informed the committee of a technical issue in JobNet regarding how some projects were programmed, specifically with locations falling just outside the MPO boundary, requiring administrative corrections to ensure they appear correctly in reports. The committee was informed that these corrections do not affect funding or project scope.

The committee discussed a TIP amendment for East Bay Township, to construct a pathway and crossing improvements along Three Mile and Hammond Roads, in partnership with the road commission. The amendment was approved as a late addition to meet policy board deadlines and does not affect project funding.

Motion: Cody Stricker moved, supported by Lindsey Wolf, to approve the TIP amendments presented, including the East Bay Township amendment, and to recommend them to the Policy Board, subject to final approval from Grand Traverse County Road Commission.

Outcome: The motion was approved unanimously by a voice vote.

5) Public Comment

The floor was open for public comment; no comments were made.

6) Member Comments

L. Wolf mentioned that a draft of the master plan was released and requested feedback from the group.

B. Clark shared updates about the Lafranier Transfer Center opening, improved routes, and the bike and ride program.

C. Karner shared that an upcoming board meeting will discuss creating a corridor improvement authority for the US-31 corridor.

B. Hicks requested that members share any documents or information related to complete networks planning to assist with ongoing research.

7) Next Meeting: Thursday, December 4, 2025 at 1:30PM

8) Adjourn

Meeting Adjourned at 1:56 pm.

Sincerely,

Cassidy Robarts

Transportation Planner,

Networks Northwest



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Isha Pithwa, Community Planner

SUBJECT: TIP Amendments

During the last TIP Amendment meeting, the change requests received are listed below as well as in the attached STIP/TIP project list. The Change Requests noted in the STIP list are administrative modifications and therefore do not require formal approval or a motion. All applicable Change Requests will be submitted in JobNet using the appropriate forms.

TIP Amendment CRs	Change Request	Cat.	Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Fund Source	Template Name
Admin CR (FORM 1799)	TTCI TIP amendment request is to revise project limits to 650' West of Barney Rd (to tie into limits of 2015 project). Change is <0.5 Miles in length. - Project Limits change to "Benzie county line to 650' West of Barney Rd" - Project Length change to "3.85"	RTF	2026	219117	GTC	Cedar Run Rd	from Benzie County line to Cedar Crest Road	3.165	Road Capital Preventive Maintenance	One Course Asphalt Overlay	STL	STP - Rural/Flexible
Admin CR (FORM 2606)	TTCI TIP amendment request to revise project description to remove the traffic signal modernization - the signal is to be a county project. - Project description change to "Crush and shape reconstruction of existing 2-lane HMA roadway to 3-lane"	TTCI	2026	223784	GTC	Cass Rd	Hartman Rd northerly to S. Airport Rd	1.255	Road Rehabilitation	Crush and shape, add center turn lane, traffic signal modernization	ST	Stp Flex - Small Mpo
Admin CR (FORM 2606)		TTCI	2026	223784	GTC	Cass Rd	Hartman Rd northerly to S. Airport Rd	1.255	Road Rehabilitation	Crush and shape, add center turn lane, traffic signal modernization	STUL	STP - Small MPO
Admin CR (FORM 1481)	Needs to Abandon	Other BATA	2026	224753	BATA	Transit Operating	Areawide	0.000	3000-Operating Assistance	5307 - CTF Urbanized Formula - 3000 - Operating Assistance	5307	Transit
Admin CR (FORM 1481)	Needs to Abandon	Other BATA	2026	224754	BATA	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with or without lift	5339 - CTF Bus and Bus Facilities - SP1101 <30Ft Replacement bus	5339	Transit

Action Requested: None.

Attached:

- i) STIP/TIP list of projects
- ii) GTC FY2026 JN#223784 Cass Road Change Request 2606 Form
- iii) GTC FY2026 JN#219117 Cedar Run Road Change Request 1797 Form

STIP/TIP List of Projects																					
TIP Ammend ment CRs	Notes	Cat.	Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Primary Work Type	Phase	Phase Status	Fund Source	Template Name	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost Incl Non LAP	S/TIP Status	S/TIP Exempt
Admin	Description change and work type code	RTF	2026	Local	219117	Grand Traverse County	Cedar Run Rd	Road Capital Preventive Maintenance	CON	Programmed	STL	STP - Rural/Flexible			\$317,200	\$0	\$1,132,800	1,450,000.00	\$1,812,500.00	Pending	
		RTF	2026	Multi-Modal	214807	Bay Area Transportation Authority	Transit Capital	1110-Bus Rolling Stock	NI	Programmed	STL	Transit - STP - Rural - Flex			\$72,200	\$18,050	\$0	90,250.00	\$90,250.00	Pending	
		RTF	2026	Multi-Modal	214836	Bay Area Transportation Authority	Leelanau	1110-Bus Rolling Stock	NI	Programmed	STL	Transit - STP - Rural - Flex			\$48,900	\$12,225	\$0	61,125.00	\$61,125.00	Pending	
		RTF Transit Using FY25 Funding	2026	Multi-Modal	214805	Bay Area Transportation Authority	Transit Capital	SP1402-fare collection	NI	Programmed	STL	Transit - STP - Rural - Flex			\$74,100	\$18,525	\$0	92,625.00	\$92,625.00	Approved	
		RTF Transit Using FY25 Funding	2026	Multi-Modal	214835	Bay Area Transportation Authority	Transit Capital	SP1402-fare collection	NI	Programmed	STL	Transit - STP - Rural - Flex			\$47,768	\$11,942	\$0	59,710.00	\$59,710.00	Pending	
		RTF Transit Using FY25 Funding	2026	Multi-Modal	215395	Bay Area Transportation Authority	Cass Rd	1140-Bus Support Equip / Facilities	NI	Suspended	STUL	Transit - STP - Small Urban - Flex			\$46,200	\$11,550	\$0	57,750.00	\$0.00	Pending	
		RTF	2027	Local	223714	Grand Traverse County	Williamsburg Rd	Road Capital Preventive Maintenance	CON	Programmed	EDD	TEDF Category D			\$0	\$225,601	\$0	225,601.00	\$3,500,000.00	Pending	
		RTF	2027	Local	223714	Grand Traverse County	Williamsburg Rd	Road Capital Preventive Maintenance	CON	Programmed	STL	STP - Rural/Flexible	AC	2028	\$663,300	\$0	\$1,234,299	1,897,599.00	\$3,500,000.00	Pending	
		RTF	2027	Multi-Modal	223717	Bay Area Transportation Authority	Cass Rd	1110-Bus Rolling Stock	NI	Programmed	5311	Transit - STP - Rural - Flex			\$73,700	\$18,425	\$0	92,125.00	\$92,125.00	Approved	
		RTF	2027	Local	223726	Leelanau County	Lake Leelanau Dr	Reconstruction	CON	Programmed	STL	STP - Rural/Flexible			\$450,000	\$0	\$100,000	550,000.00	\$550,000.00	Pending	
		RTF	2027	Multi-Modal	223718	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	STL	Transit - STP - Rural - Flex			\$50,000	\$12,500	\$0	62,500.00	\$62,500.00	Pending	
		RTF	2028	Local	223714	Grand Traverse County	Williamsburg Rd	Road Capital Preventive Maintenance	CON	Programmed	STL	STP - Rural/Flexible	ACC	2028	\$676,800				\$3,500,000.00	Pending	
		RTF	2028	Multi-Modal	223719	Bay Area Transportation Authority	Cass Rd	1110-Bus Rolling Stock	NI	Programmed	5311	Transit - STP - Rural - Flex			\$76,000	\$18,000	\$0	94,000.00	\$94,000.00	Pending	
		RTF	2028	Local	223727	Leelanau County	Lake Leelanau Dr	Road Rehabilitation	CON	Programmed	STL	STP - Rural/Flexible			\$459,000	\$0	\$100,000	559,000.00	\$559,000.00	Pending	
		RTF	2028	Multi-Modal	223721	Bay Area Transportation Authority	1340 Hammond Rd. W	1110-Bus Rolling Stock	NI	Programmed	5311	Transit - STP - Rural - Flex			\$51,000	\$12,750	\$0	63,750.00	\$63,750.00	Approved	
		RTF	2029	Multi-Modal	223722	Bay Area Transportation Authority	Cass Rd	1110-Bus Rolling Stock	NI	Programmed	5311	Transit - STP - Rural - Flex			\$76,800	\$19,200	\$0	96,000.00	\$96,000.00	Pending	
		RTF	2029	Multi-Modal	223723	Bay Area Transportation Authority	1340 Hammond Rd. W	1110-Bus Rolling Stock	NI	Programmed	5311	Transit - STP - Rural - Flex			\$52,100	\$13,025	\$0	65,125.00	\$65,125.00	Approved	
		TTCI - Check W/ Barry/MDOT	2026	Local	214091	Grand Traverse County	3 Mile Rd	Roadside Facilities - Improve	CON	Programmed	TAUL	Transportation Alternatives			\$1,500,000	\$0	\$828,370	2,328,370.00	\$2,627,113.00	Pending	
		TTCI - Check W/ Barry/MDOT	2026	Local	219888	Grand Traverse County	Secor Rd	Traffic Safety	CON	Programmed	HSIP	Safety			\$559,271	\$0	\$62,141	621,412.00	\$776,765.00	Pending	
		TTCI	2026	Local	220615	Grand Traverse County	Beitner Rd	Bridge Replacement	CON	Programmed	BRT	STP - Flexible (Bridge)			\$3,520,000	\$0	\$880,000	4,400,000.00	\$5,500,000.00	Pending	
Admin	Description change and work type code	TTCI	2026	Local	223784	Grand Traverse County	Cass Rd	Road Rehabilitation	CON	Programmed	ST	Stp Flex - Small Mpo			\$46,000	\$0	\$10,200	56,200.00	\$1,476,556.00	Pending	
Admin	Description change and work type code	TTCI	2026	Local	223784	Grand Traverse County	Cass Rd	Road Rehabilitation	CON	Programmed	STUL	STP - Small MPO			\$1,047,000	\$0	\$373,356	1,420,356.00	\$1,476,556.00	Pending	
		TTCI - Check W/ Barry/MDOT	2026	Local	225291	Grand Traverse County	3 Mile Rd	New Facilities	CON	Programmed	TAL	Transportation Alternatives			\$3,000,000	\$0	\$2,363,027	5,363,027.00	\$7,016,284.00	Pending	

STIP/TIP List of Projects																					
TIP Ammend ment CRs	Notes	Cat.	Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Primary Work Type	Phase	Phase Status	Fund Source	Template Name	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost Incl Non LAP	S/TIP Status	S/TIP Exempt
		TTCI	2026	Local	214839	Leelanau County	Lake Leelanau Dr	Road Capital Preventive Maintenance	CON	Abandoned	STL	STP - Rural/Flexible			\$183,100	\$0	\$45,775	228,875.00	\$0.00	Approved	
		TTCI	2026	Multi-Modal	221554	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	CRSM	Transit - CRP - Small MPO - Flex			\$126,151	\$31,538	\$0	157,689.00	\$157,689.00	Approved	
		TTCI	2026	Multi-Modal	224126	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	CRSM	Transit - CRP - Small MPO - Flex			\$103,200	\$25,800	\$0	129,000.00	\$129,000.00	Pending	
		TTCI - Check W/ Barry/MDOT	2027	Local	225465	Traverse City	S Garfield Ave	Traffic Safety	CON	Programmed	HSIP	Safety			\$623,799	\$0	\$69,311	693,110.00	\$1,040,018.00	Pending	
		TTCI - Check W/ Barry/MDOT	2027	Local	225466	Traverse City	Hannah Ave	Traffic Safety	CON	Programmed	HSIP	Safety			\$625,068	\$0	\$69,452	694,520.00	\$868,150.00	Pending	
		TTCI	2027	Local	216345	Leelanau County	Cherry Bend Rd	Reconstruction	CON	Programmed	ST	Stp Flex - Small Mpo			\$48,000	\$0	\$10,644	58,644.00	\$3,569,624.00	Approved	
		TTCI	2027	Local	216345	Leelanau County	Cherry Bend Rd	Reconstruction	CON	Programmed	STUL	STP - Small MPO			\$1,068,000	\$0	\$2,428,930	3,496,930.00	\$3,569,624.00	Approved	
		TTCI	2027	Local	224973	Leelanau County	Cherry Bend Rd	New Facilities	CON	Programmed	TAL	Transportation Alternatives			\$979,938	\$0	\$257,484	1,237,422.00	\$2,814,154.00	Pending	
		TTCI	2027	Multi-Modal	224133	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	CRSM	Transit - CRP - Small MPO - Flex			\$104,800	\$26,200	\$0	131,000.00	\$131,000.00	Pending	
		TTCI	2028	Local	219059	Traverse City	W 14th St	Road Rehabilitation	CON	Programmed	ST	Stp Flex - Small Mpo			\$49,000	\$0	\$10,866	59,866.00	\$1,722,969.00	Approved	
		TTCI	2028	Local	219059	Traverse City	W 14th St	Road Rehabilitation	CON	Programmed	STUL	STP - Small MPO			\$1,089,000	\$0	\$241,483	1,330,483.00	\$1,722,969.00	Approved	
		TTCI	2028	Multi-Modal	224142	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	CRSM	Transit - CRP - Small MPO - Flex			\$107,200	\$26,800	\$0	134,000.00	\$134,000.00	Pending	
		TTCI	2029	Local	223792	Leelanau County	Cherry Bend Rd	Road Rehabilitation	CON	Programmed	ST	Stp Flex - Small Mpo			\$50,000	\$0	\$11,087	61,087.00	\$2,445,603.00	Approved	
		TTCI	2029	Local	223792	Leelanau County	Cherry Bend Rd	Road Rehabilitation	CON	Programmed	STUL	STP - Small MPO			\$1,111,000	\$0	\$796,613	1,907,613.00	\$2,445,603.00	Approved	
		TTCI	2029	Multi-Modal	224152	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	5339	Transit - CRP - Small MPO - Flex			\$125,367	\$31,342	\$0	156,709.00	\$156,709.00	Pending	
		Other BATA	2026	Multi-Modal	224115	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	5339	Transit			\$246,420	\$61,605	\$0	308,025.00	\$308,025.00	Approved	
		Other BATA	2026	Multi-Modal	224117	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$2,000,000	\$2,000,000	\$0	4,000,000.00	\$4,000,000.00	Pending	
		Other BATA	2026	Multi-Modal	224123	Bay Area Transportation Authority	Transit Capital	6460-JARC Projects	NI	Programmed	5311	Transit			\$64,455	\$16,114	\$0	80,569.00	\$80,569.00	Pending	
		Other BATA	2026	Multi-Modal	224124	Bay Area Transportation Authority	Transit Operating	6460-JARC Projects	NI	Programmed	5311	Transit			\$40,285	\$40,285	\$0	80,570.00	\$80,570.00	Pending	
		Other BATA	2026	Multi-Modal	224125	Bay Area Transportation Authority	Transit Operating	6000-Oth Prog Costs	NI	Programmed	5311	Transit			\$256,147	\$256,147	\$0	512,294.00	\$512,294.00	Pending	
		Other BATA	2026	Multi-Modal	224749	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$135,879	\$135,879	\$0	271,758.00	\$271,758.00	Approved	
Admin	Need to abandon	Other BATA	2026	Multi-Modal	224753	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$83,519	\$83,519	\$0	167,038.00	\$167,038.00	Pending	

STIP/TIP List of Projects																					
TIP Amend ment CRs	Notes	Cat.	Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Primary Work Type	Phase	Phase Status	Fund Source	Template Name	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost Incl Non LAP	S/TIP Status	S/TIP Exempt
Admin	Need to abandon	Other BATA	2026	Multi-Modal	224754	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	5339	Transit			\$125,367	\$31,342	\$0	156,709.00	\$156,709.00	Pending	
		Other BATA	2026	Multi-Modal	224856	Bay Area Transportation Authority	Transit Capital	6410-5310 Projects	NI	Programmed	5310	Transit			\$76,000	\$19,000	\$0	95,000.00	\$95,000.00	Pending	
		Other BATA	2026	Multi-Modal	225497	Bay Area Transportation Authority	Hammond Rd W	SP05-Local Bus Operating	NI	Active	CTF	Transit			\$0	\$4,683,916	\$0	4,683,916.00	\$4,683,916.00	Approved	Yes
		Other BATA	2027	Multi-Modal	224127	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$2,000,000	\$2,000,000	\$0	4,000,000.00	\$4,000,000.00	Pending	
		Other BATA	2027	Multi-Modal	224128	Bay Area Transportation Authority	Transit Capital	6460-JARC Projects	NI	Programmed	5311	Transit			\$64,455	\$16,114	\$0	80,569.00	\$80,569.00	Pending	
		Other BATA	2027	Multi-Modal	224129	Bay Area Transportation Authority	Transit Operating	6460-JARC Projects	NI	Programmed	5311	Transit			\$40,285	\$40,285	\$0	80,570.00	\$80,570.00	Pending	
		Other BATA	2027	Multi-Modal	224131	Bay Area Transportation Authority	Transit Operating	6000-Oth Prog Costs	NI	Programmed	5311	Transit			\$256,147	\$256,147	\$0	512,294.00	\$512,294.00	Pending	
		Other BATA	2027	Multi-Modal	224132	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	5339	Transit			\$242,106	\$60,526	\$0	302,632.00	\$302,632.00	Pending	
		Other BATA	2028	Multi-Modal	224134	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$2,000,000	\$2,000,000	\$0	4,000,000.00	\$4,000,000.00	Pending	
		Other BATA	2028	Multi-Modal	224138	Bay Area Transportation Authority	Transit Capital	6460-JARC Projects	NI	Programmed	5311	Transit			\$64,455	\$16,114	\$0	80,569.00	\$80,569.00	Pending	
		Other BATA	2028	Multi-Modal	224139	Bay Area Transportation Authority	Transit Operating	6460-JARC Projects	NI	Programmed	5311	Transit			\$40,285	\$40,285	\$0	80,570.00	\$80,570.00	Pending	
		Other BATA	2028	Multi-Modal	224141	Bay Area Transportation Authority	Transit Operating	6000-Oth Prog Costs	NI	Programmed	5311	Transit			\$256,147	\$256,147	\$0	512,294.00	\$512,294.00	Pending	
		Other BATA	2028	Multi-Modal	224758	Bay Area Transportation Authority	Transit Capital	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	5339	Transit			\$125,367	\$31,342	\$0	156,709.00	\$156,709.00	Pending	
		Other BATA	2029	Multi-Modal	224143	Bay Area Transportation Authority	Transit Operating	3000-Operating Assistance	NI	Programmed	5307	Transit			\$2,000,000	\$2,000,000	\$0	4,000,000.00	\$4,000,000.00	Pending	
		Other BATA	2029	Multi-Modal	224144	Bay Area Transportation Authority	Transit Capital	6460-JARC Projects	NI	Programmed	5311	Transit			\$64,455	\$16,114	\$0	80,569.00	\$80,569.00	Pending	
		Other BATA	2029	Multi-Modal	224146	Bay Area Transportation Authority	Transit Operating	6460-JARC Projects	NI	Programmed	5311	Transit			\$40,285	\$40,285	\$0	80,570.00	\$80,570.00	Pending	
		Other BATA	2029	Multi-Modal	224148	Bay Area Transportation Authority	Transit Operating	6000-Oth Prog Costs	NI	Programmed	5311	Transit			\$256,147	\$256,147	\$0	512,294.00	\$512,294.00	Pending	
		Other BATA	2029	Multi-Modal	224154	Bay Area Transportation Authority	Cass Rd	SP1101-<30 foot replacement bus with or without lift	NI	Programmed	CRSM	Transit			\$109,600	\$27,400	\$0	137,000.00	\$137,000.00	Approved	
		MDOT - Trunkline	2026	Trunkline	210775	MDOT	US-31	Minor Widening	CON	Abandoned	NHFP	Operations			\$1,590,165	\$352,614	\$0	1,942,779.00	\$137,334.15	Approved	
		MDOT - Trunkline	2026	Trunkline	214656	MDOT	US-31	Minor Widening	PE	Programmed	M	Operations			\$0	\$33,000	\$0	33,000.00	\$814,251.00	Approved	Yes
		MDOT - Trunkline	2026	Trunkline	214656	MDOT	US-31	Minor Widening	ROW	Programmed	NHFP	Operations			\$8,185	\$1,815	\$0	10,000.00	\$814,251.00	Pending	
		MDOT - Trunkline	2026	Trunkline	220411	MDOT	M-72	Minor Widening	PE	Programmed	HSIP	Traffic And Safety - Safety Programs			\$136,733	\$15,193	\$0	151,926.00	\$1,477,975.00	Pending	
		MDOT - Trunkline	2026	Trunkline	220411	MDOT	M-72	Minor Widening	ROW	Programmed	HSIP	Traffic And Safety - Safety Programs			\$9,000	\$1,000	\$0	10,000.00	\$1,477,975.00	Pending	

STIP/TIP List of Projects																					
TIP Ammend ment CRs	Notes	Cat.	Fiscal Year	Job Type	Job#	Responsible Agency	Project Name	Primary Work Type	Phase	Phase Status	Fund Source	Template Name	AC/ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Total Job Cost Incl Non LAP	S/TIP Status	S/TIP Exempt
		MDOT - Trunkline	2026	Trunkline	225106	MDOT	US-31	Road Capital Preventive Maintenance	PE	Programmed	ST	Road - Capital Preventive Maintenance			\$43,381	\$9,620	\$0	53,001.00	\$2,013,000.00	Pending	
		MDOT - Trunkline	2026	Trunkline	225108	MDOT	M-37	Road Capital Preventive Maintenance	PE	Programmed	ST	Road - Capital Preventive Maintenance			\$4,093	\$908	\$0	5,001.00	\$626,000.00	Pending	
		MDOT - Trunkline	2027	Trunkline	220411	MDOT	M-72	Minor Widening	CON	Programmed	HSIP	Traffic And Safety - Safety Programs			\$1,184,444	\$131,605	\$0	1,316,049.00	\$1,477,975.00	Pending	
		MDOT - Trunkline	2028	Trunkline	214656	MDOT	US-31	Minor Widening	CON	Programmed	NHFP	Operations			\$417,640	\$92,611	\$0	510,251.00	\$814,251.00	Pending	
		MDOT - Trunkline	2028	Trunkline	225106	MDOT	US-31	Road Capital Preventive Maintenance	CON	Programmed	ST	Road - Capital Preventive Maintenance			\$1,604,261	\$355,741	\$0	1,960,002.00	\$2,013,000.00	Pending	
		MDOT - Trunkline	2028	Trunkline	225108	MDOT	M-37	Road Capital Preventive Maintenance	CON	Programmed	ST	Road - Capital Preventive Maintenance			\$508,289	\$112,712	\$0	621,001.00	\$626,000.00	Pending	
		MDOT - Trunkline	2029	Trunkline	214786	MDOT	M-72	Reconstruction	CON	Suspended	NH	Road - Rehabilitation and Reconstruction			\$3,233,075	\$716,925	\$0	3,950,000.00	\$300,000.00	Approved	

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at www.Michigan.gov/MDOT-ADA.

Michigan Department
of Transportation
2606 (06/2025)

MDOT SMALL URBAN PROGRAM ROAD PROJECT APPLICATION

Page 1 of 2

ALL FIELDS MUST BE COMPLETED

JOB REQUEST

<input type="radio"/> New Job or <input checked="" type="radio"/> Job Change	Job Number 223784	Change Type <input type="radio"/> FY <input type="radio"/> Cost <input checked="" type="radio"/> Scope <input type="radio"/> Delete <input type="radio"/> Move Illustrative
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REQUESTING AGENCY INFORMATION

Agency Name GrandTraverse County Road Commission	Contact Person Chris Elliott	Telephone Number (231) 922-4849
Street Address 1881 LaFrainer Rd	City/Zip Code 49696	E-Mail Address CElliott@gtrc.org

PROJECT INFORMATION

Small Urban Area TTCI	Small Urban Area Priority	Year of Improvement 2026	Length (Miles) 1.25
Road Name Cass Rd	Work Type Code 164 - Asphalt Reconstruction		
Project Limits/Location Hartman Rd northerly to S. Airport Rd			
Description Crush and shape reconstruction of existing 2-lane HMA roadway to 3-lane (2-lane with center-left turn lane) HMA roadway.			

Is The Road Segment/Project Federal-Aid Eligible? Yes ☒ No ☐

Is Sidewalk Work to Be Included in the Participating Costs? Yes ☐ No ☒

Is Right-Of-Way/Land Acquisition Required? Yes ☐ No ☒

If Yes, Please Explain: Temporary grading easements for driveways

Does The Road Have Truck Restrictions? Yes ☐ No ☒

If Yes, Please Explain: _____

COST INFORMATION

Include participating in construction costs and non-participating costs, such as charges related to feasibility studies, design, testing, preliminary engineering, construction engineering, or right-of-way acquisition.

STP–Urban Requested (Federal Participating)	1,047,000.00
Local Match (Local Participating)	383,556.00
Non-Participating Costs	1,300,000.00
Other (Describe: <u>STP Flex</u>)	46,000.00
PARTICIPATING CONSTRUCTION CAPITAL TOTAL	2,776,556.00

Michigan Department
of Transportation
1799 (11/2024)

RURAL TASK FORCE DATA SHEET ROAD JOB

(To be completed by each county or city for every job submitted to the Task Force)

ALL ITEMS MUST BE COMPLETED

JOB REQUEST

NEW JOB		OR	JOB CHANGE		JOB NUMBER	CHANGE TYPE
						FY COST SCOPE
						DELETE MOVE TO ILLUSTRATIVE
FISCAL YEAR	COUNTY			CITY / VILLAGE (If applicable)		

ROAD JOB DESCRIPTION

ROAD NAME FROM NFC MAP (http://mcgi.state.mi.us/fc)		NFC FUNCTIONAL CLASSIFICATION		LENGTH (Miles)
FROM		TO		
PHYSICAL REFERENCE (PR) NUMBER:		BEGINNING MILE:	ENDING MILE:	OR MAP ATTACHED:
CONTRACT PROCESS:		CONTRACT TYPE:		
ALL SEASON ROAD STATUS				
PROPOSED	ALL SEASON	N/A (NO STATE "D"		https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=ac067829f74e49eba28b33605ccd87c0
ALL SEASON	NETWORK	FUNDING ON JOB)		
ANTICIPATED LETTING DATE (Month/Year)		ELEMENTS NEEDING COMMITTEE APPROVAL		
		GRAVEL ROAD	SIDEWALK	N/A
MAJOR WORK TYPE:				

JOB BUDGET CONSTRUCTION PHASE ONLY: (Not to include ROW, feasibility studies, design, or testing.)

ADDITIONAL JOB INFORMATION

1) STP	\$	
2) STP CE (RTF 1 ONLY)	\$	
3) LOCAL MATCH	\$	
4) ACC FY	\$	
5) TOTAL PARTICIPATING STP BUDGET (Line 1-4)	\$	
6) TEDF "D" AMOUNT:	\$	
7) OTHER PARTICIPATING AMOUNT: (CMAQ, BRIDGE, EARMARKS)	\$	
8) NON-LAP PARTICIPATING		
a) CE	\$	
b) PE	\$	
c) Other	\$	
9) NON-PARTICIPATING AMOUNT: GRANTS, LOCAL UTILITIES, ETC.	\$	
TOTAL JOB COST: \$		
JOB COST INCLUDING NON-LAP: \$		

By checking this box, the person completing this form certifies that the job identified in this document is eligible to be funded with federal Surface Transportation Program (STP) or state Transportation Economic Development Fund Category D funds.

SUBMITTED BY (Please print)	TITLE	DATE
SIGNATURE		PHONE NUMBER

Advance Construct (AC)

Year: _____

Amount: _____

Advance Construct Conversion (ACC)

Year: _____

Amount: _____

☐ Local Financial Assurance - this indicates the local government has sufficient funds the local match amounts listed here.

OTHER COMMENTS

TTCI TIP amendment request is to revise project limits to 650' West of Barney Rd (to tie into limits of 2015 project). Change is <0.5 Miles in length.

SUBMITTED BY	TITLE	DATE
	Interim Engineering Manager	11/18/2025



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: MTP Updates

FHWA requested that TTCI update the terminology used in “Chapter 4: Demographics Analysis and Future Transportation Needs” of the 2050 Metropolitan Transportation Plan to replace the acronym “VOC” with the standard industry notation “V/C” for volume-to-capacity ratio. This change will ensure consistency with commonly used transportation planning terminology and avoid confusion with other established federal acronyms. TTCI staff have made this revision accordingly.

The [TTCI 2050 MTP](#) is available for review on our website.

Action Requested:

None

Attached: None



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: Franke Rd NFC Review Update

This memorandum provides an update on the National Functional Classification (NFC) reclassification request submitted earlier this year for Franke Road. As part of the coordinated process between TTCI, the Grand Traverse County Road Commission, MDOT, and the Federal Highway Administration (FHWA), the proposed change was reviewed and evaluated in accordance with federal functional classification guidance.

FHWA has formally approved the reclassification of Franke Road from Local Road (NFC 7) to Major Collector (NFC 5), covering the segment from US-31/M-37 to Silver Lake Road. This approval was issued on October 21, 2025, following MDOT's submission and supporting documentation. The official approval letter from FHWA is attached for reference..

TTCI staff will work with MDOT and the Grand Traverse County Road Commission to ensure the updated classification is reflected in the statewide functional classification system, GIS datasets, and future planning documents as applicable. No further action from the Technical Committee or Policy Board is required at this time.

Action Requested:

None

Attached: FHWA – Franke Road Functional Classification Change Approval



U.S. Department
of Transportation
**Federal Highway
Administration**

Michigan Division

October 21, 2025

315 W. Allegan St., Rm. 201
Lansing, MI 48933
517-377-1844 (office)
Michigan.FHWA@dot.gov

In Reply Refer To:
HDA-MI

Mr. David Fairchild
Transportation Planner
Data Inventory & Integration Division
Federal Reporting Unit
Michigan Department of Transportation
425 W. Ottawa St.
Lansing, MI 48933

Functional Classification Change – Traverse City

Dear Mr. Fairchild,

In response to the request in your letter dated June 23, 2025, and the additional information shared via email on October 6, 2025, the Federal Highway Administration (FHWA) has reviewed the proposed revision of functional classification in Traverse City, Michigan. Based upon the descriptions, data, and maps provided, along with the Traverse Transportation Coordinating Initiative (TTCI), the County Road Commission, and the Michigan Department of Transportation (MDOT) cooperative process, the FHWA approves the proposed change for the following road segments:

1. Franke Road from US-31/M-37 to Silver Lake Road (0.596 miles)
 - a. Previous classification: NFC 7 - Local Road
 - b. New classification: NFC 5 - Major Collector

If you have any questions, please contact Jenny Staroska by email at jenny.staroska@dot.gov.

Sincerely,

Jenny Staroska, P.L.A., CLARB, LEED AP
Transportation Planner

For: Rachael E. Tupica
Division Administrator (*Acting*)

GEF

Enclosure/s:

Franke Rd - TTCI - NFC Revision - FHWA Submission.pdf

Franke Rd NFC Revision - TTCI - Requested Documentation.pdf

By e-mail

cc: Wendi Burton, MDOT
Cory Johnson, MDOT
Austin Himmelein, MDOT
Kyle Herreman, MDOT
Jenny Staroska, FHWA
Andy Pickard, FHWA
Eric Purkiss, FHWA
Rachael Tupica, FHWA

File Directory: O:\FHWA Records\ TRAP Transportation Planning\TRAP 39 MAP Files

File Name: NFC-Change-Approval-Grand Traverse_JS_OCT212025.pdf



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: FHWA FTA Policy Updates Notice of Obligation Limitations

This memorandum is to summarize the Federal Highway Administration (FHWA) Notice regarding the distribution of Federal-Aid Highway Program Obligation Limitation for Fiscal Year (FY) 2026 and to outline its implications for TTCI. The full FHWA Notice is attached for reference.

Obligation Limitation—commonly referred to as “Ob Lim”—is the annual ceiling established by FHWA that governs how much federal-aid highway funding each state may obligate during the fiscal year. While federal law authorizes funding amounts for each program, the ability to commit those funds to projects is controlled through this annual limitation. FHWA’s issuance of the FY 2026 distribution provides Michigan with its full-year obligation authority for the period covering October 1, 2025 through September 30, 2026.

Upon receiving the statewide Obligation Limitation, MDOT allocates it internally across the federal-aid programs it administers, including the:

- Surface Transportation Block Grant (STBG) Program
- Carbon Reduction Program (CRP)
- Highway Safety Improvement Program (HSIP)
- National Highway Performance Program (NHPP)
- Transportation Alternatives Program (TAP)

For TTCI, the most important takeaway is that this Notice does not change the MPO’s FY 2026 funding allocations or affect any TTCI programmed projects. The STBG–Flex, CRP, Set-Aside, and Planning funds previously communicated to TTCI remain fully valid and available for obligation. No adjustments to TTCI’s Transportation Improvement Program (TIP) are needed, and local agencies may continue to advance their FY 2026 projects as planned.

The FHWA FY 2026 Obligation Limitation establishes Michigan’s annual federal spending authority but has no effect on TTCI’s federal funding levels or on the MPO’s ability to obligate projects. No action is required by TTCI. TTCI staff will continue coordinating with MDOT to ensure all FY 2026 project obligations proceed in accordance with established timelines.

Action Requested:

None

Attached: FHWA FTA Policy Updates Notice of Obligation Limitations



U.S. Department
of Transportation
**Federal Highway
Administration**

Notice

Subject:

**DISTRIBUTION OF FEDERAL-AID HIGHWAY PROGRAM
OBLIGATION LIMITATION FOR FISCAL YEAR (FY) 2026**

Classification Code

N4520.292

Date

October 16, 2025

Office of Primary Interest

HCFB-10

1. **What is the purpose of this Notice?** This Notice is to advise the States of the distribution of the limitation on Federal-aid highway program obligations pursuant to the Infrastructure Investment and Jobs Act (IIJA), Public Law (Pub. L.) 117-58. This Notice reflects the full-year distribution of obligation limitation for Fiscal Year (FY) 2026, and includes the period from October 1, 2025, through September 30, 2026.
2. **What is the overall limitation on obligations, and what provision determines its distribution?**
 - a. In the absence of a FY 2026 appropriations act or a continuing resolution (CR), the overall limitation on obligations and its distribution is determined according to Section 11102 of the IIJA. Once an appropriations act or CR is enacted, the Federal Highway Administration will be subject to the terms and conditions of that legislation. Another Notice will be issued adjusting the obligation limitation distribution and obligation limitation levels, so they are consistent with the appropriations act or CR. If a partial-year CR is enacted, FHWA anticipates it will significantly reduce the amount of obligation limitation available to each State. States should plan accordingly.
 - b. Pursuant to Section 11102(a)(5) of the IIJA, the overall limitation on Federal-aid highway program obligations for FY 2026 is \$62,657,105,821.
 - c. The overall limitation on obligations shall be distributed pursuant to Section 11102(c) of the IIJA.
 - d. Unless otherwise specified, all obligation limitations are available for one fiscal year and will expire at the end of FY 2026.
3. **What funds are exempt from the limitation on obligations?** The obligation limitation does not apply to obligations for projects covered under:
 - (1) Section 125 of Title 23, United States Code (U.S.C.);
 - (2) Section 147 of the Surface Transportation Assistance Act of 1978 (23 U.S.C. 144 note; 92 Stat. 2714);
 - (3) Section 9 of the Federal-Aid Highway Act of 1981 (95 Stat. 1701);

- (4) Sections 131(b) and 131(j) of the Surface Transportation Assistance Act of 1982 (96 Stat. 2119);
- (5) Sections 149(b) and 149(c) of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (101 Stat. 198);
- (6) Sections 1103 through 1108 of the Intermodal Surface Transportation Efficiency Act of 1991 (105 Stat. 2027);
- (7) Section 157 of Title 23, U.S.C., as in effect on the day before the date of enactment of the Transportation Equity Act for the 21st Century;
- (8) Section 105 of Title 23, U.S.C., as in effect for FYs 1998 through 2004, but only in an amount equal to \$639,000,000 for each of those fiscal years;
- (9) The Federal-aid highway programs for which obligation authority was made available under the Transportation Equity Act for the 21st Century (112 Stat. 107) or subsequent public laws for multiple years or to remain available until used, but only to the extent that the obligation authority has not lapsed or been used;
- (10) Section 105 of Title 23, U.S.C., but only in an amount equal to \$639,000,000 for each of FYs 2005 through 2012;
- (11) Section 1603 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (23 U.S.C. 118 note; 119 Stat. 1248), to the extent that funds obligated in accordance with that section were not subject to a limitation on obligations at the time at which the funds were initially made available for obligation; and
- (12) Section 119 of Title 23, U.S.C., but only in an amount equal to \$639,000,000 prior to sequestration for each of FYs 2013 through 2026.

4. **How are the obligation limitation amounts associated with allocated programs determined?**

- a. Obligation limitation is provided for administrative expenses and programs authorized under Section 104(a) of Title 23, U.S.C., and amounts authorized for the Bureau of Transportation Statistics. Obligation limitation is provided equal to the contract authority for each such program.
- b. Obligation limitation is provided for the unobligated balances of contract authority for allocated programs (and for the apportioned Tribal Transportation Program (TTP) and the Federal Lands Access Program (Access Program)) that are carried over from previous fiscal years and for which obligation limitation had been provided in a previous fiscal year. The

obligation limitation provided is equal to such unobligated balances of contract authority.

- c. The ratio between the remaining amount of obligation limitation and the remaining FY 2026 contract authority subject to obligation limitation is determined. The ratio calculated for FY 2026 under IIJA is 87.4 percent.
- d. Obligation limitation is determined for each of the allocated programs (other than those allocated programs for which obligation limitation has already been provided) and for TTP and the Access Program. The amount of obligation limitation for each such program is determined by multiplying the amount of contract authority authorized for FY 2026 by the above ratio. The authorized amount of contract authority that is not provided associated obligation limitation is “lopped off,” resulting in equal amounts of contract authority and obligation limitation available for such programs (except for TTP, which is not subject to the “lop off” of contract authority).

5. How is the distribution of formula obligation limitation to the States determined?

- a. After obligation limitation is determined for the allocated programs (and for TTP and the Access Program) as described above, the remaining amount of obligation limitation is distributed among the States as formula obligation limitation. The formula obligation limitation is distributed among the States in the proportions that the FY 2026 apportionments subject to the obligation limitation for each State bear to the total FY 2026 apportionments subject to the obligation limitation for all States.
- b. The attached Table 1 shows the amount of formula obligation limitation distributed to each State, net of any obligation limitation associated with transfer penalty funding or associated with set asides under the high-risk rural roads special rule, the vulnerable road user safety special rule, the minimum condition of National Highway System (NHS) bridges penalty, or the minimum condition of Interstate System penalty (see paragraphs 6, 7, 8, 9, and 10 of this Notice below).

6. Is there any obligation limitation associated with transfer penalty funds?

- a. Yes, obligation limitation is associated with transfer penalty funds for those States that failed to meet the provisions of Section 154 of Title 23, U.S.C. (Open Container Requirements) or Section 164 of Title 23, U.S.C. (Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence) for FY 2026 as determined by the National Highway Traffic Safety Administration (NHTSA).

- b. Along with the transfer penalty funds under Section 154 and Section 164 of Title 23, U.S.C., the associated obligation limitation will be reserved and then released for use on eligible Highway Safety Improvement Program (HSIP) activities under Section 148 of Title 23, U.S.C., or transferred to the State's highway safety program under Section 402 of Title 23, U.S.C. If the documentation review process or a Section 164 "general practice" certification review by NHTSA determines that a State was in compliance with Section 154 or Section 164 as of October 1, 2025, the reserved obligation limitation will be restored to the State's formula obligation limitation.
- c. The amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The amounts of transfer penalty funds and associated obligation limitation for FY 2026 are shown in Table 2.

7. Is there any obligation limitation set aside under the special rule for high-risk rural roads?

- a. Section 148(g)(1) of Title 23, U.S.C., contains a special rule for high-risk rural road safety. The special rule requires that, if the fatality rate on rural roads in a State increases over the most recent 2-year period for which data are available, the State must obligate during the next fiscal year for projects on high-risk rural roads, an amount at least equal to 200 percent of its FY 2009 high-risk rural roads set-aside.
- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.
- c. The amounts of high-risk rural roads special rule funds and associated obligation limitation for FY 2026 are shown in Table 3.

8. Is there any obligation limitation set aside under the special rule for vulnerable road user safety?

- a. Section 148(g)(3) of Title 23, U.S.C., contains a special rule for vulnerable road user safety. The special rule requires that, if the total annual fatalities of vulnerable road users in a State represents not less than 15 percent of the total annual crash fatalities in the State, the State shall be required to obligate during the next fiscal year not less than 15 percent of the amounts apportioned to the State under Section 104(b)(3) of Title 23, U.S.C., for highway safety improvement projects to address the safety of vulnerable road users.

- b. The requirement to obligate such amounts during the next fiscal year is implemented by a set-aside of both HSIP funds and an equal amount of associated obligation limitation.
- c. The amounts of vulnerable road user safety special rule funds and associated obligation limitation for FY 2026 are shown in Table 4.

9. **Is there any obligation limitation set aside for the minimum condition of the National Highway Safety bridges penalty?**

- a. Section 119(f)(2)(A) of Title 23, U.S.C., provides for a penalty if a State, for 3 consecutive years, fails to maintain its NHS poor condition deck area at or below 10 percent. For the fiscal year after such a failure is determined, such a State must have an amount equal to 50 percent of its FY 2009 Highway Bridge Program apportionment set aside for use only on NHS bridge projects.
- b. Section 490.413(a)(1) of Title 23, Code of Federal Regulations (CFR), requires such penalty funds to be obligated in the year in which they are set aside.
- c. The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both National Highway Performance Program (NHPP) funds and an equal amount of formula obligation limitation.
- d. The amounts of the minimum condition of NHS bridges penalty funds and associated obligation limitation for FY 2026 are shown in Table 5.

10. **Is there any obligation limitation set aside for the minimum condition of the Interstate System penalty?**

- a. Section 119(f)(1)(A) of Title 23, U.S.C., provides for a penalty if a State reports that the condition of its Interstate System, excluding bridges on the Interstate System, has fallen below the minimum condition level established by the Secretary in Section 150(c)(3) of Title 23, U.S.C.
- b. For the fiscal year after noncompliance is determined, a non-complying State must obligate from the amounts apportioned to the State under Section 104(b)(1) of Title 23, U.S.C., an amount equal to its FY 2009 Interstate Maintenance apportionment increased by 2 percent per year after FY 2013 for eligible purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of the Moving Ahead for Progress in the 21st Century Act (MAP-21).
 - (1) Section 119(f)(1)(A)(i) of Title 23, U.S.C., and Section 490.317(e)(1) of Title 23, CFR, requires such penalty funds to be obligated in the year in which they are set aside.

- (2) The requirement to obligate such amounts during the fiscal year is implemented by a set-aside of both NHPP funds and an equal amount of formula obligation limitation.
- c. In addition, for the fiscal year after noncompliance is determined, a non-complying State must transfer from the amounts apportioned to the State under Section 104(b)(2) of Title 23, U.S.C., (other than amounts suballocated to metropolitan areas and other areas of the State under Section 133(d)), to the apportionment of the State under Section 104(b)(1), an amount equal to 10 percent of the amount of funds apportioned to the State in FY 2009 under the Interstate Maintenance Program. Such penalty funds must be used for purposes described under Section 119 of Title 23, U.S.C., as in effect on the day before the enactment of MAP-21.
 - (1) The transfer of such funds is implemented by a transfer of Surface Transportation Block Grant Program funds to the NHPP set-aside and will be processed automatically by FHWA.
 - (2) The amount of obligation limitation associated with the transfer penalty funds is determined by multiplying the amount of the transfer penalty funds by the ratio of a State's formula obligation limitation to that State's apportionments subject to the obligation limitation.
- d. The total amount of obligation limitation associated with the minimum condition of Interstate System penalty funds is the aggregate of the obligation limitation amounts determined under subparagraphs (b)(2) and (c)(2).
- e. The amounts of the minimum condition of Interstate System penalty funds and associated obligation limitation for FY 2026 are shown in Table 6.

11. What requirements related to safety performance management apply to the obligation limitation for States?

- a. Section 148(i) of Title 23, U.S.C., requires that if the Secretary determines a State has not met or made significant progress toward meeting the safety performance targets the State established under Section 150(d) of Title 23, U.S.C., such State shall use obligation limitation equal to the State's HSIP apportionment for the fiscal year prior to the year in which the performance targets were set, only for highway safety improvement projects in the fiscal year after the provision is assessed.
- b. The following States are subject to the provision in FY 2026 under 23 U.S.C. 148(i): Alaska, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nevada, New Hampshire, New Mexico, New York, North Carolina, North Dakota, Ohio,

Oregon, Pennsylvania, Puerto Rico, South Dakota, Texas, Vermont, Washington, Wisconsin, and Wyoming. Such States were previously notified under separate cover from FHWA.

- c. A State, except for Puerto Rico, identified under subparagraph (b) is required to use FY 2026 formula obligation limitation on HSIP projects in an amount equal to such State's FY 2022 HSIP apportionment. The FY 2022 HSIP apportionment amounts are reflected in Table 1 of FHWA Notice N4510.858 (<https://highways.dot.gov/laws-regulations/directives/notices/n-4510858>). Puerto Rico is required to obligate in full their total annual allocation of Puerto Rico Highway Program funds received under 23 U.S.C. 165(b)(2)(C)(ii) for HSIP eligibilities.

12. **What other provisions apply that are related to the distribution of obligation limitation?**

- a. Contract authority for transportation research programs under Chapter 5 of Title 23, U.S.C., Title VI of the Fixing America's Surface Transportation Act, or Title III of Division A of the IIJA, is subject to obligation limitation that remains available for a period of 4 fiscal years. Obligation limitation made available for transportation research in future fiscal years will be in addition to amounts made available for FY 2026.
- b. The amounts of contract authority "lopped off" from the allocated programs and the Access Program due to the imposition of the obligation limitation will be redistributed to the States. The redistribution will be provided via a separate Notice to be issued no later than 30 days after the distribution of the obligation limitation.
- c. After August 1, 2026, the Secretary will revise the distribution of obligation authority made available if a State does not plan to obligate the amount distributed during FY 2026 and redistribute such amount to those States able to obligate amounts in addition to those previously distributed during FY 2026. Procedures for this process (known as August Redistribution) will be provided via a separate Notice to be issued in July 2026.

13. **What action is required?** Division Administrators should ensure that copies of this Notice are provided to the State departments of transportation.



Sean McMaster
Administrator

Attachments

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OBLIGATION LIMITATION DISTRIBUTION
FOR FISCAL YEAR 2026 UNDER THE
INFRASTRUCTURE INVESTMENT AND JOBS ACT

STATE	FORMULA OBLIGATION LIMITATION
ALABAMA	935,776,376
ALASKA	589,440,549
ARIZONA	897,915,044
ARKANSAS	634,980,100
CALIFORNIA	4,405,766,924
COLORADO	647,832,394
CONNECTICUT	604,152,476
DELAWARE	203,450,051
DISTRICT OF COLUMBIA	195,877,192
FLORIDA	2,322,625,768
GEORGIA	1,584,418,091
HAWAII	185,611,136
IDAHO	354,456,703
ILLINOIS	1,666,908,681
INDIANA	1,145,011,380
IOWA	608,899,378
KANSAS	465,066,867
KENTUCKY	811,765,292
LOUISIANA	823,695,071
MAINE	220,986,125
MARYLAND	737,781,193
MASSACHUSETTS	651,097,961
MICHIGAN	1,266,397,109
MINNESOTA	787,910,376
MISSISSIPPI	583,274,213
MISSOURI	1,123,556,422
MONTANA	497,801,202
NEBRASKA	358,166,175
NEVADA	435,361,743
NEW HAMPSHIRE	204,803,614
NEW JERSEY	1,226,173,526
NEW MEXICO	438,881,291
NEW YORK	1,822,713,765
NORTH CAROLINA	1,274,953,652
NORTH DAKOTA	301,295,572
OHIO	1,589,252,731
OKLAHOMA	785,729,625
OREGON	597,866,813
PENNSYLVANIA	2,007,470,233
RHODE ISLAND	227,702,792
SOUTH CAROLINA	799,567,926
SOUTH DAKOTA	340,735,290
TENNESSEE	1,010,745,263
TEXAS	4,770,615,561
UTAH	424,598,924
VERMONT	245,550,248
VIRGINIA	1,218,178,776
WASHINGTON	674,795,918
WEST VIRGINIA	503,265,140
WISCONSIN	932,383,481
WYOMING	303,385,959
SUBTOTAL	47,446,648,092
Allocated Programs	13,512,947,709
Sections 154 and 164 Penalties	556,000,025
High Risk Rural Roads Special Rule	102,914,930
Vulnerable Road User Safety Special Rule	380,952,588
NHS Bridges Penalty	478,505,815
Interstate System Penalty	179,136,662
TOTAL	62,657,105,821

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

PENALTY FUNDS AND ASSOCIATED OBLIGATION LIMITATION
FOR FISCAL YEAR 2026 FOR PENALTY PROVISIONS
UNDER SECTIONS 154 AND 164 OF TITLE 23, UNITED STATES CODE

STATE	TOTAL SECTIONS 154 & 164 PENALTY FUNDS	OBLIGATION LIMITATION FOR PENALTIES
ALABAMA	0	0
ALASKA	29,180,184	25,508,722
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	98,949,067	86,499,258
COLORADO	15,321,598	13,393,829
CONNECTICUT	14,109,468	12,334,209
DELAWARE	4,828,700	4,221,151
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	9,725,432	8,501,774
IDAHO	0	0
ILLINOIS	0	0
INDIANA	27,830,929	24,329,231
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	42,176,096	36,869,484
MAINE	5,335,390	4,664,089
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	30,040,911	26,261,152
MINNESOTA	19,015,425	16,622,897
MISSISSIPPI	14,485,040	12,662,527
MISSOURI	56,505,288	49,395,772
MONTANA	12,138,053	10,610,839
NEBRASKA	0	0
NEVADA	10,187,217	8,905,457
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	10,913,428	9,540,296
NEW YORK	0	0
NORTH CAROLINA	0	0
NORTH DAKOTA	7,286,987	6,370,136
OHIO	76,511,014	66,884,370
OKLAHOMA	0	0
OREGON	14,709,239	12,858,517
PENNSYLVANIA	0	0
RHODE ISLAND	6,377,116	5,574,745
SOUTH CAROLINA	20,093,135	17,565,009
SOUTH DAKOTA	8,273,612	7,232,623
TENNESSEE	24,799,359	21,679,094
TEXAS	0	0
UTAH	0	0
VERMONT	5,850,267	5,114,184
VIRGINIA	29,541,741	25,824,788
WASHINGTON	19,598,865	17,132,928
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	15,070,740	13,174,534
SUBTOTAL	628,854,301	549,731,615
PUERTO RICO	7,172,094	6,268,410
TOTAL	636,026,395	556,000,025

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

HIGH RISK RURAL ROADS (HRRR) SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR FISCAL YEAR 2026 PURSUANT TO
SECTION 148(g)(1) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL HRRR SPECIAL RULE FUNDS	OBLIGATION LIMITATION FOR HRRR SPECIAL RULE
ALABAMA	4,124,978	4,124,978
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	17,563,128	17,563,128
COLORADO	2,826,084	2,826,084
CONNECTICUT	0	0
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	6,048,546	6,048,546
INDIANA	0	0
IOWA	0	0
KANSAS	3,150,110	3,150,110
KENTUCKY	2,879,986	2,879,986
LOUISIANA	0	0
MAINE	900,000	900,000
MARYLAND	0	0
MASSACHUSETTS	0	0
MICHIGAN	0	0
MINNESOTA	3,620,110	3,620,110
MISSISSIPPI	3,279,148	3,279,148
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	1,487,814	1,487,814
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	1,887,424	1,887,424
NEW YORK	0	0
NORTH CAROLINA	4,726,978	4,726,978
NORTH DAKOTA	0	0
OHIO	5,515,502	5,515,502
OKLAHOMA	0	0
OREGON	2,440,120	2,440,120
PENNSYLVANIA	5,766,894	5,766,894
RHODE ISLAND	0	0
SOUTH CAROLINA	4,017,538	4,017,538
SOUTH DAKOTA	1,517,100	1,517,100
TENNESSEE	4,236,520	4,236,520
TEXAS	14,572,152	14,572,152
UTAH	1,331,318	1,331,318
VERMONT	900,000	900,000
VIRGINIA	4,459,774	4,459,774
WASHINGTON	3,144,572	3,144,572
WEST VIRGINIA	1,611,316	1,611,316
WISCONSIN	0	0
WYOMING	907,818	907,818
TOTAL	102,914,930	102,914,930

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VULNERABLE ROAD USER (VRU) SAFETY SPECIAL RULE FUNDS AND ASSOCIATED
OBLIGATION LIMITATION FOR FISCAL YEAR 2026 PURSUANT TO
SECTION 148(g)(3) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL VRU SAFETY SPECIAL RULE FUNDS	OBLIGATION LIMITATION FOR VRU SAFETY SPECIAL RULE
ALABAMA	0	0
ALASKA	6,494,469	6,494,469
ARIZONA	9,078,806	9,078,806
ARKANSAS	6,483,700	6,483,700
CALIFORNIA	42,919,226	42,919,226
COLORADO	6,460,187	6,460,187
CONNECTICUT	6,254,621	6,254,621
DELAWARE	2,026,456	2,026,456
DISTRICT OF COLUMBIA	1,910,323	1,910,323
FLORIDA	24,611,729	24,611,729
GEORGIA	15,862,098	15,862,098
HAWAII	2,042,027	2,042,027
IDAHO	0	0
ILLINOIS	16,719,183	16,719,183
INDIANA	11,548,612	11,548,612
IOWA	0	0
KANSAS	0	0
KENTUCKY	8,535,231	8,535,231
LOUISIANA	8,967,659	8,967,659
MAINE	2,248,848	2,248,848
MARYLAND	7,333,673	7,333,673
MASSACHUSETTS	7,253,809	7,253,809
MICHIGAN	12,542,532	12,542,532
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	4,472,192	4,472,192
NEW HAMPSHIRE	0	0
NEW JERSEY	12,040,678	12,040,678
NEW MEXICO	4,711,833	4,711,833
NEW YORK	20,045,897	20,045,897
NORTH CAROLINA	12,867,711	12,867,711
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	6,229,723	6,229,723
PENNSYLVANIA	20,529,641	20,529,641
RHODE ISLAND	2,735,202	2,735,202
SOUTH CAROLINA	8,466,833	8,466,833
SOUTH DAKOTA	0	0
TENNESSEE	10,548,512	10,548,512
TEXAS	49,077,038	49,077,038
UTAH	4,379,227	4,379,227
VERMONT	0	0
VIRGINIA	12,782,033	12,782,033
WASHINGTON	8,327,231	8,327,231
WEST VIRGINIA	0	0
WISCONSIN	0	0
WYOMING	0	0
SUBTOTAL	376,506,940	376,506,940
PUERTO RICO	5,086,554	4,445,648
TOTAL	381,593,494	380,952,588

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States. As such, the VRU Safety Special Rule is applied against the calculated amount under 23 U.S.C. 165(b)(2)(C)(ii).

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF NATIONAL HIGHWAY SYSTEM (NHS) BRIDGES PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2026 PURSUANT TO
SECTION 119(f)(2)(A) OF TITLE 23, UNITED STATES CODE

STATE	TOTAL NHS BRIDGES PENALTY FUNDS	OBLIGATION LIMITATION FOR NHS BRIDGES PENALTY
ALABAMA	0	0
ALASKA	0	0
ARIZONA	0	0
ARKANSAS	0	0
CALIFORNIA	0	0
COLORADO	0	0
CONNECTICUT	0	0
DELAWARE	0	0
DISTRICT OF COLUMBIA	0	0
FLORIDA	0	0
GEORGIA	0	0
HAWAII	0	0
IDAHO	0	0
ILLINOIS	72,973,630	72,973,630
INDIANA	0	0
IOWA	0	0
KANSAS	0	0
KENTUCKY	0	0
LOUISIANA	0	0
MAINE	0	0
MARYLAND	0	0
MASSACHUSETTS	94,856,125	94,856,125
MICHIGAN	0	0
MINNESOTA	0	0
MISSISSIPPI	0	0
MISSOURI	0	0
MONTANA	0	0
NEBRASKA	0	0
NEVADA	0	0
NEW HAMPSHIRE	0	0
NEW JERSEY	0	0
NEW MEXICO	0	0
NEW YORK	239,023,417	239,023,417
NORTH CAROLINA	0	0
NORTH DAKOTA	0	0
OHIO	0	0
OKLAHOMA	0	0
OREGON	0	0
PENNSYLVANIA	0	0
RHODE ISLAND	35,029,577	35,029,577
SOUTH CAROLINA	0	0
SOUTH DAKOTA	0	0
TENNESSEE	0	0
TEXAS	0	0
UTAH	0	0
VERMONT	0	0
VIRGINIA	0	0
WASHINGTON	0	0
WEST VIRGINIA	36,623,066	36,623,066
WISCONSIN	0	0
WYOMING	0	0
TOTAL	478,505,815	478,505,815

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MINIMUM CONDITION OF INTERSTATE SYSTEM PENALTY FUNDS
AND ASSOCIATED OBLIGATION LIMITATION FOR FISCAL YEAR 2026 PURSUANT TO
SECTION 119(f)(1)(A) OF TITLE 23, UNITED STATES CODE

STATE	INTERSTATE SYSTEM PENALTY FUNDS 23 USC 119(f)(1)(A)(i)	OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY 23 USC 119(f)(1)(A)(i)	INTERSTATE SYSTEM PENALTY FUNDS 23 USC 119(f)(1)(A)(ii)	OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY 23 USC 119(f)(1)(A)(ii)	TOTAL INTERSTATE SYSTEM PENALTY FUNDS	TOTAL OBLIGATION LIMITATION FOR INTERSTATE SYSTEM PENALTY
ALABAMA	0	0	0	0	0	0
ALASKA	0	0	0	0	0	0
ARIZONA	0	0	0	0	0	0
ARKANSAS	0	0	0	0	0	0
CALIFORNIA	0	0	0	0	0	0
COLORADO	0	0	0	0	0	0
CONNECTICUT	0	0	0	0	0	0
DELAWARE	0	0	0	0	0	0
DISTRICT OF COLUM	0	0	0	0	0	0
FLORIDA	0	0	0	0	0	0
GEORGIA	0	0	0	0	0	0
HAWAII	12,640,770	12,640,770	977,173	854,225	13,617,943	13,494,995
IDAHO	0	0	0	0	0	0
ILLINOIS	0	0	0	0	0	0
INDIANA	0	0	0	0	0	0
IOWA	0	0	0	0	0	0
KANSAS	0	0	0	0	0	0
KENTUCKY	0	0	0	0	0	0
LOUISIANA	0	0	0	0	0	0
MAINE	0	0	0	0	0	0
MARYLAND	0	0	0	0	0	0
MASSACHUSETTS	0	0	0	0	0	0
MICHIGAN	0	0	0	0	0	0
MINNESOTA	0	0	0	0	0	0
MISSISSIPPI	0	0	0	0	0	0
MISSOURI	0	0	0	0	0	0
MONTANA	0	0	0	0	0	0
NEBRASKA	0	0	0	0	0	0
NEVADA	0	0	0	0	0	0
NEW HAMPSHIRE	0	0	0	0	0	0
NEW JERSEY	0	0	0	0	0	0
NEW MEXICO	0	0	0	0	0	0
NEW YORK	0	0	0	0	0	0
NORTH CAROLINA	0	0	0	0	0	0
NORTH DAKOTA	0	0	0	0	0	0
OHIO	0	0	0	0	0	0
OKLAHOMA	0	0	0	0	0	0
OREGON	0	0	0	0	0	0
PENNSYLVANIA	0	0	0	0	0	0
RHODE ISLAND	0	0	0	0	0	0
SOUTH CAROLINA	0	0	0	0	0	0
SOUTH DAKOTA	0	0	0	0	0	0
TENNESSEE	0	0	0	0	0	0
TEXAS	0	0	0	0	0	0
UTAH	0	0	0	0	0	0
VERMONT	0	0	0	0	0	0
VIRGINIA	0	0	0	0	0	0
WASHINGTON	128,188,535	128,188,535	9,909,391	8,662,588	138,097,926	136,851,123
WEST VIRGINIA	0	0	0	0	0	0
WISCONSIN	0	0	0	0	0	0
WYOMING	0	0	0	0	0	0
SUBTOTAL	140,829,305	140,829,305	10,886,564	9,516,813	151,715,869	150,346,118
PUERTO RICO	30,577,394	26,724,642	2,363,732	2,065,902	32,941,126	28,790,544
TOTAL	171,406,699	167,553,947	13,250,296	11,582,715	184,656,995	179,136,662

NOTE: Puerto Rico Highway Program is an allocated program and is not treated as an apportionment to the States.



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: Using Proxy Locations in JobNet

In MDOT's JobNet system, a proxy location is a required GIS placeholder used when a project does not have a specific physical construction location. Certain capital expenditures—such as vehicle purchases, equipment replacements, technology upgrades, or other non-infrastructure investments—must still be tied to a spatial point in JobNet for tracking, funding attribution, and program reporting. Since these projects do not occur at a fixed roadway or facility location, agencies select a proxy point from JobNet's geodatabase to serve as the project's official location of record.

For TTCI, BATA, and other Act 51 agencies, the selected proxy location must be placed within the correct geographic boundary based on the funding source and intended use of the project.

Brian Stark, MDOT Rural Task Force Program Manager, will discuss using "proxy locations" in JobNet.

Action Requested:

None

Attached: None



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: FY 2026 MPO Allocations

Each year, the Michigan Department of Transportation (MDOT) distributes federal transportation funds to Metropolitan Planning Organizations (MPOs) for programming in the Transportation Improvement Program (TIP). These are known as MPO allocations and represent the portion of federal formula funding available for projects within each urbanized area.

In Michigan, MPO allocations come from several federal programs administered through FHWA and FTA. For TTCI, the primary funding sources are:

- Small MPO (Surface Transportation Block Grant Program) - Primary and most flexible federal funding source, used for roadway, bridge, and multimodal projects on the federal-aid system.
- STP-Flex (Surface Transportation Block Grant Program – Flexible Funds): TTCI’s core federal funding source for roadway, multimodal, and nonmotorized projects.
- PL (Metropolitan Planning) & FTA Section 5303: Funds that support required MPO planning activities, data collection, modeling, committee processes, and the development of the TIP and MTP.
- CRP (Carbon Reduction Program): Formula funds supporting emissions-reducing infrastructure (e.g., nonmotorized improvements, congestion reduction, fleet efficiency).

MDOT derives MPO allocation amounts using statewide formulas, population and network factors, and federal apportionment data. Each MPO must program projects within these fiscal targets when developing its TIP.

MDOT has provided TTCI with the following FY 2026 federal program targets for the Traverse City UZA FY 2026 Allocation (Please see attached).

Next Steps

- TTCI staff will incorporate these figures into the TIP financial constraint tables.
- FY 2026 projects already approved will be reviewed to ensure alignment with the new targets.
- Any necessary adjustments will be brought back to the Technical Committee for action.

Action Requested:

None

Attached: FY26 MPO Allocations

Fiscal Year 2026 Local Program Urban Allocations

10/16/2025

The FY 2026 federal allocations listed below are based on FHWA and MDOT calculations and are subject to change. Figures reflect the base program targets and do not include adjustments from prior transfers.

Traverse Transportation Coordinating Initiative

Urbanized Area	Small MPO	STP - Flex	PL and 5303 Consolidated	CRP
TRAVERSE CITY UZA	\$ 1,046,995	\$ 46,373	\$ 239,529	\$ 128,674



Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: Infrastructure Projects Fund

The State of Michigan has recently created a new transportation funding mechanism known as the Infrastructure Projects Fund (IPF) through amendments to Public Act 51. This fund allows the Michigan Department of Transportation (MDOT) to invest in a wider range of transportation improvements, including projects that support transit access, walking and bicycling connections, and first- and last-mile links between neighborhoods, employment centers, and public facilities. More detailed background and statutory information are provided in the attached memorandum.

The IPF represents a noteworthy shift in how the state supports transportation investments. Historically, most state funding has been directed toward pavement and bridge condition. The new fund creates an opportunity for communities to pursue multimodal, connectivity-focused projects that previously lacked a dedicated state funding source. For the TTCI region, this may support improvements such as safer pedestrian connections, enhanced access to transit, or other small- to mid-scale infrastructure projects that improve overall mobility and community access.

Staff recommends that TTCI begin monitoring MDOT's rollout of the IPF and assess how potential projects within the region could align with this new funding opportunity. As MDOT releases further guidance, staff will work with local jurisdictions, transit partners, and community stakeholders to identify priority projects that may benefit from the program and to determine how the IPF can be incorporated into future TIP and Metropolitan Transportation Plan development.

Action Requested:

None

Attached: Point Advisory Memo: Planning for new Infrastructure Projects Fund

Memo: Planning for the new Infrastructure Projects Fund

Introduction

The most recent state budget deal contained a major win for transit in Michigan – opening up the possibility of significant new transit capital projects for the first time in recent memory. The Infrastructure Projects Fund (IPF)—enacted through an October 2025 amendment to *Public Act 51 of 1951*—authorizes the Michigan Department of Transportation (MDOT) to make direct investments in multimodal infrastructure that improves access to jobs, education, and civic centers.

For transit agencies and metropolitan planning organizations (MPOs), this development changes the planning landscape. The IPF allows MDOT to fund and match projects that go beyond pavement and bridges: station access, first- and last-mile connections, bicycle and pedestrian corridors, and transit-adjacent improvements that knit local networks together. Early movers will have the opportunity to shape how this new state program operates—and to secure state match dollars for projects that might otherwise stall at the concept stage.

This memorandum explains how the IPF works and what it means for local and regional planning. It outlines (1) the statutory framework establishing the fund, (2) the planning implications for MPOs and transit agencies, and (3) concrete steps to position upcoming projects for IPF eligibility and early success.

Section 1 – Statutory Framework

On October 3, 2025, the Michigan Legislature amended *Public Act 51 of 1951* to add Section 13c, establishing the Infrastructure Projects Fund (IPF), to be administered by MDOT. The new section authorizes MDOT to make qualified investments in infrastructure that enhances multimodal access and connectivity, filling a long-standing gap between the state’s highway-oriented programs and the growing demand for integrated mobility options.

The IPF enables MDOT to finance or co-finance projects that strengthen the connection between transportation networks and economic opportunity. Eligible investments include:

- Transit corridors and facilities that improve regional mobility;
- Bicycle and pedestrian infrastructure that connects to transit or activity centers;
- First- and last-mile improvements supporting access to employment and education; and
- Other multimodal or intermodal facilities that advance state or regional transportation plans.

Under new Section 13c, the Michigan Transportation Fund (MTF) revenue directed to the new Neighborhood Roads Fund is allocated through a structured sequence that ensures specific programs receive defined appropriations before any residual revenue is distributed to state and local road agencies.

From FY 2026 through FY 2030, annual deposits into the Neighborhood Roads Fund must first provide:

- \$100 million each year for the Local Bridge Program, administered through the Local Bridge Advisory Board for the repair of closed, restricted, or critical bridges;
- \$40 million each year to the Local Grade Separation Fund (Sec. 11i) to eliminate rail-highway crossings.

After those two allocations, the statute directs an additional \$100 million to be split between Michigan’s transit and multimodal programs:

- 35% to the Comprehensive Transportation Fund (CTF) for public transportation agencies under Section 10b, with 5% of that share reserved for agencies in smaller urbanized areas (population \leq 100,000) and non-urbanized areas under 49 U.S.C. 5311; and
- 65% to the newly created Infrastructure Projects Fund (IPF) within MDOT, established under Section 13c(8).

Only after those statutory appropriations are satisfied does the remaining balance of the Neighborhood Roads Fund flow to traditional roadway purposes: 80% of the remainder to county, city, and village road agencies (65% to counties and 35% to cities/villages) and 20% to the State Trunkline Fund.

Beginning FY 2031, the allocation structure changes. The annual bridge appropriation is reduced to \$10 million for the Local Grade Separation Fund, and the next \$70 million is divided 75 percent to the CTF and 25 percent to the IPF—a reversal of the earlier weighting that shifts more revenue toward transit operations. Following those transfers, \$100 million is distributed to counties (6.5 percent), cities and villages (3.5 percent), and the State Trunkline Fund (the remainder). The balance of revenue after these fixed sums continues to be split, with 71.5 percent returned to local road agencies (65 percent counties / 35 percent cities and villages) and the remaining 28.5 percent directed to the State Trunkline Fund.

This phased formula makes the Infrastructure Projects Fund a defined, recurring recipient of Act 51 revenue through 2030 and a continuing (albeit smaller) recipient thereafter, providing a predictable flow of state dollars that can be programmed for multimodal capital investment.

Section 2 – Planning Implications

The creation of the Infrastructure Projects Fund marks an important shift in how Michigan approaches transportation investment. For decades, MDOT’s discretionary and formula programs have focused on asset condition—pavement, bridges, and safety improvements within the existing right-of-way. The IPF introduces a programmatic foothold for mobility integration, allowing state funds to support projects whose benefits are measured in connectivity, mode shift, and regional accessibility rather than surface condition alone.

For metropolitan planning organizations (MPOs) and transit agencies, this warrants re-examination of project pipelines and prioritization frameworks. Projects that historically fell “between programs”—too multimodal for highway funding, too capital-intensive for transit formula grants—can now find a home in the IPF. The fund’s flexibility makes it a potential catalyst for advancing regional goals around sustainability, mode choice, and equitable access.

Reframing Multimodal Planning.

MPOs should begin identifying projects that explicitly advance multimodal connectivity within adopted long-range transportation plans and Transportation Improvement Programs (TIPs). These may include:

- *Station access and circulation improvements*—sidewalk, bicycle, or micro-mobility links between transit stops and adjacent neighborhoods;
- *Regional mobility hubs* that co-locate transit, shared mobility, parking, and bicycle infrastructure;
- *First- and last-mile connections* to major employers, campuses, and civic centers;
- *Complete Streets retrofits* that reallocate roadway space to improve transit operations and non-motorized safety; and
- *Intermodal freight-to-transit corridors* that enhance efficiency of urban deliveries or industrial access while reducing congestion impacts.

Integrating with Federal and Local Funding.

Because Section 13c allows IPF dollars to serve as a state match, transit agencies should evaluate which priority projects already have—or could obtain—federal eligibility. Projects pursuing federal credit or grant programs such as TIFIA, BUILD, or INFRA can use the IPF to satisfy the match requirement, improving competitiveness without new local tax commitments. Likewise, integration with local Downtown Development Authorities (DDAs), Brownfield Redevelopment Authorities, or corridor improvement districts can create co-funding structures that multiply the impact of state dollars.

Embedding IPF Eligibility in Planning Processes.

MPOs can begin preparing by embedding IPF-eligible projects into their Unified Planning Work Program (UPWP) and updating evaluation criteria to include multimodal connectivity, equity, and partnership potential. Early identification within these planning documents will make projects “application-ready” once MDOT issues formal guidance.

Anticipating Coordination Needs.

Because MDOT will administer the program centrally, project sponsors should expect a higher premium on inter-agency coordination. Documentation of regional benefit, consistency with adopted plans, and evidence of collaborative partnerships will likely be decisive. Transit agencies should ensure their asset management and capital plans articulate clear, measurable benefits from multimodal investments—positioning them to meet MDOT’s performance-based selection criteria.

The central planning implication is straightforward: the IPF rewards readiness. Agencies that proactively map multimodal projects, document local commitment, and align them with federal eligibility pathways will be best positioned to capture early awards and shape MDOT’s expectations for what this new fund can achieve.

Section 3 – Strategic Positioning for MPOs and Transit Agencies

With MDOT’s authority newly expanded and implementation guidance still forthcoming, MPOs and transit agencies have a short window to shape how the program is interpreted in practice. The

agencies that act early—by aligning planning documents, project lists, and partnership structures—will be best positioned to define what “eligible multimodal investment” means under Section 13c.

The following actions can help regional agencies move from awareness to execution:

1. Map the Multimodal Pipeline.

Conduct a short-term audit of projects in the Transportation Improvement Program (TIP), long-range plan, and transit capital program to identify candidates that:

- Advance multimodal or intermodal access (e.g., transit hubs, corridor connectors, active-transportation improvements);
- Are sufficiently advanced in design or environmental review to be “shovel-ready” within two to three years; and
- Could be framed around connectivity, safety, or access outcomes rather than roadway condition.

This exercise establishes a portfolio of projects that can be quickly advanced when MDOT opens the program.

2. Align Documentation with MDOT Criteria.

Expect MDOT to emphasize readiness, public benefit, and interagency collaboration. Projects should have clear cost estimates, planning consistency citations, and evidence of local match or partnership. Where feasible, integrate metrics on reduced vehicle miles traveled, improved transit access, or economic connectivity—quantifiable outcomes that demonstrate return on public investment.

3. Build Multisector Partnerships.

Because the statute anticipates shared investment, MPOs and transit agencies should identify private or institutional partners whose interests align with mobility access—such as universities, hospital systems, or major employers. Documenting commitments early (even letters of support or in-kind contributions) will help establish the project’s regional value and readiness for IPF consideration.

4. Coordinate Early with MDOT.

Engage district and central-office staff now to clarify potential selection parameters. Early communication allows MPOs and transit agencies to flag high-priority projects and ensure MDOT understands local context before criteria are finalized. These discussions can also surface opportunities to bundle multiple smaller projects under a regional application.

5. Incorporate IPF Into Planning Frameworks.

Formally reference the Infrastructure Projects Fund in upcoming TIP amendments, UPWPs, and long-range plan updates. Including a note that specific projects are “anticipated to seek IPF participation” will demonstrate proactive alignment and satisfy procedural requirements once the fund becomes operational.

6. Develop State-Match Strategies.

Because the IPF may serve as the state match for federal programs, agencies should identify which prospective projects could compete for federal credit or grant support. Establishing an IPF match plan in advance positions MPOs and transit agencies to assemble complete financing packages quickly when federal opportunities arise.

Collectively, these steps position regional agencies not just to apply for funding, but to influence how MDOT measures success under Section 13c. The first cohort of IPF projects will effectively define the fund's operating model. Agencies that pair strong technical preparation with credible partnerships will help set that precedent—and will stand first in line when the new funding stream opens.

Conclusion

The Infrastructure Projects Fund represents a structural shift in how the state conceives of mobility investment. For the first time, MDOT has explicit statutory authority to direct state resources toward multimodal projects that connect people and places, not just maintain pavement.

For metropolitan planning organizations and transit agencies, the implication is clear: those who organize early will shape the program's trajectory. The first wave of IPF projects will establish the benchmarks for eligibility, performance, and partnership that others will follow. By cataloging projects now, aligning documentation, and engaging MDOT before formal criteria are set, local and regional agencies can ensure that their priorities—safe access, equitable connectivity, and coordinated investment—are embedded in the fund's DNA.

The Infrastructure Projects Fund gives Michigan's transit and planning community a seat at the table in defining the next generation of infrastructure investment. Acting now will determine not only who secures early funding, but how Michigan's multimodal future is built.

Memorandum

DATE: December 1, 2025

TO: Traverse Transportation Coordinating Initiative Technical Committee

FROM: Barry Hicks, AICP, MPO Program Manager

SUBJECT: FY 2026 Safety Targets

The purpose of this memorandum is to provide an overview of Michigan's Calendar Year (CY) 2026 statewide safety performance targets and to request that the Technical Committee recommend their adoption by the TTCI Policy Board. These targets are part of the national performance management framework required under 23 CFR 490 and apply to all public roads in Michigan, regardless of jurisdiction. The supporting materials provided by MDOT and FHWA are attached for reference.

Background on Statewide Safety Targets

Federal regulations require States and Metropolitan Planning Organizations (MPOs) to establish annual safety performance targets for five measures:

1. Number of fatalities
2. Fatality rate per 100 million vehicle miles traveled (VMT)
3. Number of serious injuries
4. Serious injury rate per 100 million VMT
5. Number of non-motorized fatalities and serious injuries

MDOT develops statewide safety targets each year as part of its Highway Safety Improvement Program (HSIP), informed by the Strategic Highway Safety Plan (SHSP), Michigan crash data, and federal requirements. The CY 2026 targets reflect MDOT's predictive modeling and are aligned with Michigan's long-term goal of reducing serious injuries and fatalities toward zero by 2050, as illustrated in the MDOT presentation

As noted in the MDOT safety letter (October 14, 2025), MPOs must either (1) agree to plan and program projects that support the accomplishment of the state's targets, or (2) adopt independent, quantifiable targets for the metropolitan planning area. MDOT submitted its CY 2026 HSIP targets on August 31, 2025, and MPOs must report their selections by February 27, 2026.

CY 2026 Statewide Safety Targets

MDOT's CY 2026 statewide safety targets (5-year rolling averages) are as follows:

Fatalities	1,094.7
Fatality Rate	1.100 per 100M VMT
Serious Injuries	5,744.5
Serious Injury Rate	5,772 per 100M VMT
Non-motorized Fatalities & Serious Injuries	789.8

Why TTCI Should Adopt the Statewide Targets

Adopting the statewide targets is a standard practice among Michigan MPOs and ensures consistency between regional and statewide safety planning efforts. By supporting the state's targets, TTCI aligns its Transportation Improvement Program (TIP) and long-range planning activities with MDOT's data-driven safety strategies and the Safe System Approach described in the SHSP. This approach promotes coordinated investment decisions across agencies, strengthens alignment with federal expectations, and reduces administrative burden compared to developing independent TTCI-specific targets.

Importantly, MPO adoption of statewide targets does not impose penalties on TTCI nor require the MPO to meet or demonstrate progress toward those targets. Federal evaluations apply only to state-level performance.

Action Requested:

The TTCI Technical Committee recommends that the TTCI Policy Board adopt a resolution to support the Michigan Department of Transportation's Calendar Year 2026 statewide safety performance targets for all five federally required safety measures, and agree to plan and program projects within the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP) in a manner that supports the accomplishment of these statewide targets, as permitted under 23 CFR 490.105(f)(3).

Attached: Resolution - 2026 Safety Performance Measure Targets
 2026 MPO Safety Letter
 2026 Safety Target Newsletter
 2026 FHWA Safety Targets Memo
 2026 Safety Targets MPO Presentation

Resolution to Support for Michigan Department of Transportation State Targets for Safety Performance Measures

WHEREAS, the Traverse Transportation Initiative has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for the City of Traverse City, Grand Traverse County, Leelanau County, and the Bay Area Transportation Authority (BATA); and

WHEREAS, the Highway Safety Improvement Program final rule (23 CFR Part 490) requires States to set targets annually for five safety performance measures; and

WHEREAS, the Michigan Department of Transportation (MOOT) has established targets for five performance measures based on five year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries; and

WHEREAS, MDOT coordinated the establishment of safety targets with the 15 Metropolitan Planning Organizations (MPOs) in Michigan through Target Coordination Meetings and through discussions at various meetings of the Michigan Transportation Planning Association, and

WHEREAS, MOOT has officially adopted the state safety targets as referenced in the October 14, 2025 letter to Metropolitan Planning Organizations (MPOs), and

WHEREAS, the Traverse Transportation Coordinating Initiative may, within 180 days of the State establishing and reporting its safety targets, establish safety targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state safety targets, or committing to a quantifiable target for each safety performance measure for their own metropolitan planning area,

NOW THEREFORE BE IT RESOLVED that the Traverse Transportation Coordinating Initiative has agreed to support MDOT's state safety targets for calendar year 2026, and

BE IT FURTHER RESOLVED, that the Traverse Transportation Coordinating Initiative will plan and program projects that contribute to the accomplishment of state safety targets.

Beth Friend, Chair
Traverse Transportation Coordinating Initiative

Date



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

October 14, 2025

Dear Metropolitan Planning Organization Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you with the calendar year (CY) 2026 national performance program state safety targets. MDOT appreciates your participation and contribution to the state target setting coordination process. The following state safety targets reflect those discussed in the target coordination session held on August 19, 2025.

Safety Performance Measure (5-year rolling average)	Baseline Condition	2026 State Safety Target
Fatalities	1,107.8	1,094.7
Fatality Rate Per 100 million Vehicle Miles Traveled (VMT)	1.165	1.100
Serious Injuries	5,758.2	5,744.5
Serious Injury Rate per 100 million VMT	6.049	5.772
Nonmotorized Fatalities and Serious Injuries	749.2	789.8

In accordance with 23 CFR §490.105(f)(1), Metropolitan Planning Organizations (MPOs) shall establish safety targets no later than 180 days after MDOT establishes the state targets in the Michigan Highway Safety Improvement Program (HSIP) annual report. MDOT submitted Michigan's HSIP annual report on August 31, 2025, and MPOs are required to report the metropolitan planning area CY 2026 safety targets to MDOT by February 27, 2026.

For each performance measure, MPOs shall establish targets for the metropolitan planning area by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the relevant state target for that performance measure, or (2) committing to a quantifiable target for that performance measure for the metropolitan planning area [23 CFR §490.105(f)(3)]. For example, an MPO can elect to plan and program projects toward accomplishing state targets for two measures and develop quantifiable metropolitan planning area targets for the remaining three measures.

Metropolitan Planning Organization Director
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October 14, 2025

If an MPO elects to develop a quantifiable metropolitan planning area target for one or more safety measures, the MPO is required to coordinate the target development process with MDOT.

Thank you again for your commitment to improving traffic safety in Michigan. Questions regarding the national performance program requirements including coordination for developing quantifiable metropolitan planning area targets should be directed to Kelly Travelbee at (517) 898-4875 or TravelbeeK@Michigan.gov. Questions regarding statewide planning processes should be directed to myself or John Lanum at (517) 243-3554 or LanumJ@Michigan.gov.

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Mayle", is positioned above the printed name.

Don Mayle, Manager
Statewide Planning Section

Enclosures

cc: J. Lanum, MDOT
D. Parker, MDOT
T. White, MDOT
J. Gutting, MDOT
E. Kind, MDOT
C. Newell, MDOT
G. Dawe, MDOT
K. Travelbee, MDOT
M. Toth, MDOT
A. Pickard, FHWA

TRANSPORTATION PERFORMANCE MANAGEMENT

HIGHWAY SAFETY IMPROVEMENT PROGRAM

SAFETY PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) established a performance- and out-come based program to achieve [national performance goals](#), including a safety goal to “achieve a significant reduction in traffic fatalities and serious injuries on all public roads.” Congress directed the U.S. Department of Transportation to establish performance measures in support of the national goals and in consultation with States, metropolitan planning organizations (MPOS), and other stakeholders. Reauthorizations since MAP-21 have reaffirmed the national goals and the supporting performance measurement and target requirements.

As directed by Congress, through rulemaking [[81 FR 13913](#) and [81 FR 13882](#)] the Federal Highway Administration (FHWA) codified the annual [Highway Safety Improvement Program](#) (HSIP) performance measurement and target requirements in [23 CFR Part 490, National Performance Management Measures, Subpart B](#). The purpose of safety performance measurement is to improve transparency through use of a public reporting system using common data standards and elements, and aggregating progress toward the national goal of reducing traffic fatalities and serious injuries. The safety performance measures identified in the regulation are applicable to all public roads regardless of jurisdiction.

The HSIP, legislated under [23 U.S.C. 148](#) and regulated under [23 CFR Part 924](#), is a core federal-aid program to achieve a significant reduction of fatalities and serious injuries on all public roads through targeted investment in infrastructure programs and projects to improve safety. The annual HSIP report communicates the annual safety performance targets to FHWA.

In coordination with FHWA, the National Highway Traffic Safety Administration (NHTSA) also codified MAP-21 safety performance measurement and target requirements as part of the annual [Highway Safety Plan](#) (HSP). The HSP is regulated by [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs. The HSP focuses on behavioral traffic safety programs working in concert with the HSIP infrastructure investments.

In 2016, the FHWA identified five safety outcome measures, as follows, and the FHWA and NHTSA selected three measures in common (number 1-3) requiring identical targets be developed and reported in the HSIP and the HSP, respectively.⁽¹⁾

1. **Number of Fatalities**
2. **Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)**
3. **Number of Serious Injuries**
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

In 2021, the Infrastructure Investment and Jobs Act (IIJA) provided substantive changes to [23 U.S.C. §402](#) Highway Safety Programs not limited to modifying the HSP from an annual to a triennial plan, and modified performance target requirements. The change in U.S. Code created conflict between HSIP and HSP regulations. Through rulemaking [[88 FR 7804](#)], NHTSA modified [23 CFR §1300](#), Uniform Procedures for State Highway Safety Grant Programs effective March 2023, as directed by 23 U.S.C. §402. In January 2024, FHWA published an NPRM [[89 FR 4857](#)] to propose changes to 23 CFR §490, including potential paths to realign the HSIP and HSP for performance measurement. In May 2025, FHWA withdrew the proposed NPRM ([reference Secretary Duffy memo dated May 29, 2025.](#))

(1) On January 13, 2025 FHWA distributed a waiver of identical state safety targets for common measures for calendar year 2026.

STRATEGIC HIGHWAY SAFETY PLAN



Figure 1 - Relationship between the SHSP, HSIP and HSP

The Michigan [Strategic Highway Safety Plan](#) (SHSP) is legislated and regulated under the HSIP and spearheaded by the Michigan Governor’s Traffic Safety Advisory Commission (GTSAC) in coordination with public and private stakeholders. The SHSP is updated on a four-year basis, and each edition builds upon the previous versions to reflect current conditions and safety needs.

The SHSP provides the framework for all Michigan highway safety programs to work in concert to align and leverage resources and guide investment decisions to collectively address the state’s safety challenges.

The SHSP incorporates the [Safe System Approach](#) (SSA) to mitigate risks by building and reinforcing layers of protection to prevent crashes and minimize the harm caused when they do occur. The SHSP mission applies the SSA through statewide strategies to move Michigan [Toward Zero Deaths](#), as even one death is not acceptable.

The Michigan SHSP safety goal is to eliminate fatalities and serious injuries by 2050

TARGET SETTING COORDINATION

The National Performance Management Measures regulation, Subpart B, communicates the process for which State DOTs and Metropolitan Planning Organizations (MPOs) are to establish and report on

the five HSIP safety targets, and the criteria FHWA will use to assess whether State DOTs have met or made significant progress toward meeting their safety targets.

The current annual timeline for establishing and reporting safety targets is as follows:

August 31: MDOT reports to FHWA statewide safety targets for all Michigan public roads, regardless of jurisdictional ownership, for the next calendar year through the HSIP.

February 27 (following year): MPOs report targets for the current calendar year to MDOT. Refer to the MPO section for details regarding MPO target elections and reporting. MDOT must provide FHWA MPO targets, upon request. [Regulation Timeline: August 31 + 180 Days]

Annual safety targets reflect the State of Michigan Long-Range Transportation Plan and Strategic Highway Safety Plan (SHSP) goals.

MPO TARGET SETTING

In accordance with federal regulation, the safety target establishment and reporting process for MPOs was jointly developed, documented, and mutually agreed upon by the MPO and MDOT.

The MPO must establish annual targets for each of the five safety measures by either (1) agreeing to plan and program projects so that they contribute toward the accomplishment of the State safety target for that performance measure, or (2) committing to a quantifiable target for that performance measure for their metropolitan planning area. For each of the five measures, the MPO can make different elections to agree to support the State’s targets or establish a quantifiable target.

MPOs must also report safety targets in their System Performance Report.

TARGET ACHIEVEMENT, CONSEQUENCE/PENALTY

FHWA will provide MDOT an official significant progress determination within 18 months following the Statewide target calendar year (e.g., in 2028 FHWA will provide MDOT a significant progress determination letter for 2026 safety targets). A State is considered to have met or made progress when at least four out of five safety targets are met, or the actual safety performance is better than the baseline performance for the period for four out of five measures.

If the State did not meet or make significant progress toward targets, the State (MDOT) must (1) submit an HSIP Implementation Plan (consequence) and (2) use obligation authority equal to or greater than the HSIP apportionment for the prior year for highway safety improvement projects (penalty).

There is no federal or state evaluation of significant progress toward MPO safety targets, nor is there a consequence or penalty for an MPO that does not demonstrate they have met or made significant progress toward target achievement.

2025 MICHIGAN SAFETY TARGETS

Data

The [Fatalities Analysis Report System](#) (FARS) is to be used for fatality related measures, and [the State of Michigan Crash database](#) is used for serious injury related measures. The VMT is calculated annually from the [Highway Performance Monitoring System](#) (HPMS).

2025 Target Development

The 2025 State safety targets are guided by the SHSP Mission, Vision and Goal to eliminate fatalities and serious injuries on Michigan roadways by 2050.

Aligned with the goal of Zero by 2050, the 2026 targets are developed on a curved slope wherein targets established from the current 5-year rolling average initially decline more slowly than the straight-line approach, and gain momentum over the timeline as reduction strategies are implemented.

Calculation Steps

Reference [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#) guidance document.

The following steps were used by MDOT to calculate the baseline and establish the 2026 State targets. The steps outline the calculation for the annual and five-year rolling average of predicated fatalities, noting the same steps are utilized for all five safety performance measures.

Year	Annual Fatalities	5-Year Rolling Average Fatalities
2020	1,086	1,029.0
2021	1,136	1,043.2
2022	1,123	1,061.6
2023	1,095	1,085.2
2024	1,099	1,107.8

1. Calculate the baseline. For establishing the 2026 targets, the 5-year average for the latest full year of data is 2024. The baseline 5-year average of annual fatalities is 1,107.8 (2020-2024).
2. Calculate the declining projection for 2025 annual fatalities and 5-year rolling average.
 - a. Multiply baseline (2024 actual performance) by 0.98814 = 1,086
 - b. Calculate the 5-year rolling average for 2021 through 2025 using the 1,086 declining projection for 2025 = 1,108.0
3. Calculate the declining projection for 2026 fatalities and 5-year rolling average.
 - a. Multiply 2025 projection by 0.98593 = 1,071
 - b. Calculate 5-year rolling average for 2022 through 2026 using 1,071 declining projection for 2025 = 1,094.7

Repeat steps for remaining four measures. The multiplication rate as demonstrated in Steps 2 and 3 above will change annually based on the most recent baseline and the number of years between the target year and 2050.

2026 Safety Target Summary (5-Year Rolling Average)

Number of Fatalities	1,094.7
Rate of Fatalities per 100M VMT	1.100
Number of Serious Injuries	5,744.5
Rate of Serious Injuries per 100M VMT	5.772
Number of Non-Motorized Fatalities and Serious Injuries	789.8

Targets Reported to FHWA 5-Year Rolling Average

Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2018	1,003.2	1.020	5,136.4	5.230	743.6
2019	1,023.2	1.020	5,406.8	5.410	759.8
2020	999.4	0.970	5,520.4	5.340	735.8
2021	968.6	0.982	5,533.6	5.609	771.2
2022	1,065.2	1.098	5,733.2	5.892	791.6
2023	1,105.6	1.136	5,909.2	6.058	743.4
2024	1,109.2	1.152	5,785.0	5.999	710.8
2025*	1,098.0	1.113	5,770.1	5.850	728.3
2026*	1,094.7	1.037	5,744.5	5.457	789.8

Annual Crash Data

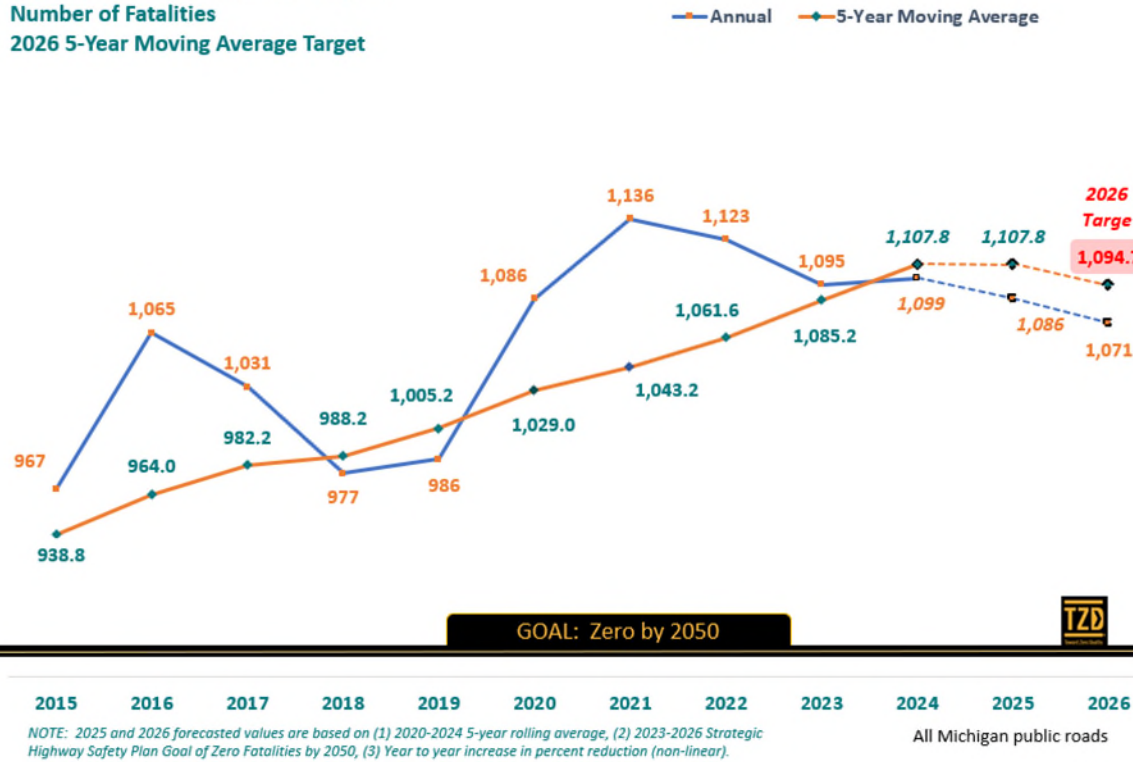
Year	Fatality	Fatality Rate	Serious Injury	Serious Injury Rate	Non-Motorized Fatality/Serious Injury
2014	901	0.925	4,909	5.040	691
2015	967	0.989	4,865	4.974	761
2016	1,065	1.074	5,634	5.679	740
2017	1,031	1.013	6,084	5.976	798
2018	977	0.954	5,586	5.455	740
2019	986	0.965	5,629	5.508	794
2020	1,086	1.258	5,433	6.295	742
2021	1,136	1.175	5,979	6.183	674
2022	1,123	1.172	5,782	6.035	720
2023	1,095	1.114	5,816	5.917	785
2024	1,099	1.106	5,781	5.816	825
2025*	1,086	1.071	5,712	5.633	815
2026*	1,071	1.037	5,631	5.457	804

* 2025 and 2026 reflect calculated predicted outcomes using an accelerating decline curve from target year to 2050 in alignment with the ZERO goal communicated in Michigan's Strategic Highway Safety Plan.

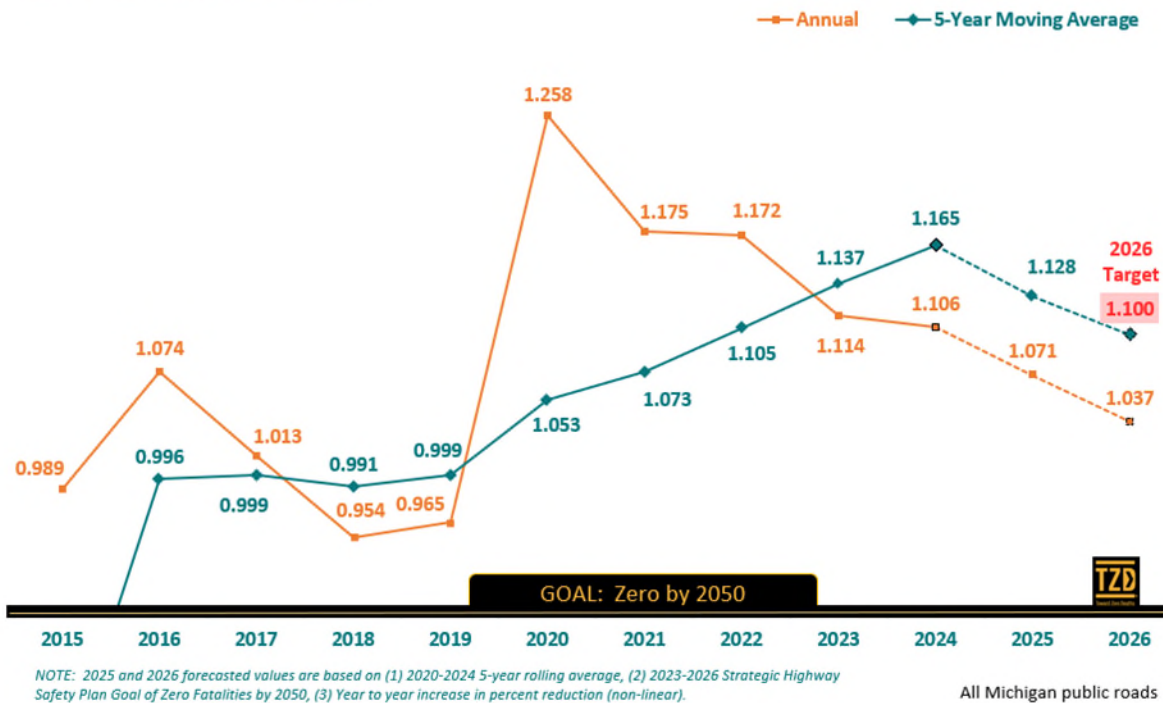
References:

- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety Grants Program Final Rule \(2023 Update\)](#)
- [FHWA Procedure for Safety Performance Measure Computation and State Target Achievement Assessment](#)
- [Highway Safety Improvement Program/Dashboard](#)

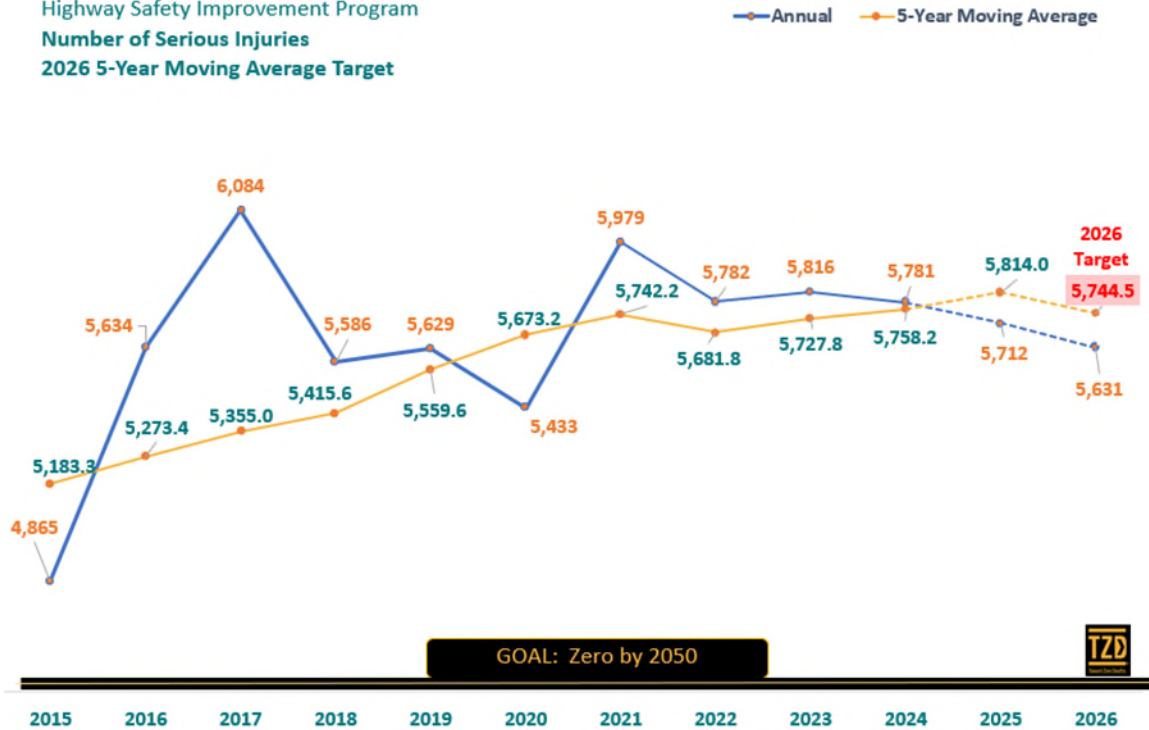
Highway Safety Improvement Program
Number of Fatalities
2026 5-Year Moving Average Target



Highway Safety Improvement Program
Rate of Fatalities per 100m VMT
2026 5-Year Moving Average Target



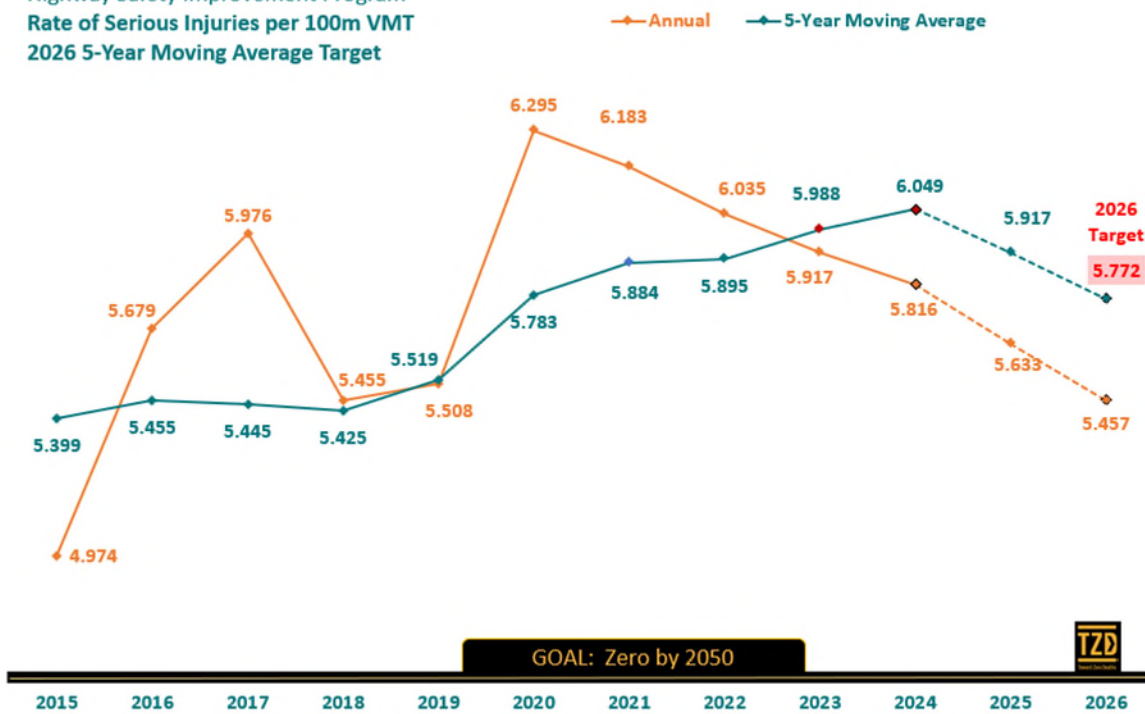
Highway Safety Improvement Program
Number of Serious Injuries
2026 5-Year Moving Average Target



NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

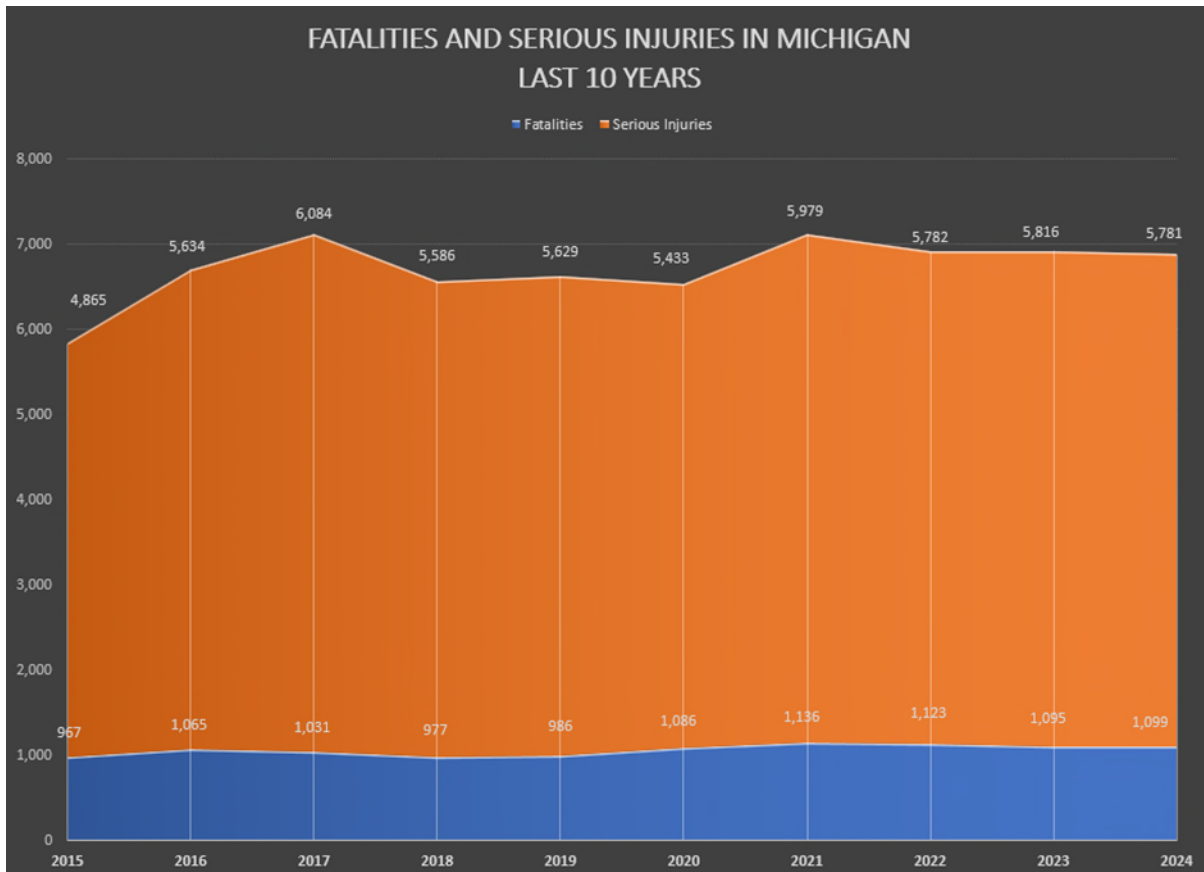
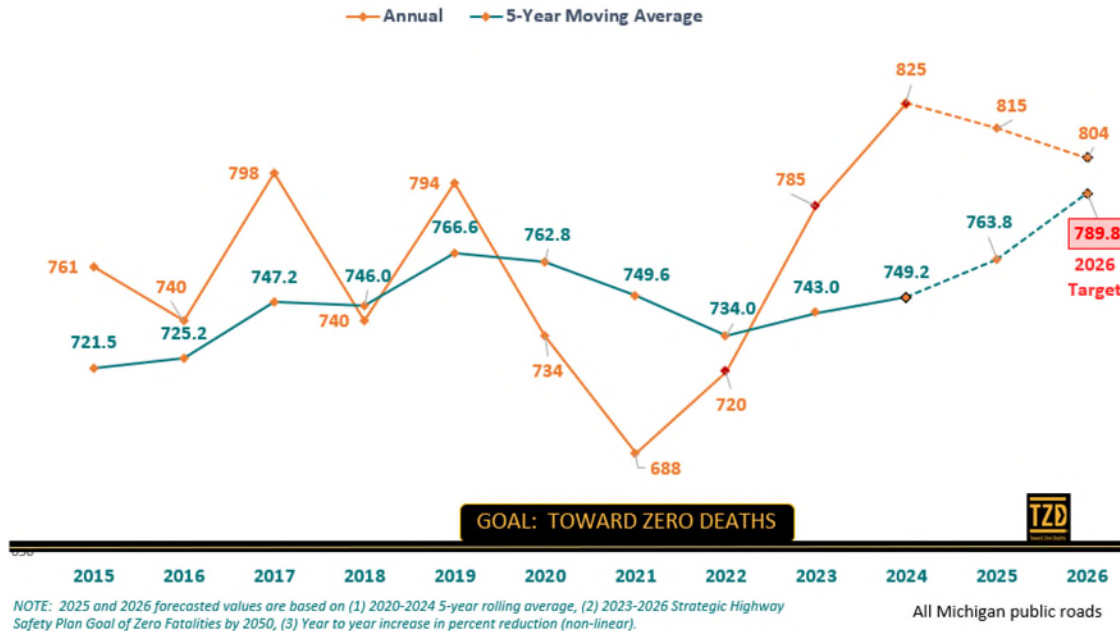
Highway Safety Improvement Program
Rate of Serious Injuries per 100m VMT
2026 5-Year Moving Average Target



NOTE: 2025 and 2026 forecasted values are based on (1) 2020-2024 5-year rolling average, (2) 2023-2026 Strategic Highway Safety Plan Goal of Zero Fatalities by 2050, (3) Year to year increase in percent reduction (non-linear).

All Michigan public roads

Highway Safety Improvement Program
 Number of Non-Motorized Fatalities and Serious Injuries
 2026 5-Year Moving Average Target







Memorandum

Subject: **ACTION**: Identical State Safety
Performance Targets for Common
Measures per 23 CFR 490.209(a)(1)

Date: January 13, 2025

From: Robert Ritter
Associate Administrator, Office of Safety

In Reply Refer To:
HSSP-1

To: FHWA Division Administrators

The FHWA published a [Notice of Proposed Rulemaking](#) (NPRM) on January 25, 2024 to propose updates to the FHWA's Transportation Performance Management requirements, including those pertaining to the safety performance measures reported in the Highway Safety Improvement Program (HSIP). Until the rulemaking process is complete, FHWA is issuing this memorandum to provide direction to State DOTs on the establishment of safety performance targets.

Per the [amended regulation](#), States have been provided flexibility in establishing identical safety performance targets for the three common measures (number of fatalities, rate of fatalities, and number of serious injuries) between the HSIP and the State's Highway Safety Plan (HSP) by waiving the requirement under 23 CFR 490.209(a)(1).

The FHWA is continuing to waive this requirement for the CY 2026 safety performance targets and will continue to waive this requirement until the FHWA completes the Transportation Performance Management Final Rule under 23 CFR 490 Subpart B. Therefore, for CY 2026, States should report safety performance targets based on the 5-year average for 2022 to 2026 in the HSIP annual report due August 31, 2025, per 23 CFR 490.209(a)(5). This means that the safety performance targets established by the State DOT in the HSIP annual report for the three common safety performance measures may be different from the safety performance targets established in the State's HSP.

While FHWA is affording States the flexibility to not establish identical targets, State DOTs are encouraged to collaborate with SHSOs to the greatest extent possible as they work together to implement a Safe System Approach and reduce fatalities and serious injuries on our roadways. Please share this information with your State DOTs.

2026 MDOT Safety Targets

Garrett Dawe, P.E.

Michigan Department of Transportation

Engineer of Traffic & Safety

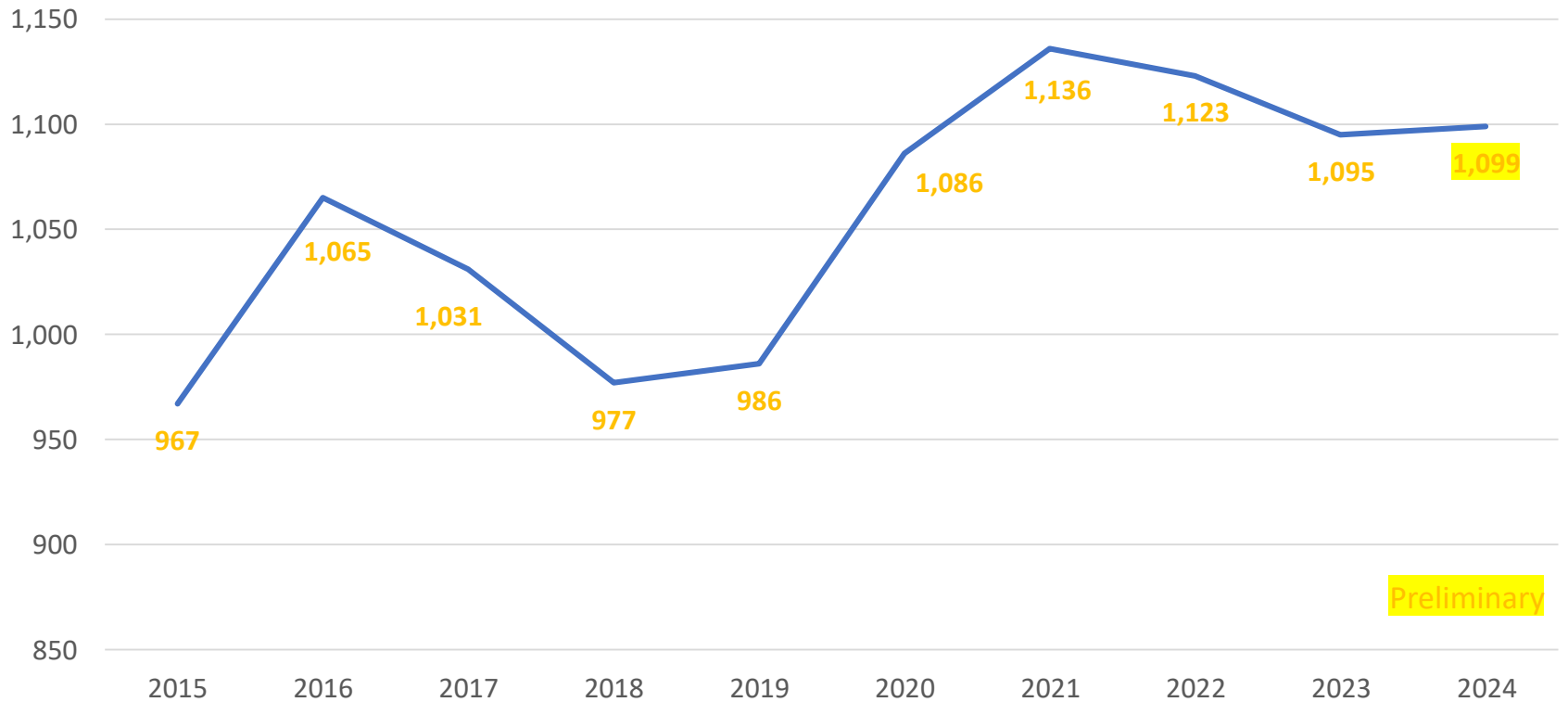
Today's Topics

- Crash Trends
 - Fatalities and Serious Injuries
 - Non-Motorized
- Proposed Safety Targets and Methodology
 - Past (Predictions)
 - Present (SHSP)
- Achieving Our Goals

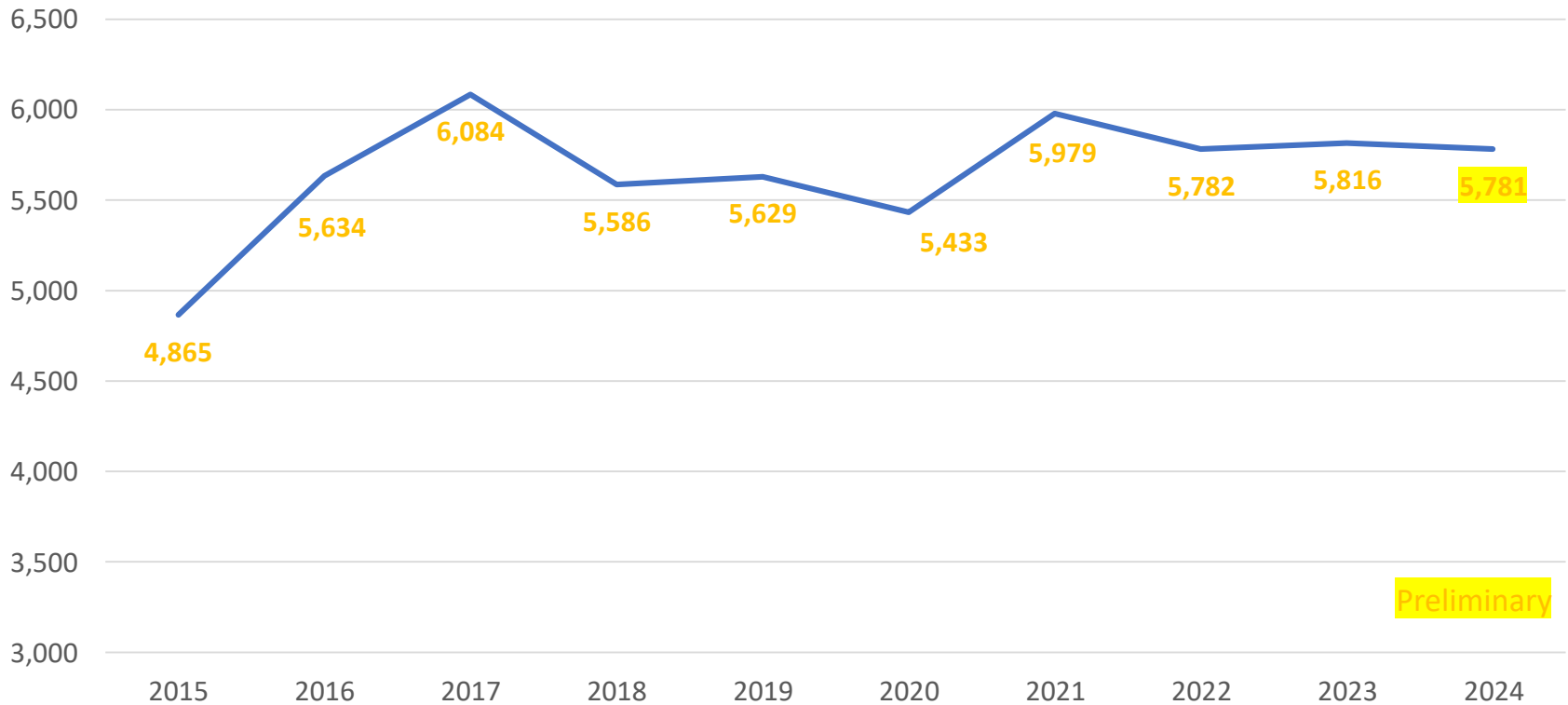
Crash Trends



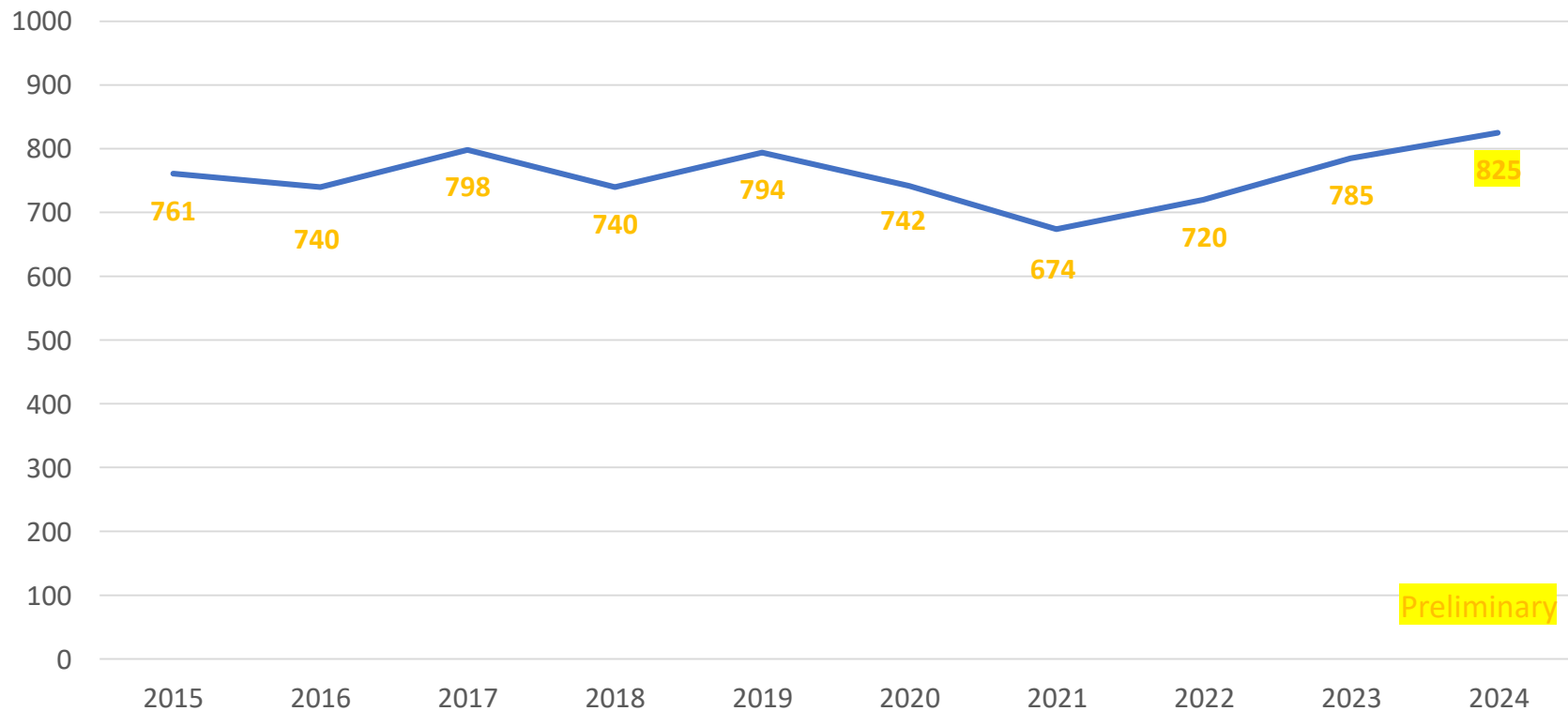
Annual Michigan Fatalities



Annual Michigan Serious Injuries



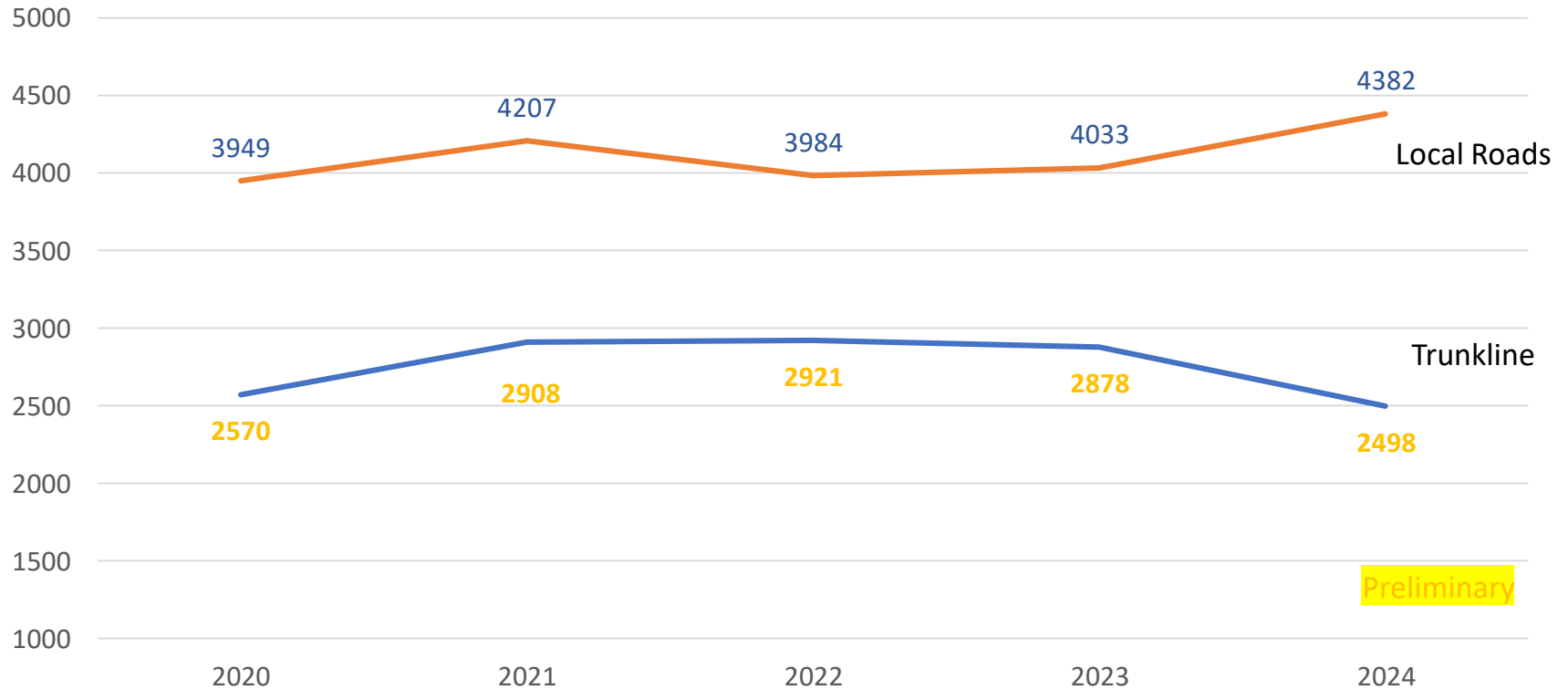
Annual Michigan Non-Motorized K&A



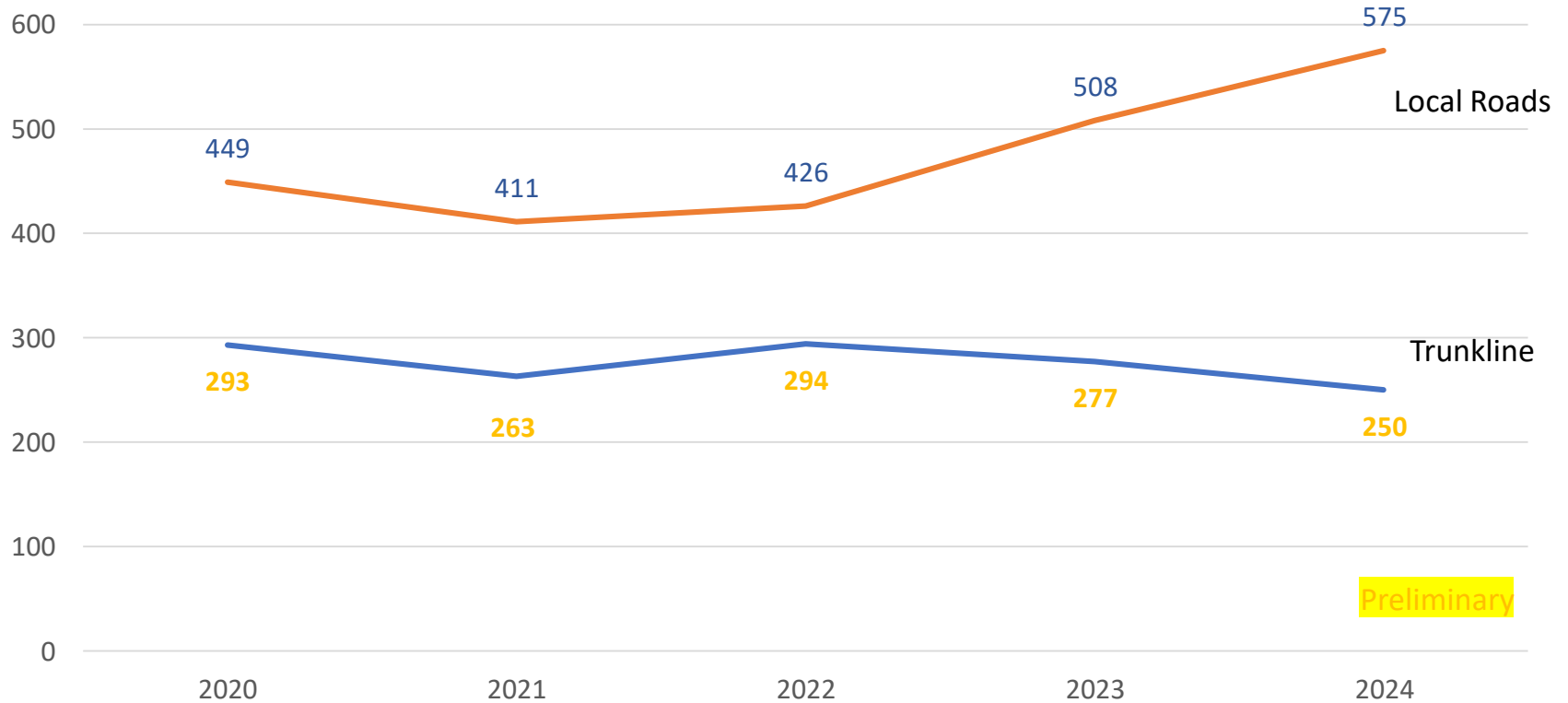
Trunkline vs. Local Roads



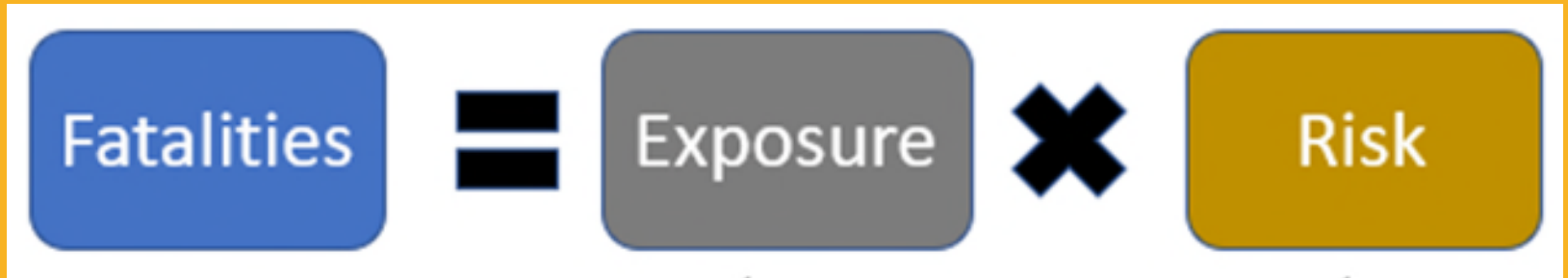
Total K&A by Jurisdiction



Non-Motorized K&A by Jurisdiction



Proposed Safety Targets and Methodology



KEY COMPONENTS

FATALITY MODELS: MOST SIGNIFICANT VARIABLES

≈ 6%

Safety Regulations

Strength of DUI
Laws

Belt Use Rate

Hands-Free Law

≈ 84%

Economic

% Unemployment
16-24 year olds

Beer
Consumption

GDP/capita

Median Income

≈ 10%

Travel

Change in Total
VMT

Proportion Rural
VMT

SHSP

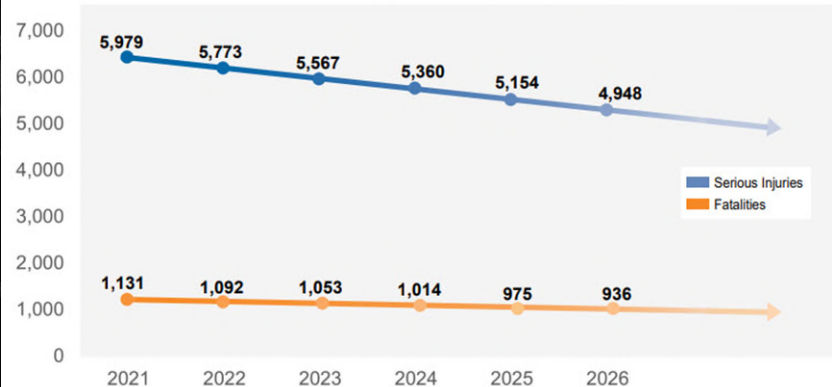


SHSP and Safety Targets

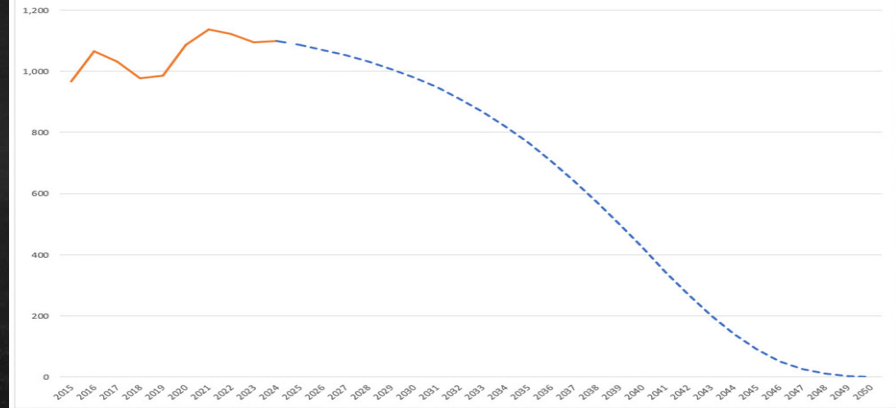
The 2023-2026 SHSP establishes a GOAL of ZERO fatalities and serious injuries by 2050.

MDOT proposes to set targets in line with the SHSP using a methodology that gradually increases the reduction rate over time (non-linear), accounting for time needed to develop and implement new strategies.

2023-2026 MICHIGAN SHSP ANNUAL SAFETY GOALS



Highway Safety Improvement Program
ZERO by 2050



TARGETS REPORTED TO FHWA

Year	Fatality Reported Target	Fatality Rate Reported Target	Serious Injury Reported Target	Serious Injury Rate Reported Target	Non-Motorized Fatality/Serious Injury Reported Target
2018	1003.2	1.020	5136.4	5.230	743.6
2019	1023.2	1.020	5406.8	5.410	759.8
2020	999.4	0.970	5520.4	5.340	735.8
2021	968.6	0.982	5533.6	5.609	771.2
2022	1065.2	1.098	5733.2	5.892	791.6
2023	1105.6	1.136	5909.2	6.058	743.4
2024	1109.2	1.152	5785.0	5.999	710.8
2025	1098.0	1.113	5770.1	5.850	728.3
2026	1094.7	1.100	5744.5	5.772	789.8

Preliminary

Achieving Our Goals



Toward Zero Deaths

National Strategy on Highway Safety

TTCI Technical Committee

TowardZeroDeaths.org

December 4th, 2025

70

Vulnerable Road Users *Potential Systematic Strategies*

Separation in Space: Road Diets

Separation in Space: New Sidewalks & Crosswalks

Separation in Time: New Signals, Pedestrian Hybrid Beacons

Separation in Time: Leading Pedestrian Intervals, All Ped Phase, NTOR

- Predict and compensate for human mistakes to an extent that is reasonable.
- Provide room for error and simplify decisions, without promoting comfortability and complacency amongst road users.
- Be Courageous.
- Focus on the things we can control
- Determine roadway conditions susceptible to fatal and serious injuries and implement proactive measures to address them
- Don't

GET MORE COMFORTABLE MAKING
DRIVERS UNCOMFORTABLE.



Source: FHWA

Questions or Comments?

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Engineer of Traffic & Safety

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daweg@michigan.gov