

# TWIN CITIES AREA TRANSPORTATION STUDY

## TECHNICAL ADVISORY COMMITTEE and POLICY COMMITTEE MEETING

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**Date & Time:** Monday, December 15, 2025 at 9:30 am

**Location:** Kinexus - Michigan Works! Anchor Room A,  
499 W Main St, Benton Harbor, MI 49022

**Zoom Link:** [TwinCATS Meeting Zoom Link](#)

**Audio:** Call in Number: 1 (312) 626-6799  
Meeting ID: 921 578 9818  
Passcode: 288785

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### Agenda

1. Call to Order and Roll Call
2. Changes to the Agenda
3. Public Comment
4. Approval of October 20, 2025 Meeting Minutes (*Action*) Pg. 2
5. SWMPC Staff Report Pg. 6
6. Local Agency Updates
  - 6.1. Construction Updates
  - 6.2. Planned Projects pg. 8
  - 6.3. Community Updates
7. Transit Updates
  - 7.1. Twin City Area Transportation Authority
  - 7.2. Berrien Bus
8. MDOT Updates
  - 8.1. Current and Planned MDOT Projects – *Jon Smith* pg. 11
  - 8.2. MDOT Project Amendments (*Action*) Pg. 13
  - 8.3. Southwest Region Updates – *Adrain Stroupe*
  - 8.4. Statewide Updates – *Dan Brooks* Pg. 14
9. Approval of 2026 Statewide Safety Targets (*Action*) Pg. 25
10. Privilege of the Floor or Public Comment
11. Adjournment

Comments can be sent prior to the meeting to Brandon Kovnat at [kovnatb@swmpc.org](mailto:kovnatb@swmpc.org) or calling (269) 925-1137 x 1524. For questions about accessibility or to request accommodations, please contact Kim Gallagher at (269) 925-1137 x 1518 or by email at [gallagherk@swmpc.org](mailto:gallagherk@swmpc.org)

**TWIN CITIES AREA TRANSPORTATION STUDY**  
**TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE**  
Monday, October 20, 2025

**Committee Members in Attendance**

Representative	TwinCATS Member Organization	TAC	Pol
Tim Drews	City of Benton Harbor	X	Alt
Tim Drews	City of New Buffalo	X	Alt
Alex Austin	City of St. Joseph	X	
Tim Zebell <i>(Virtual)</i>	City of St. Joseph		Alt
Mike Allard <i>(Virtual)</i>	Village of Shoreham	X	X
Kacey Dominguez	Village of Stevensville	X	X
Tim Drews	Village of Stevensville	X	
Richard Royall <i>(Virtual)</i>	Benton Charter Township	X	X
Terrie Smith <i>(Virtual)</i>	Lincoln Charter Township	X	
Roger Seeley	St. Joseph Charter Township	X	
Denise Cook	St. Joseph Charter Township		X
Paul Gillespie	Berrien County Community Development Department	X	
John Humphry	Berrien County Planning Commission		X
Mark Heyliger	Berrien County Road Department		X
Oliver Lindsay <i>(Virtual)</i>	Twin Cities Area Transportation Authority (TCATA)	Alt	
Daniel Brooks	MDOT, Bureau of Transportation Planning	X	X
Adrian Stroupe	MDOT, Southwest Region	X	X
Jon Smith <i>(Virtual)</i>	MDOT, Coloma Transportation Service Center	X	X
Cindy Gray	Disability Network- Southwest Michigan	X	
Fred Featherly	MDOT, Office of Passenger Transportation	X	
Hannah Qoronfleh	MDOT, Statewide Urban Travel Analysis	X	
Kim Gallagher	Southwest Michigan Planning Commission	X	X
Brandon Kovnat	Southwest Michigan Planning Commission	Alt	Alt

Others Present: Terry Martin, *Carrier & Gable*; Teressa Greschak, *TCATA*, Katie Beck, *MDOT SUTA*, Jonathan Fisk, *St. Joseph Township*; Jim Sturdavent, *MDOT Statewide Planning*

**Committee Members Absent**

Representative	TwinCATS Member Organization	TAC	Pol
JT Adkerson	City of Bridgman	x	
Debbie Lambrix	City of Bridgman		x
Dave Bunte	Chikaming Township	X	X
Dick Stauffer	Lincoln Charter Township		X
Michelle Heit	New Buffalo Township	X	X
Steve Tilly	Royalton Township	X	X
Kevin Stack	Berrien County Road Department	X	
Ray Bell	Berrien County Board of Commissioners		X
Todd Shurn	Twin Cities Area Transportation Authority (TCATA)		X
Christopher Beckman	Southwest Michigan Regional Airport	X	X

**TWIN CITIES AREA TRANSPORTATION STUDY**  
TECHNICAL ADVISORY COMMITTEE AND POLICY COMMITTEE  
Monday, October 20, 2025  
Meeting Minutes

**Call to Order and Roll Call**

Policy Committee Vice Chair, Denise Cook, called the meeting to order at 9:30 am, and Kim Gallagher took roll call.

Dan Brooks introduced himself as the new MDOT statewide planner. He is taking over the role held by Jim Sturdevant, who will retire in January.

**Changes to the Agenda**

None.

**Public Comment**

None.

**Approval of Augst 18, 2025 Meeting Minutes**

**Motion** to approve the minutes from the August 18, 2025 TwinCATS combined Policy and Technical Advisory Committee meeting. Made by John Humphry and seconded by Mark Hyliger. **Motion approved.**

**SWMPC Staff Report**

Kim Gallagher announced that SWMPC had developed a new Title VI plan, which is open for public comment. The Title VI plan, which is a required to receive federal funds, covers policies to ensure non-discrimination under the Civil Rights Act. The Title VI plan is part of SWMPC's full Public Participation Plan, which covers border outreach to the public.

Gallagher discussed the attendance sheet in the meeting packet covering Fiscal Year 2024 (October , 2023-September 2024). Staff will reach out to TwinCATS member organizations if their appointed representative has not been attending meeting.

**Local Agency Updates**

**Projects Currently Under Construction**

Tim Zebell gave an update on the City of St. Joseph projects:

- **Bottom Avenue:** Almost finished, with it expected to fully complete by the end of the month.
- **Cleveland Ave:** Complete

**Projects Programmed for FY 2026**

*See meeting packet page 9-10 for details.*

Mark Hyliger gave a brief update on the Berrien County Road Department's Red Arrow Proejct.

Terrie Smith said that Lincoln Township had applied for a TAP grant for the Roosevelt Path. The Earmark funding on the proejct can be used through FY 2027.

## **Community Updates**

John Humphry mentioned that a proposed 24-unit housing development was denied approval due to procedural issues. He added that Chikaming Township is working on a master plan update, and they may be working on rezoning.

Zebell mentioned a proposed development called the Marquette, which would be a 100-unit building in downtown St. Joseph along Lake Boulevard.

## **Transit Updates**

Gallagher reminded the committees that there is an effort to form a new Transit Authority to replace TCATA. She highlighted that currently 22% of the county does not have transit service and hoped that a new authority could serve this area.

Terresa Greschak said that TCATA has received proposals for a third-party provider and has narrowed it down to two firms who will give presentations next week.

Paul Gillespie mentioned that he had went to Lansing along with several other transit agencies across the state to advocate for transit funding in the state budget and was pleased with the funding which was approved. Gillespie expressed his opinion that TCATA hiring a third-party was a bad idea, and that there were people in the area who could manage the system.

## **MDOT Proejct Updates**

### **Current and planned MDOT Projects**

*see meeting packet page 11-12 for details.*

Jon Smith said that the work on Westbound I-94 should be done by November, with work starting in the spring on the Eastbound side.

Smith explained that the need for a detour during the I-94BL/Main Street bridge repair will depend on whether the hydraulic cylinder work is done with the bridge up or down. He noted that the last repairs were done with the bridge down, and he would confirm which approach the upcoming work will use.

### **MDOT Statewide planning Updates**

Sturdevant mentioned that annual obligation report, and final report on the 2025 work program are due by December.

### **MDOT Southwest Region Updates**

Adrain Stroupe reported he is working on the area where the Red Arrow path ends at US-12. He is applying for safety funds for a crossing and looking for ideas to extend the path to a safer alignment with the paved shoulder. He is also Working with the City of New Buffalo and New Buffalo township for approval of a road diet on US-12. The goal is to eventually connect the Red Arrow trail to the Marquette Greenway.

Stroupe said might begin work with the City of St. Joseph and the school district on additional crossings and potentially a Safe Routes to School initiative.

### **Approval of Employment, Housing & Population Data**

Gallagher discussed the base year employment, housing, and population data which will be used in the Travel Demand Model for the TwinCATS 2055 Long Range Plan. She noted that the data had originally been sent out to committee members several weeks ago for comment. Several comments were received, and MDOT made updates based on this, with the revised data being included in the meeting packet.

**Motion** for the Technical Advisory Committee to recommend that the Policy Committee approve The 2023 base year employment, housing, and population data, for use in the TwinCATS travel demand model and 2055 Long Range Plan. Made by Roger Seeley and seconded by Tim Drews. **Motion approved.**

**Motion** for the Policy Committee to approve the recommendation from the Technical Advisory committee. Made by Jim Sturdevant and seconded by John Humphry. **Motion approved.**

**Privilege of the Floor or Public Comment**

None.

**Adjournment**

The meeting was adjourned at 10 :06 AM. The next TwinCATS meeting is scheduled for Monday November 17, 2025 at 9:30 AM.

Minutes compiled by Brandon Kovnat, SWMPC Transportation Planner

# TWIN CITIES AREA TRANSPORTATION STUDY

## Technical Advisory Committee & Policy Committee

### **2026 Meeting Dates**

**Tuesday**, January 20, 2026  
*moved due to MLK Day*

**Tuesday**, February 19, 2026  
*moved due to Presidents Day*

Monday, March 16, 2026

Monday, April 20, 2026

Monday, May 18, 2026

Monday, June 15, 2026

Monday, July 20, 2026

Monday, August 17, 2026

Monday, September 21, 2026

Monday, October 19, 2026

Monday, November 16, 2026

Monday, December 21, 2026

### **Meeting Location**

Kinexus - Michigan Works  
499 W Main St,  
Benton Harbor, MI 49022

**Time: 9:30 AM**

Meeting cancelations, location changes  
and detailed meeting information can  
be found at:

<https://www.swmpc.org/calendar.asp>

## Year of last PASER Rating on Non-Federal Aid Roads

City/Village	Last PASER Rating	Paved Non-Federal Aid Road Miles	Federal Aid Road Miles	Unpaved Road Miles	Total locally maintained Road Miles
<b>Benton Twp</b>	2022	83.59	48.37	12.14	144.10
<b>Chikaming Twp</b>	2025	39.29	21.39	6.95	67.63
<b>Hagar Twp</b>	2022	34.07	10.44	21.70	66.22
<b>Lake Twp</b>	2025	35.28	11.58	0.0	46.85
<b>Lincoln Twp</b>	2022	67.34	23.53	2.89	93.75
<b>New Buffalo Twp</b>	2025	26.23	7.41	3.04	36.68
<b>Royalton Twp</b>	2022	40.20	10.70	0.83	51.72
<b>Sodus Twp</b>	2022	30.40	18.31	0.53	49.24
<b>St Joseph Twp</b>	2024	48.01	8.89	0.28	57.18
<b>Benton Harbor</b>	N/A	41.00	15.55	0.69	57.24
<b>Bridgman</b>	2019	10.59	3.78	0.02	14.39
<b>New Buffalo</b>	N/A	22.70	0.75	1.01	24.46
<b>St Joseph</b>	2024	30.17	12.20	0.35	42.72
<b>Grand Beach</b>	2024	10.80	0.00	0.80	11.61
<b>Michiana</b>	N/A	8.43	0.00	0.00	8.43
<b>Shoreham</b>	2021	2.29	0.47	0.00	2.76
<b>Stevensville</b>	2024	4.88	4.62	0.00	9.50

# Red Arrow Highway

Job Number: 215942

Submitted by: Kevin Stack on behalf of the Berrien County Road Department

Date: 12/04/2025

## Project Details

Fiscal Year:	2026
Responsible Agency	Berrien County Road Department
Project/Road Name	Red Arrow Highway
Limits	1000 ft. south of DC Cook to Stevensville Village limits

## Work Description

Mill & Overlay, Road Diet, Traffic Signal Upgrade

## Programmed Project Cost

TwinCATS FY 2026 STBG	\$1,000,000	37.04%
Local Match	\$1,700,000	62.96%
<b>Total Participating Cost</b>	<b>\$2,700,000</b>	<b>100%</b>

## Revised Project Costs

	Amount	Percent Change
Latest Estimate	\$2,351,167.50	12.92% <b>Lower</b> than programmed
Accepted Bid		

**Explanation for cost changes:**

## Project Timeline

Project Milestone	Estimated Date	Actual Date Completed	Comments
Program application submitted		7/7/25	
NEPA form 5323 Submitted		1/23/25	
NEPA approval received	8/21/25		Awaiting SHPO approval
SHPO approval received	8/20/25		Awaiting review of Ph I Arch Survey
Grade Inspection package submitted		7/7/25	
Grade Inspection meeting date		8/6/25	
Final ROW Certification submitted	9/05/25	10/23/2025	
Complete Biddable Package submitted	9/19/25	10/22/2025	Anticipated 10/17/25
Letting Date	01/09/26		Anticipated January 2026
Construction Start	4/1/26		April 2026

## Additional Comments on project Status:

The project is targeting a January letting, depending on results of the Ph I Archeological survey work and approval from MDOT of the forthcoming report.



# Red Arrow Highway

Job Number: 224968

Submitted by: Kevin Stack on behalf of the Berrien County Road Department

Date: 12/04/2025

## Project Details

Fiscal Year:	2026
Responsible Agency	Berrien County Road Department
Project/Road Name	Red Arrow Highway Non-motorized Path
Limits	Bridgman north city limits to Stevensville south village limits

## Work Description

Construct a 10 ft. non-motorized path on the west side of Red Arrow Highway

## Programmed Project Cost

FY 2026 Statewide TAP	\$3,096,048	80%
Local Match	\$774,012	20%
<b>Total Participating Cost</b>	<b>\$3,870,060</b>	<b>100%</b>
Non-Participating	\$29,000	
<b>Total W/ Non-participating</b>	<b>\$3,899,060</b>	

## Revised Project Costs

	Amount	Percent Change
Latest Estimate	\$3,768,560	
Accepted Bid		

Explanation for cost changes:

## Project Timeline

Project Milestone	Estimated Date	Actual Date Completed	Comments
Program application submitted		7/7/25	
NEPA form 5323 Submitted		1/23/25	
NEPA approval received	8/21/25		Awaiting SHPO approval
SHPO approval received	8/20/25		Awaiting review of Ph I Arch Survey
Grade Inspection package submitted		7/7/25	
Grade Inspection meeting date		8/6/25	
Final ROW Certification submitted	9/05/25	10/23/2025	
Complete Biddable Package submitted	9/19/25	10/22/2025	Anticipated 10/17/25
Letting Date	01/09/26		Anticipated January 2026
Construction Start	4/1/26		April 2026

## Additional Comments on project Status:

The project is targeting a January letting, depending on results of the Ph I Archeological survey work and approval from MDOT of the forthcoming report.

# Roosevelt Path Update

<b>Submitted by:</b> Brandon Miras, P.E.	<b>Organization, Title</b> Williams & Works, Principle	<b>Date</b> 8/12/2025
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<b>Agency name</b> Lincoln Township / Berrien County Road Dept.	<b>Fiscal Year</b> 2025	<b>Job Number</b> 221509
<b>Road / Proejct Name</b> Roosevelt Path	<b>Primary Work Type</b> New Non-motorized Path	
<b>Limits From</b> Hidden Pines Trail	<b>Limits To</b> Marquette Woods Rd.	

## Detailed Work Description

Construct a 10ft. Shared use path
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## Programmed Budget

TwinCATS FY 2025 CRP	\$	90,955	4.25%
Federal CDS Earmark Grant	\$	1,500,000	69.28%
Local Match	\$	\$573,045	26.47%
<b>Total Participating Cost</b>	<b>\$</b>	<b>\$2,165,000</b>	<b>100%</b>

## Current Proejct Budget

	<b>Date</b>	<b>Amount</b>	<b>Percent Difference</b>
Latest Estimate	08/12/2025	\$2,650,000	
Bid	July 11,2025	\$2,518,887	16.3% <b>Above</b> programed

**Explanation for cost changes:** Project was bid on July 11, 2025, with Only one bid was received in the amount of \$2,518,887.82. Due to the cost, this bid was rejected. The estimate has been revised to reflect the bid received.

## Project Timeline

<b>Project Milestone</b>	<b>Est. Date</b>	<b>Actual</b>	<b>Additional Comments</b>
ProjectWise folder requested	7/16/2024	7/30/2024	The Bid from July 11, 2025 was rejected. Planning to rebid in 2026 or later if possible
Sec. 106 Cultural Resources form submitted	8/15/2024	8/15/2024	
NEPA form 5323 Submitted	8/7/2024	8/7/2024	
NEPA approval received	8/16/2024	8/16/2024	
SHPO approval received	10/31/2024	4/7/2025	
Grade Inspection package submitted	11/04/2024	11/14/2024	
Grade Inspection meeting date	12/4/2024		
Final ROW Certification submitted	1/03/2025		
Complete Biddable Package submitted	1/17/2025		
Letting Date	04/04/2025	7/11/2025	
Construction Start	06/01/2025	TBD	
Construction End			

# Michigan Department of Transportation Projects

## Within the TwinCATS Planning Area

Updated December 8, 2025 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Currently Under Construction

#### **Lincoln, St. Joseph, and Benton Township**

**Project:** I-94 from exit 23 to Britan Ave. – Reconstruction (JN 131843 & 132824)

**Status:** Currently in winter shutdown.

**Est. Con:** Jul. 10, 2023 – Nov. 30, 2026

#### **St. Joseph and Lincoln Township**

**Project:** I-94BL/Lakeshore Dr. at Maiden Lane – Signal upgrade (JN 209414)

**Status:** Signal is operational.

**Est Con:** Dec. 17, 2023 – TBD

#### **Benton Township**

**Project:** I-94 from Pavement Change east of I-96 to Hennessey Road – HMA Overlay (JN 128907)

**Status:** I-94 WB and EB are open to 2-lanes and back on their respective bounds. Some winter work will be ongoing for bore and jack culverts, I-94 EB work for culverts and paving will resume in the spring.

**Est Con:** Mar. 01, 2025 – Aug. 15, 2026

#### **Benton Harbor/St. Joseph**

**Project:** I-94BL/Main Street over St. Joseph River – Rehabilitate hydraulic Cylinders (JN 221347)

**Status:** Remaining cylinders requiring rehabilitation will be completed this coming winter.

**Est Con:** Dec. 16, 2024 – Apr. 01, 2026

### Projects Scheduled for Construction in FY 2026

#### **Benton Township and City of Benton Harbor**

**Project:** M-139 from 0.44 miles south of I-94 to I-94 BL/Main St – Reconstruction (JN 210875)

**Status:** Turned-in for the January 2026 letting. 2026 mainline construction work will consist of M-139 and I-94 BL north of Pipestone Road and 2027 mainline construction work will consist of M-139 work from Fairplain Drive to Pipestone Road including both Napier Avenue and Pipestone Road work for the county.

#### **City of St. Joseph**

**Project:** M-63 (Niles Ave) @ Lincoln Ave, M-63 over St. Joseph River Bascule bridge (Blossomland) – Signal Modernization (JN 211989)

**Status:** Design in progress. Targeting 02/06/2026 letting.

#### **Various Location in Berrien County**

**Project:** I-94 & US-31 Bridges – Capital Structural or Preventive maintenance (JN 214931, 214992, 215028)

**Status:** Design in progress.

#### **Bridgman**

**Project:** I-94 WB North of Exit 16 – Guardrail Extension (JN 222028)

**Status:** Project let and came in 49.52% under Engineer's Estimate.

# Michigan Department of Transportation Projects

## Within the TwinCATS Planning Area

Updated December 8, 2025 by Jon Smith, MDOT Coloma TSC Engineer – [smithj29@michigan.gov](mailto:smithj29@michigan.gov)

### Projects Scheduled for Construction in FY 2027

#### City of St. Joseph

**Project:** M-63 & I-94BL from Central Avenue to the Blossomland and Bicentennial bridges – Reconstruction (JN 213168)

**Status:** Design in progress. At the plan review milestone. 5<sup>th</sup> stakeholder meeting and public meeting held 06/02/25.

#### Lincoln Township

**Project:** I-94 west of exit 22 – Construct crash investigation sites (JN 211804)

**Status:** Design in progress.

#### Hagar Township

**Project:** I-196 over at Riverside Rd., Central Ave., and Red Arrow Hwy – Bridge Rehabilitation (JN 211253 & 211558)

**Status:** Design in progress , plan review meeting scheduled.

*Stay up to date with MDOT: news, projects, report a pothole, traffic alerts, five-year plan at:*

<http://www.michigan.gov/drive>

# MDOT Amendment Requests

For Projects within the TwinCATS Area – December 15, 2025

## Amendment One – JN 211989

<b>Project:</b>	FY 2026: Seven signal upgrades within Berrien and Van Buren counties.	
<b>Amendment:</b>	Remove signals from the project and update the budget accordingly	
<b>Location Change</b>	<b>Signals to be upgraded:</b> M-63 @ Lincoln, I-94BL @ M-139, M-63 @ St Joseph River <b>Signals to remove from proejct :</b> M-139 @ Britain, M-139 @ Pipestone	
<b>CON Budget</b>	<b>Current Budget</b> \$1,625,450	<b>Proposed Budget</b> \$685,714
<b>Notes:</b>	100% federally funded through the Surface Transportation Block Grant program. The Cost change reflects removal of signal work and a lower estimated cost per signal	

## Amendment Two – JN 224952

<b>Project:</b>	Reconstruction of M-139 from .44 min south of I-94 to Fairplain Dr. in Benton Twp.				
<b>Amendment:</b>	Add new proejct to TwinCATS 2026-2029 TIP. The work in this job was originally included in the M-139 job that will reconstruct M-139 from Fairplain Dr. to I-94 BL/Main St.				
<b>Budget:</b>	<b>Phase</b>	<b>Federal National Highway</b>	<b>State</b>	<b>Local</b>	<b>Total</b>
	PE 2026	\$409,250	\$42,000	\$48,750	\$500,000
	ROW 2028	\$40,925	\$9,075	\$0	\$50,000
	CON 2029	\$9,177,023	\$1,661,229	\$373,750	\$11,212,000
	<b>TOTAL</b>	<b>\$9,627,198</b>	<b>\$1,712,304</b>	<b>\$422,500</b>	<b>\$11,762,000</b>

## Amendment Three – JN 224953

<b>Project:</b>	Crack seal and Chip/Fog Sealing on various routes in Southwest MI, in TwinCATS incl: I-94, I-94BL, and M-63			
<b>Amendment:</b>	Add new proejct to TwinCATS 2026-2029 TIP.			
<b>Budget:</b>	<b>Phase</b>	<b>Federal National Highway</b>	<b>State</b>	<b>Total</b>
	PE 2026	\$27,583	\$6,117	\$33,700
	CON 2027	\$994,068	\$220,432	\$1,214,500
	<b>TOTAL</b>	<b>\$1,021,652</b>	<b>\$226,548</b>	<b>\$1,248,200</b>



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
**DEPARTMENT OF TRANSPORTATION**  
LANSING

BRADLEY C. WIEFERICH, P.E.  
DIRECTOR

December 2, 2025

To: Michigan Local Road Agencies

Subject: Fiscal Year 2027 Federal Aid Buyout Program Call for Exchanges

The Michigan Department of Transportation (MDOT) is issuing a Call for Exchanges as part of the Federal Aid Buyout Program based on Public Act (PA) 49 of 2022.

The Federal Aid Buyout Program is a voluntary program which allows local agencies eligible to receive federal aid transportation funds under the Surface Transportation Block Grant Program (STBG) to exchange those federal funds with MDOT for state transportation dollars. The purpose of the Federal Aid Buyout Program is to allow flexibility and enable the most efficient use of federal highway aid and other transportation dollars.

State money will be exchanged at a rate of 90 cents per dollar of qualifying federal funding as programmed for the project being exchanged in the federally approved State Transportation Improvement Program at the point in time when the exchange is awarded. The maximum amount of an exchange is \$2,500,000 per project. Exchanges will be honored in the order they are received until the minimum program amount is reached which is \$50,000,000 for Fiscal Year 2027. Please see details of the program in the Federal Aid Buyout Program Guidelines for FY 2027.

Exchange requests must be e-mailed to [MDOT-FederalAidBuyout@michigan.gov](mailto:MDOT-FederalAidBuyout@michigan.gov). The attached form # 2926-27 must be completed, signed, and attached to the exchange request e-mail. A separate form and e-mail must be submitted for each project that a local agency wishes to exchange. The call for exchanges will start on January 6, 2026, at 10:00 am **Eastern Time** (ET). Exchange requests submitted before that time will not be considered. The call will close on January 23, 2026, at 5:00 pm (ET). The received timestamp on the e-mail will identify the order received. There will be an e-mail sent to the submitter to confirm receipt of the exchange request.

MDOT will publish an exchange request received list on the [Federal Aid Buyout Program](#) website for review to allow an agency to dispute the list. Local agencies will have seven calendar days from the date that the received list is posted to submit proof that they sent an e-mail which was not received by MDOT. MDOT will require seven calendar days to review the discrepancy. Once any disputes are settled a final list will be published.

Michigan Local Road Agencies  
Page 2  
December 2, 2025

If you have any questions, please send them via e-mail to [MDOT-FederalAidBuyout@michigan.gov](mailto:MDOT-FederalAidBuyout@michigan.gov), or call Don Mayle at 517-243-8589.

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: C. Newell, MDOT  
D. Donohue, CRA  
J. LaMacchia III, MML  
J. Franklin, MTPA

# Federal Aid Buyout Program Guidelines for Fiscal Year 2027

## December 2, 2025

Public Act (PA) 49 of 2022 was approved by the Governor on March 29, 2022, and has an effective date of October 1, 2022. PA 49 amends 1951 PA 51 section 10o (MCL 247.660o), as amended by 2000 PA 188. It directs the Michigan Department of Transportation (MDOT) to develop a Federal Aid Buyout program.

### PA 49 Overview

A copy of PA 49 is available here, [2022-PA-0049.pdf](#). The requirements outlined in the legislation include:

- Buyout projects must be in the federally approved Statewide Transportation Improvement Program (STIP), either in a Metropolitan Planning Organization (MPO) transportation improvement program (TIP) or in the rural transportation improvement program based on the project location (*subsection 9*).
- MDOT is directed to create an announcement, instructions, forms, and deadlines, and make them available online (*subsection 9*).
- Buyouts must be awarded in the order received (*subsection 9*).
- The exchange rate is 90 cents per dollar of federal aid programmed to the job phase as listed in the STIP (*subsection 10*).
- MDOT must receive sufficient obligation authority to complete the buyout (*subsection 11*).
- The local agency must complete the project that was funded in the buyout:
- Surplus funds can be used on any federal aid eligible project or returned to MDOT (*subsection 12*).
- Completed work must be reported to the transportation asset management council investment reporting tool or any successor system (*subsection 12*).
- If the local agency cannot complete the project within 3 years, they must notify MDOT, MPO or Rural Task Force (RTF), and identify an alternative project, that is federal aid eligible, that can be constructed within the original 3-year period or return the funds to MDOT (*subsection 13*).
- Must follow policy that governs the number of force accounts and the total amount of money spent on force account project cost authorizations in a Fiscal Year (FY) (*subsection 14*).
- Contracts between local road agencies and contractors must contain a federal wage and benefits schedule consistent with Section IV of Form Federal Highway Administration 1273, revised May 1, 2012, or any successor form (*subsection 15*).
- The state trunkline funding made available for FY of the buyout program will be not less than the following amounts: (*subsection 8*)
- FY 2025 and in every subsequent FY - \$45 million



- This could be subject to change if there is a decrease in available state funding.

## **Federal Aid Buyout Program Overview**

The Federal Aid Buyout Program is a voluntary program which allows local agencies eligible to receive federal aid transportation funds under the Surface Transportation Block Grant program (STBG) to exchange those federal funds with MDOT for state transportation dollars. The purpose of the Federal Aid Buyout Program is to allow flexibility and enable the most efficient use of federal highway aid and other transportation dollars.

State money will be exchanged at a rate of 90 cents per dollar of qualifying federal funding as programmed for the project being exchanged in the federally approved STIP at the point in time when the exchange is awarded. Please see details on qualified federal funding the Project Eligibility Section. The amounts of the buy-out will be capped at 90% of the STIP approved federal amount. If the available amount of federal aid is decreased from the estimated amount for a given FY, then the amount of the exchange may be decreased to maintain fiscal constraint.

Local agencies will follow the current MPO or RTF project selection process that is appropriate for the location of the project and the STBG template being utilized. Once the exchange is complete the local agency will utilize their own letting process rather than going through the MDOT Local Agency Programs (LAP) process. If a local agency wishes to utilize the force account process with exchanged funds, the local agency shall follow the current MDOT policy regarding the number of force account projects and the total amount of money spent on each force account project in a given FY.

Contracts between local road agencies and contractors for projects funded from state money exchanged for federal aid obligation authority must contain a federal wage and benefits schedule consistent with, and incorporating the requirements of, Section IV of Form FHWA 1273, revised May 1, 2012, or any successor form, and provide that covered workers are third-party beneficiaries of these contract requirements. It is the responsibility of the local agency to maintain relevant records and demonstrate that this requirement is followed.

Once the exchange is complete the project will be removed from the STIP unless the MPO designates the project as regionally significant. If a project is designated as regionally significant then the programming of the project will be modified to reflect the funding as 100% local funds and it will remain on the MPO TIP. Once it has been reported as completed by the local agency it will be marked as completed in JobNet, which will be reflected on the TIP.

All exchanged funds must be expended within three years from the time that the local agency receives the state funds. The federally approved project that is exchanged must be completed, as it was described in the STIP or with additions to the description in the STIP. If the project for which federal aid obligation authority was exchanged cannot be

completed within three years from the time that the local agency receives the state funds, the local road agency must notify MDOT and the MPO or RTF and identify an alternate project eligible for federal aid that can be constructed within the three year period from the time that the local agency receives the state funds or return the money to MDOT. This should only be done in cases where a project cannot be completed because of circumstances beyond the control of the local agency. Once the exchanged project or alternate project is completed any exchanged funds not utilized may be used for the local agencies federal aid eligible activities and improvements (excluding routine maintenance) as outlined in Section 10c(l) of Michigan Public Act 51 of 1951 {MCL247.660c, Section 10c(l)}, copied below, OR, as matching funds on any federal aid project undertaken by the local agency.

MCL247.660c, Section 10c(l):

(l) "Preservation" means an activity undertaken to preserve the integrity of the existing roadway system. Preservation does not include new construction of highways, roads, streets, or bridges, a project that increases the capacity of a highway facility to accommodate that part of traffic having neither an origin nor destination within the local area, widening of a lane width or more, or adding turn lanes of more than 1/2 mile in length. Preservation includes, but is not limited to, 1 or more of the following:

- (i) Maintenance.
- (ii) Capital preventive treatments.
- (iii) Safety projects.
- (iv) Reconstruction.
- (v) Resurfacing.
- (vi) Restoration.
- (vii) Rehabilitation.
- (viii) Widening of less than the width of 1 lane.
- (ix) Adding auxiliary weaving, climbing, or speed change lanes.
- (x) Modernizing intersections.
- (xi) Adding auxiliary turning lanes of 1/2 mile or less.
- (xii) Installing traffic signs in new locations, installing signal devices in new locations, and replacing existing signal devices.

Demonstration of compliance to the federal aid buyout program is the responsibility of the local agency. The local agency will report completed work to the Transportation Asset Management Council investment reporting tool or any successor system. The

local agency will also report to MDOT once the project is completed by submitting the Federal Aid Buyout Program Project Completion form (2390). The information reported will include confirmation that the federal wage and benefits were adhered to, confirmation that the force account policy was adhered to (if applicable), the amount spent on the project, and what federal aid eligible activity any surplus funds were spent on.

To ensure that the opportunity to participate in the program is spread across more participants rather than a few large projects. The maximum amount of an exchange is \$2,500,000 per project. Exchanges will be honored in the order they are received, as described in the Buyout Program Timeline Section, until the minimum program amount is reached. The minimum program amount for FY 2027 is set at \$50 million. The program will be closed each FY once the addition of a project to the list of exchanges meets or exceeds the program minimum as listed in the PA 49 Overview Section.

## **Project Eligibility**

The federal aid buyout program is limited to the construction phase of a project. In order to be eligible projects must be in the federally approved STIP. The STIP is comprised of 15 separate documents: 14 individual MPO TIPs and one statewide non-MPO Rural TIP document. The geographic location of the project will determine which document the project will be included in. This requirement ensures that the federal planning process is followed for project selection.

The program is limited to projects programmed with STBG and/or STBG flex funding as the **only** federal funding in the project. Projects with other federal funding sources programmed in addition to STBG funding are not eligible. Projects with state funding sources, such as Transportation Economic Development Fund Category D (TEDF D), programmed as match or in addition to the STBG federal sources are eligible but **only the amount programmed to the STBG federal funding will be included in the exchange**. The state funding will go back to the allocation of origin and can be reprogrammed per the regulations of that program. The local agency also has the option of participating in the TEDF D Direct Distribution program. Note that this is a separate program, guidelines for this program can be found on the Category D - Secondary All-Season Roads website. Participating in the TEDF Direct Distribution Program will allow a local agency to utilize their local letting process for the TEDF D funds that are programmed as matching funds along with the funds they receive in a Federal Aid Buyout exchange in order to complete the project listed in the STIP.

The table below is a list of the eligible templates and financial system (FinSys) codes as programmed in JobNet.

### Eligible Templates and Financial System codes

<b>Template</b>	<b>Financial System code (FinSys)</b>
STP-TMA	STU
STP Flex - TMA	ST
STP- Small MPO	STUL
STP Flex - Small MPO	ST
STP - Small Urban	STUL
STP Flex - Small Urban	ST
STP- Rural/Flexible	STL
STP- Rural- Urban Counties	STL
STP- Flexible- Urban Counties	ST

The amounts of the exchanges will be capped at 90% of the STIP approved federal amount.

Example:

<b>Federal Estimated Amount</b>	<b>State Estimated Amount</b>	<b>Local Estimated Amount</b>	<b>Total Estimated Amount</b>	<b>Federal Exchange Amount (90% of Fed)</b>
\$80,000	\$0	\$20,000	\$100,000	\$72,000

Once the actual allocations are released at the beginning of FY 2027 there will be an opportunity for local agencies to adjust their projects through the RTF, MPO, or Small Urban project selection process to account for any decrease or increase of allocation compared to the FY 2027 estimates with the following limitations.

- If the Federal aid buyout program has already reached the \$50 million minimum only decreases to the federal portion of the projects will be considered.
- The participating local agency must send an updated exchange form to the MDOT Federal Aid Buyout Program Manager.
- Increases will be honored on a first come first served basis based on the time that an updated exchange form is submitted to the Federal Aid Buyout Program Manager until the \$50 million minimum is reached.

- If the submitted update is not approved at the next RTF, MPO, or Small Urban committee meeting and reflected as “STIP approved” in JobNet it will be disregarded.

Projects that are utilizing advance construction are not eligible for an exchange as there is no guarantee of the obligation authority in future years.

Only the Construction (CON) phase is eligible. Early Preliminary Engineering (EPE), Preliminary Engineering (PE), and Right of Way (ROW) phases are not eligible for an exchange. Utilizing federal funds for the PE phase for a project in which a local agency intends to exchange the CON Phase is not recommended. If federal funds are used for PE, the local agency would need to meet all the federal procurement requirements for such services, and those services would need to be completed before project construction could begin. Also, the project’s design would have to meet the federal requirements. In addition, if federal funds were to be used for right of way or property acquisition, such acquisition(s) would also need to meet current federal property acquisition requirements. Due to the length of time required for approvals of these services, using federal funds for preliminary phases for a construction phase that is exchanged is not recommended.

Federal allocation that has been purchased in the Local Federal Fund Exchange (LFFE) program is not eligible for the federal aid buyout program.

## **Exchange Award Timeline**

The timeline for award selection for FY 2027 was developed in consideration of the LAP timeline for project submittals. This will allow a local agency that is not successful in obtaining a federal aid buyout exchange time to take their project through the LAP process or to participate in the LFFE. Key milestones considered were that a local agency should get National Environmental Policy Act documents to LAP by March 2026 for a December 2026 (FY 2027) Letting and June is when grade inspection packages should be submitted to LAP for the following FY obligations.

### **Exchange Selection Action**

### **FY 2027 Call**

Call information letter and materials distributed	December 2, 2025
Call for Exchanges for FY	January 6, 2026
Exchange Requests Due	January 23, 2026
Draft Awarded Exchange list posted for review	February 3, 2026
Final Awarded Exchanges posted	March 3, 2026

Exchange requests will be e-mailed to [MDOT-FederalAidBuyout@michigan.gov](mailto:MDOT-FederalAidBuyout@michigan.gov). The call for exchange requests will be sent out at least 2 weeks before the call opens. The 2926-27 application form will be included with the call for exchanges. The form must be completed, signed, and attached to the exchange request e-mail. Either an electronic

signature or a scan of an ink signature is acceptable for the exchange request submittal. A separate form and e-mail must be submitted for each project that a local agency wishes to exchange. The call will start at a specific time on the first day of the call for exchange applications and close at a specific date and time as specified in the call letter. The received timestamp on the email will identify the order received. A confirmation e-mail will be sent to the submitter to confirm receipt of the exchange request. MDOT will publish a received list on the MDOT website for review to allow an agency to dispute the list. Local agencies will have seven calendar days to submit proof that they sent an email which was not received by MDOT. MDOT will require seven calendar days to review the discrepancy. Once any disputes are settled a final list will be published.

## **Process Outline**

1. A call for federal aid exchange requests is announced no less than 14 days in advance of the actual call date with detailed instructions in the call letter.
2. Acceptance of submission of requests for exchanges will open at a specific date and time (ex: June 15, 2022, at 8:00 am eastern time) and close at a specific date and time as specified in the call letter or once the minimum amount for the program has been reached.
3. Once the list of exchange requests has been developed and arranged in the order received, MDOT will publish the list of exchanges including the agency name, the date/time received, and the amount of the exchange on MDOT Federal Aid Buyout website for 2-weeks. This posting will be announced through the LAP, MPO, RTF and Small Urban program GovDelivery listservs. This will allow local agencies to contact MDOT if there is any discrepancy because of technology or other error. Any discrepancies will be reviewed on a case-by-case basis.
4. The final list of awarded exchanges will be posted to the MDOT Federal Aid Buyout website, announced through the LAP, MPO, RTF and Small Urban program GovDelivery listservs, and sent directly to the agencies with awarded exchanges.
5. Once the federal aid allocations are available in SIGMA, usually mid-October of the FY of the exchange, the appropriate allocation amount will be transferred from the allocation and template in which the exchanged project was programmed to a template that was created to hold transfers until they move to a trunkline project.
6. Projects will be abandoned in JobNet unless the MPO deems the project regionally significant. If designated as regionally significant the project programming will be changed to reflect 100% local funds and a note will be added to the comment section on the STIP page in JobNet stating that the project has been awarded an exchange through the Federal Aid Buyout Program.

7. A valid signature, through the OneSpan Signature system or a scan of an ink signature, on the exchange request form is considered a contract. If an exchange form is submitted with an electronic signature an updated form will be sent to the local agency for their signature through the OneSpan Signature system.
8. Statewide Planning Staff will notify MDOT Financial Operations Division (FOD) that a payment should be made to the local agency.
9. Once sufficient obligation authority is received by MDOT the appropriate obligation authority will be transferred from the local non-RTF and local RTF Obligation Authority to the Trunkline Obligation Authority.
10. Once sufficient state funding is received by MDOT, and the obligation authority has been transferred FOD will initiate and process the payment in the amount of the exchange to the local agency through the SIGMA system. The anticipated time frame for this would be January/February of the FY of the exchange.
11. The local agency will complete the project as agreed to and utilize any surplus funding within the three-year timeframe as described in these program guidelines.
12. The local agency reports the completed project in the transportation asset management council investment reporting tool or any successor system.
13. The Local agency emails the Federal Aid buyout Program Project Completion form (2390) to the MDOT Federal Aid Buyout Program Manager, utilizing the [MDOT-FederalAidBuyout@michigan.gov](mailto:MDOT-FederalAidBuyout@michigan.gov) e-mail to inform them that the project is completed.. The information reported on the form will include confirmation that the federal wage and benefits were adhered to, confirmation that the force account policy was adhered to (if applicable), the amount spent on the project, and what federal aid eligible activity any surplus funds were spent on.

Please submit any comments, concerns, or questions regarding the Federal Aid Buyout Program to [MDOT-FederalAidBuyout@Michigan.gov](mailto:MDOT-FederalAidBuyout@Michigan.gov).

# **Information on Adherence to the Federal Wage and Benefits Requirement for the Federal Aid Buyout Program**

**December 2, 2025**

As stated in PA 49 the reference to adherence to the federal wage and benefits:

*Contracts between local road agencies and contractors for projects funded from state money exchanged for federal aid obligation authority must contain a federal wage and benefits schedule consistent with, and incorporating the requirements of, Section IV of Form FHWA 1273, revised May 1, 2012, or any successor form, and provide that covered workers are third-party beneficiaries of these contract requirements.*

Form FHWA 1273 was revised on October 23, 2023. More information can be found at, [Form FHWA-1273 - 'Required Contract Provisions Federal-Aid Construction Contracts' - Construction Program Guide - Contract Administration - Construction - Federal Highway Administration \(dot.gov\)](#)

The Davis-Bacon wage and benefits rates change throughout the year and are location specific, the correct information must be downloaded within 10 days of the letting advertisement of your project. The information can be downloaded at: [Davis Bacon Wage Rate Determination - Office of Construction & Facilities Management \(va.gov\)](#)

The requirements for documentation are complex and require a lot of person hours to review. Because of this Michigan Department of Transportation utilized LCP tracker in all the federal aid funded road project that are let through the local agency programs. MDOT has found it is less expensive to pay for the software use than to do it manually. An example of what MDOT uses in Federal aid contracts to address adherence to federal wage and benefits is attached for information purposes only.

For the Federal Aid Buyout Program projects which will include contracted work administered locally, the County Road Association of Michigan has established a contracted service through CTC Tracker Company. This company has established a process utilizing the LCP Tracker program, to assure local road agencies and contractors can continue to perform the Davis Beacon wage compliance, similar to how MDOT performs this process on federal aid projects. This company is available to assist with providing the pre-bid special provision, current wage scales, agency registrations and contractor registrations.

CRA has worked with CTC tracker to develop this option specifically for the federal aid buyout program. Please contact Steve Puuri, [spuuri@micountyroads.org](mailto:spuuri@micountyroads.org), for more information on using CTC tracker for your federal aid buyout project.





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.

<b>Safety Performance Measure (5-year rolling average)</b>	<b>Baseline Condition</b>	<b>2026 State Safety Target</b>
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](mailto:TravelbeeK@Michigan.gov). Questions regarding statewide planning processes should be directed to myself or John Lanum at (517) 243-3554 or [LanumJ@Michigan.gov](mailto:LanumJ@Michigan.gov).

Sincerely,

A handwritten signature in dark ink, appearing to read "Don Mayle", is written over a light blue rectangular background.

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 21<sup>st</sup> 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.<sup>(1)</sup>

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

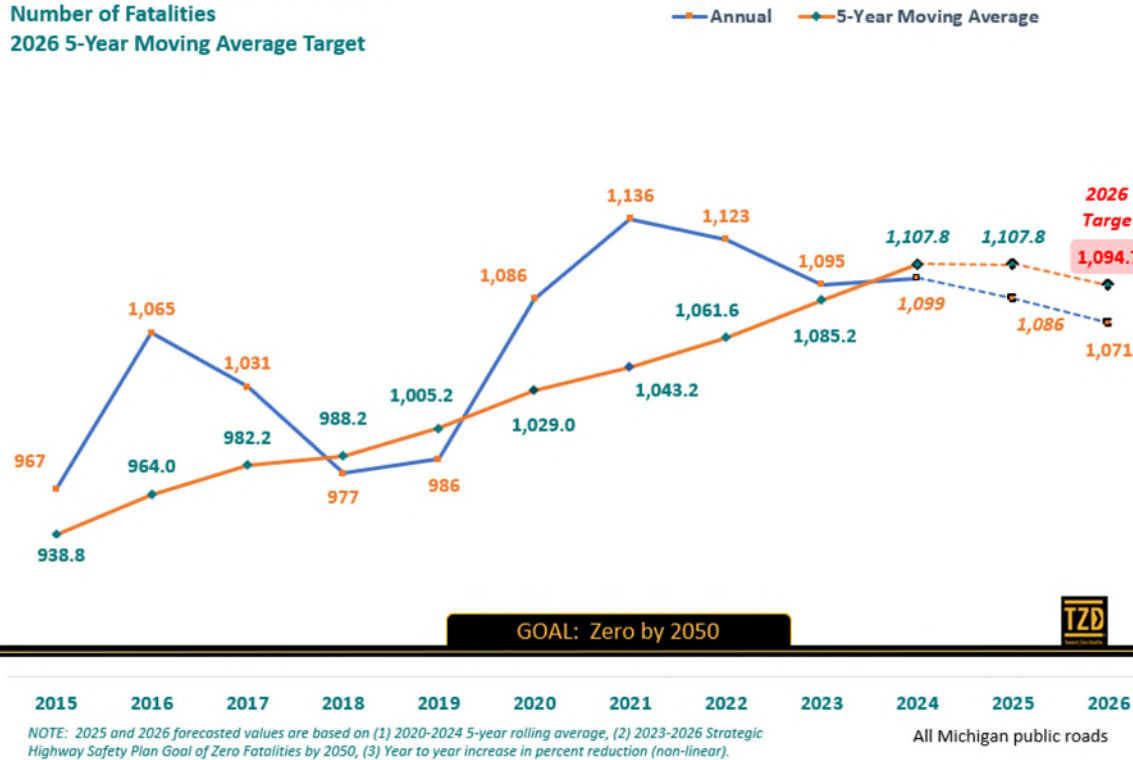
\* 2025 and 2026 reflect calculated predicted outcomes using an accelerating decline curve from target year to 2050 in alignment with the ZERO goal communicated in Michigan's Strategic Highway Safety Plan.

## References:

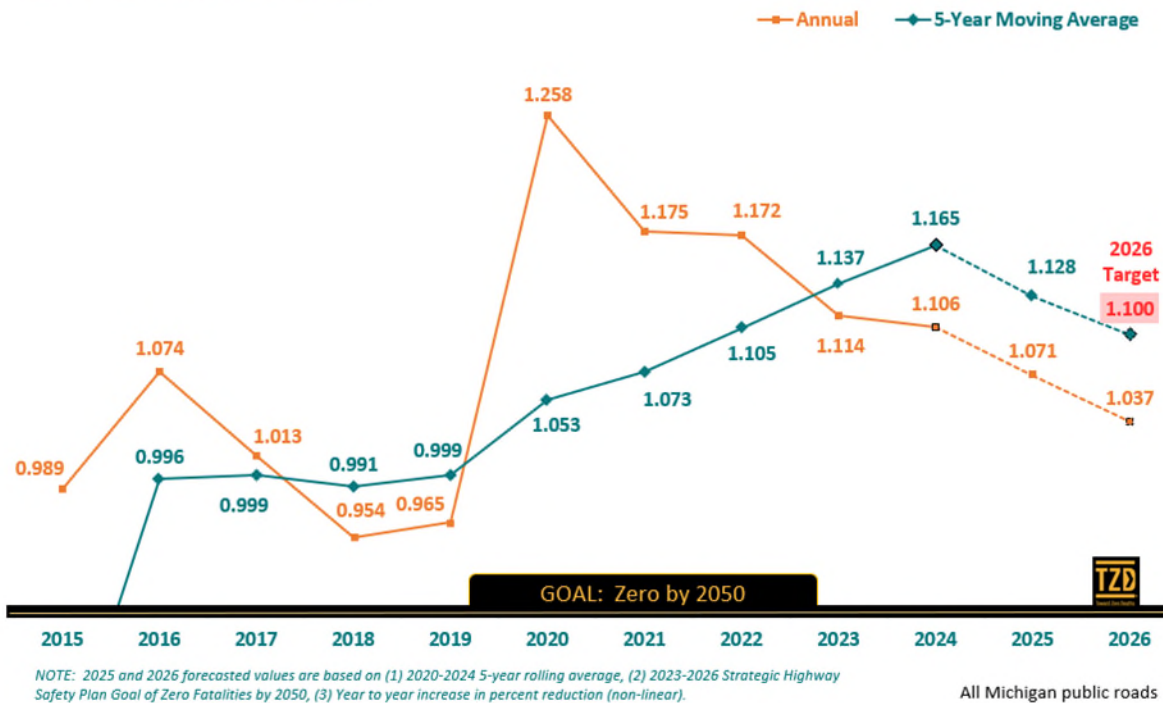
- [Strategic Highway Safety Plan \(2023-2026\)](#)
- [Safety Performance Measure Final Rule \(23 CFR §490, Subpart B\)](#)
- [HSIP Final Rule \(23 CFR §924\)](#)
- [Planning Final Rule \(23 CFR §450\)](#)
- [FARS](#)
- [Michigan Traffic Crash Facts](#)
- [NHTSA Uniform Procedures for Safety Highway Safety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



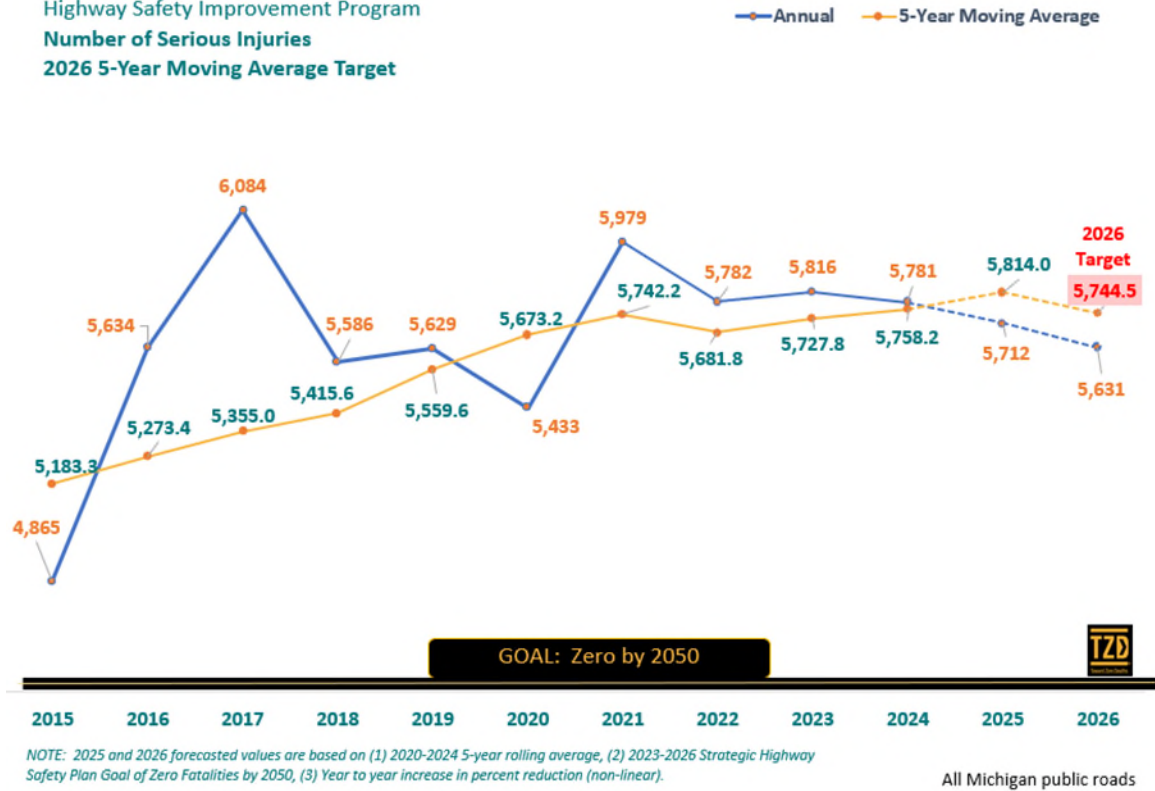
Highway Safety Improvement Program  
Number of Fatalities  
2026 5-Year Moving Average Target



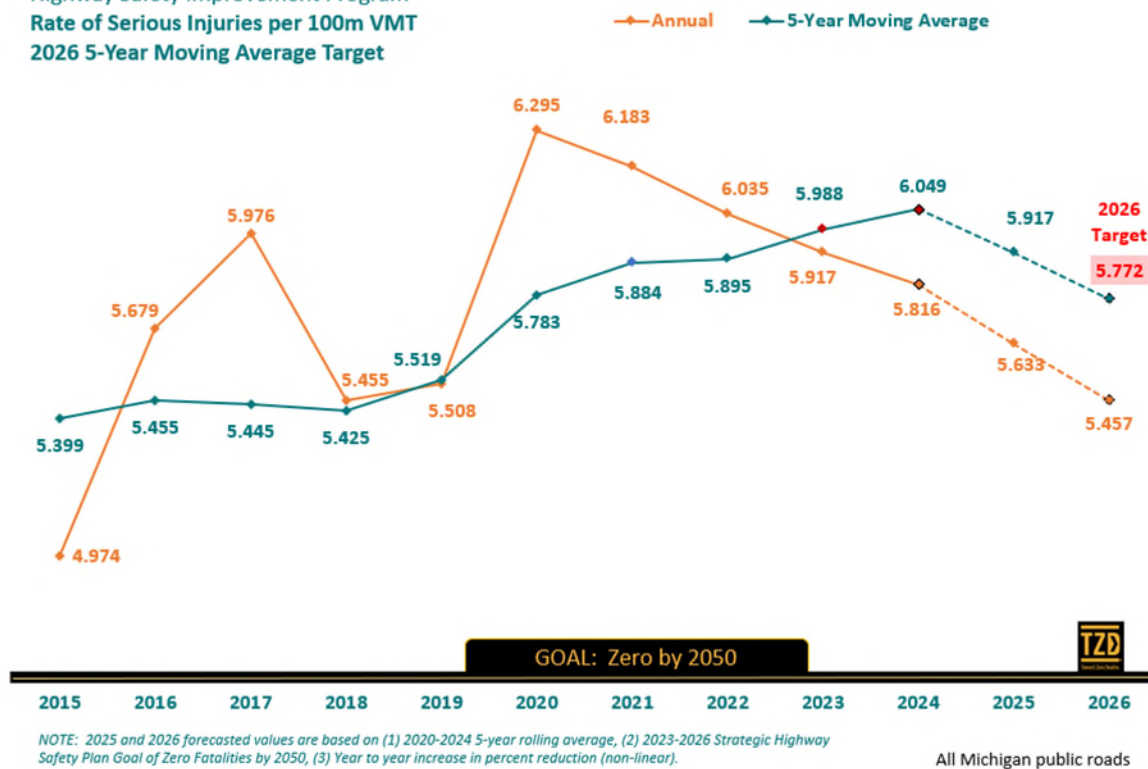
Highway Safety Improvement Program  
Rate of Fatalities per 100m VMT  
2026 5-Year Moving Average Target



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

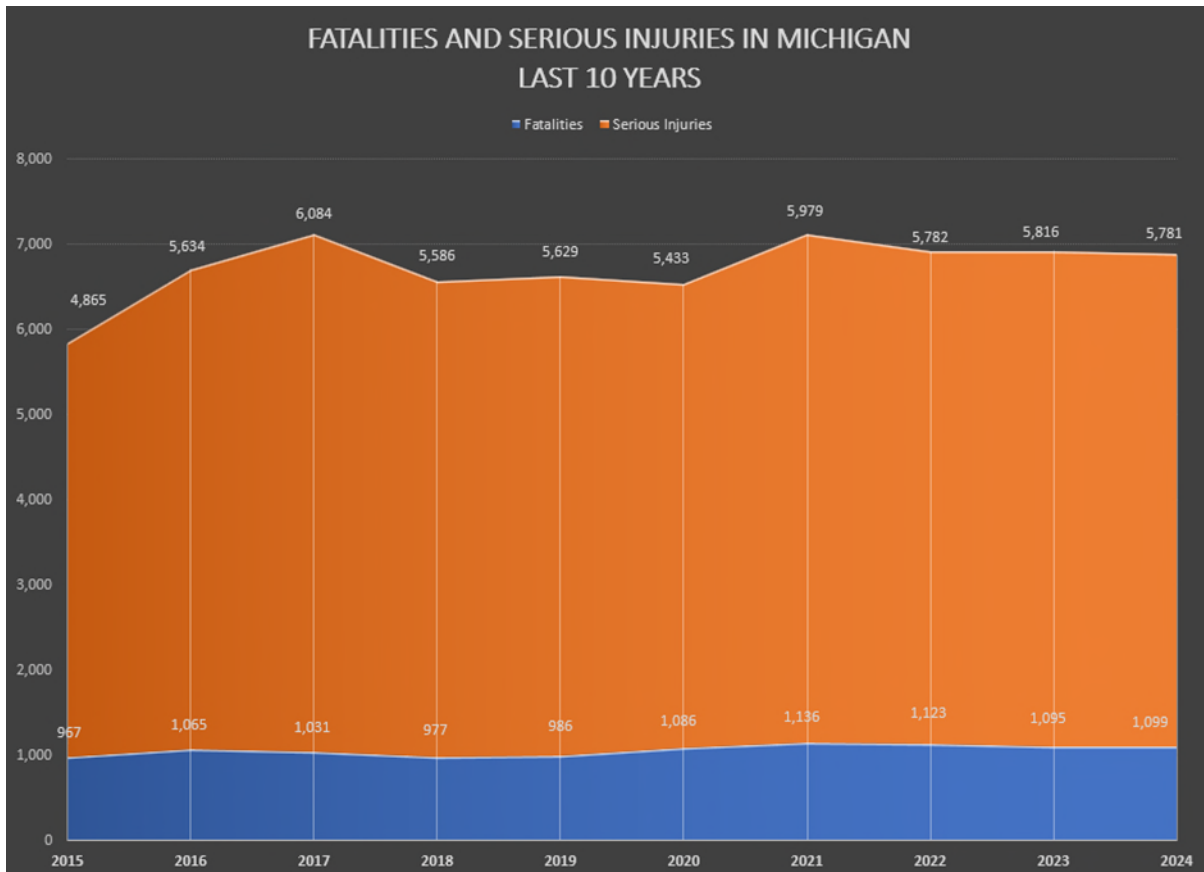
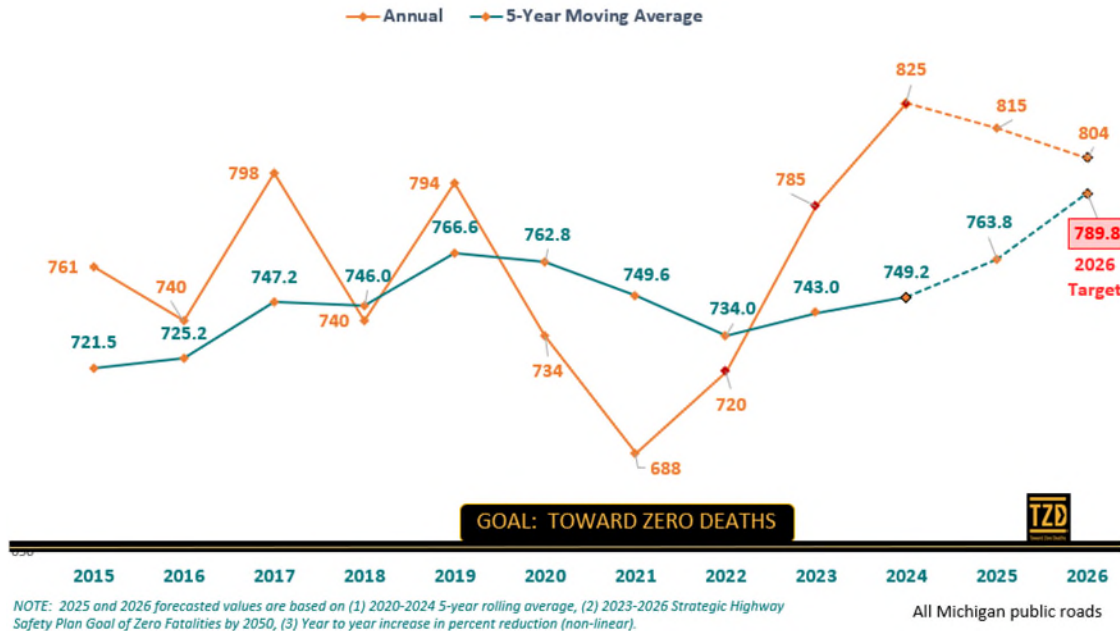


Highway Safety Improvement Program  
Rate of Serious Injuries per 100m VMT  
2026 5-Year Moving Average Target





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



**RELATIONSHIP BETWEEN MICHIGAN'S SHSP AND OTHER SAFETY AND REGIONAL PLANS**  
 Modified from Strategic Highway Safety Plans: A Champion's Guidebook to Saving Lives

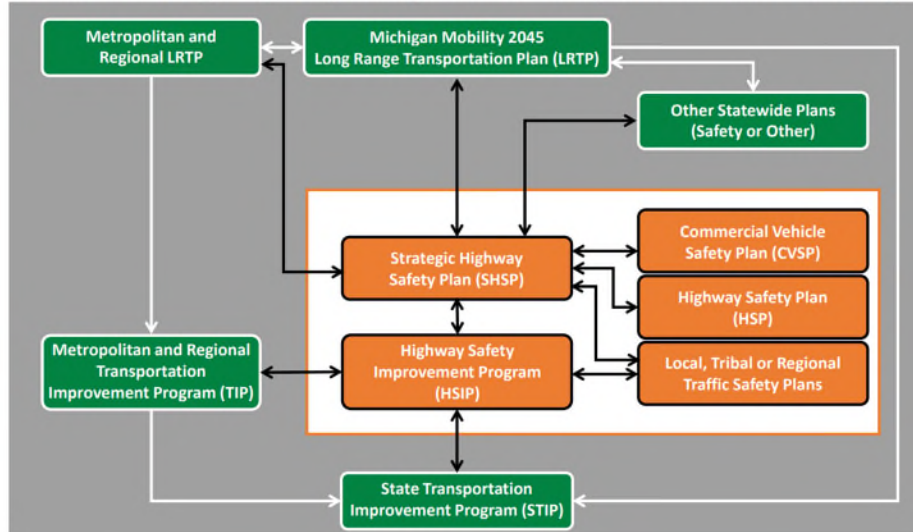


Figure 2 - 2023-2026 Michigan Strategic Highway Safety Plan (page 6)

# SAFER by 2030

## SOCIAL MEDIA SAMPLES

This link to the SAFER by 2030 webpage and/or your agency or department's website can be added to any post. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

For X posts, you can add the webpage link as well as your agency's hashtag: #OHSP #MDOT

### General / Join Us

Michigan is coming together to make our roads SAFER by 2030. State agencies, local law enforcement, and community partners are uniting to reduce traffic fatalities by 30% by 2030. Every life lost is preventable—and we need YOUR help. Join us in creating a culture of safety. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

Michigan is on a mission: reduce traffic fatalities by 30% by 2030. Every life lost is preventable. Together, we can make our roads safer for everyone. Learn how you can help at [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

### Roadway knowledge

Many drivers think they know the rules—but don't. Let's simplify the message: obey speed limits, stay hands-free, and share the road. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

Safer driving isn't about perfection—it's about remembering what we've forgotten and learning what we never knew. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

### Shared responsibility

Road safety is a shared responsibility. Students, teens, seniors, and drivers of all ages—your choices matter. Together, we can save hundreds of lives by 2030.

Road safety is about you—drivers, passengers, pedestrians, cyclists, all roadway users. Let's commit to safer choices behind the wheel. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

### Distracted Driving

Closing your eyes for 10 seconds in a video game could cost you the match. Doing it behind the wheel could cost a life. Stay focused. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030) #JustDrive

### Speeding

Think speeding saves time? Over the same distance, you only save minutes—but risk lives. Slow down, arrive safely. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030) #SpeedKills

### Teens & Seniors

From new drivers to experienced seniors, safe driving matters at every age. Patience, knowledge, and awareness keep us all safe. [www.michigan.gov/SAFERby2030](http://www.michigan.gov/SAFERby2030)

### Winter Driving

Bridges and overpasses freeze before the road. Roundabouts require yielding and patience. Small reminders = big safety wins.

## TwinCATS Safety Performance Measures for 2026

Performance Measure	TwinCATS 2018-2024	TwinCATS 2020-2024	Statewide 2018-2022	Statewide 2020-2024	2024 State Target	2024 Target met?	2026 State Target
Number of fatalities.	8.4	6.8	1,061.6	1,107.8	1,109.2	Yes	1094.7
Fatalities per 100 million vehicle miles traveled (VMT)	.829	.680	1.099	1.165	1.152	No	1.100
Number of serious injuries	51.2	50.8	5,681.8	5,758.2	5,785.0	No	5744.5
Serious injuries per 100 million vehicle miles traveled (VMT)	5.092	5.080	5.863	6.049	5.999	No	5.772
Non-motorized fatalities, serious injuries	7.2	6.4	734.0	749.2	710.8	No	798.8

**Note:** The data above is presented as the yearly average over a five-year period. The 2026 target represents the average yearly values for 2022-2026