TECHNICAL COMMITTEE MEETING

Thursday, May 15, 2025, at 10:00 a.m.
Meeting Location:
At the New Metropolitan Planning Organization Towne Centre Office
Saginaw Area Transportation Agency – SATA
4805 Towne Centre Road Executive Two Suite #104
Saginaw, MI 48604
Phone: (989) 395-8544 email dmanley@satampo.org

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Join the meeting now

Meeting ID: 279 879 669 674 3
Passcode: 3eG2y2Xm

Agenda

I. ROLL AND INTRODUCTION OF GUESTS

II. AGENDA APPROVAL **(Action)**

III. APPROVAL OF MINUTES **(Action)**

A. Draft Minutes of April 16, 2025

IV. PUBLIC COMMENT

V. PROJECT UPDATES (Road &Transit Agencies)

VI. FHWA/MDOT (updates)

VII. NEW BUSINESS

A. Approval of Proposed FY 2023-2026 TIP Amendments & Modifications **(Action) (place holder)**

B. Other – Draft 2026 -2029 TIP and FY 2026 UWP (subject to edits by MDOT and FHWA)
Public Engagement Opportunities Saturday, June 7, 2025, SVRC 4PM - 8PM
Saginaw County Senior Picnic Friday, June 13, 2025, 10:00 AM – 1PM

C. Opportunity to Influence the New Federal Transportation Bill -Transportation Issues/Priorities in Saginaw submittal to Congresswoman McDonald Rivet

D. Next meeting: June 19, 2025, at 10:00 a.m. SATA Office

VIII. ADJOURNMENT

SAGINAW AREA TRANSPORTATION AGENCY -SATA
DRAFT
TECHNICAL COMMITTEE
MINUTES
Thursday, April 16, 2025
10:00 a.m.

Chair Nick Hornak opened the meeting at 10:00 a.m.

I. ROLL AND INTRODUCTION OF GUESTS

Voting Members Present:	**Representing:**
Beth London	City of Saginaw
Nick Hornak	SCRC
Jay Reithel	MDOT – Bay City TSC
Mary Bourbina	City of Zilwaukee
Cody Brodie	EMCOG
Tom Ebenhoeh	Chesaning (teams)
Amy Bidwell	STARS (teams)

Guest Present:	**Representing:**
Ryan Gladding	MDOT Urban Travel Analysis
Nkule Mseleko	MDOT Urban Travel Analysis

Staff Present:
Demetra Manley, Executive Director

II. AGENDA APPROVAL (Action)

Motion made by Reithel, seconded by Bourbina, to approve the agenda as presented.

Ayes all. Opposed none. Motion carried.

III. Approval of March 20, 2025, Technical draft minutes (Action)

Committee members reviewed draft minutes.

Motion made by London, seconded by Reithel, to approve the Technical March 20, 2025, draft minutes as presented.

Ayes all. Opposed none. Motion carried.

IV. PUBLIC COMMENT

None brought before the committee.

V. PROJECTS UPDATES

Nick Hornak – SCRC, Cody Brodie – EMCOG, Jay Reithel – MDOT and Amy Bidwell – STARS provided project updates.

VI. FHWA/MDOT (updates)

- FHWA/MDOT (updates) – FHWA staff taking buyouts no date of replacing vacancies yet.
- When developing UWP and TIP document diversity, equity and inclusion language must be excluded from the documents.

VII. MDOT Travel Demand Presentation Ryan Gladding and Nkule Mseleku

Presentation Outline

- Model Application
- Socio-economic and employment data review
- Road network and traffic counts
- Model Development timeline
- MPO and local agency review
- New GIS Map for reviewing data

PowerPoint presentation available upon request at the MPO office.
For more information, please contact Ryan Gladding at: GladdingR1@michigan.gov or Nkule Mseleku at mselekun@michigan.gov

NEW BUSINESS

A. Approval of Proposed FY 2023-2026 TIP Amendments & Modifications List **(Action)**

See attached TIP Amendment/jobnet report

Motion made by Reithel, supported by London, to approve the Jobnet All Pending Project Report/2023-2026 TIP with noted changes.

Ayes all. Opposed none. Motion carried.

B. Other – Draft 2026 – 2029 TIP and FY 2026 UWP draft documents will be reviewed at the May meetings.

June 7th and 13th of June public engagement activities for the Draft 2026 – 2029 TIP document.

C. Next meeting May 15, 2025, at 10:00 a.m. at the SATA office.

IX. **ADOURMENT**

There being no further SATA Technical Committee business meeting adjourned by Chair Nick Hornak at 10:54 a.m.

ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2025, 2026

Date: 04/10/2025

Classification: Public

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
S/TIP Line items																																							
2026	Trunkline	202649	Saginaw Area Transportation Agency (SATA)	Bay	MDOT	TSCwide	Signing Upgrade	29.048	Traffic Safety	Non-Freeway Sign Replacement	CON	Programmed	23-26	STG	Traffic And Safety - Signs			$460,000	$0	$0	$460,000	$782,000	$0	$782,000	$879,000	$879,000.00	Admin Modification	03/27/2025			N/A	08/07/2026		10/02/2026		Phase Budget equal or over 24%			Pending
2026	Trunkline	213337	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	PE	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			$4,347	$483	$0	$4,830	$30,000	$0	$30,000	$5,520,000	$5,520,000.00	Admin Modification	03/04/2025	03/27/2025	03/27/2025	N/A	10/10/2025		02/06/2026		Phase Budget equal or over 24%			Pending
2026	Trunkline	213337	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	3.256	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	CON	Programmed	23-26	HSIP,VRU	Traffic And Safety - Pavement Markings			$795,501	$88,389	$0	$883,890	$5,490,000	$0	$5,490,000	$5,520,000	$5,520,000.00	Admin Modification	03/04/2025	03/27/2025	03/27/2025	N/A	12/12/2025		02/06/2026		Phase Budget equal or over 24%			Pending
2026	Trunkline	213338	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	2.730	Traffic Safety	Application of special pavement markings on trunklines in Bay Region	PE	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$1,449	$161	$0	$1,610	$10,000	$0	$10,000	$0	$0.00			03/27/2025	03/27/2025	N/A	10/10/2025		03/06/2026		Phase Abandoned			Pending
2026	Trunkline	213338	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All trunkline routes in SATA MPO	2.730	Traffic Safety	Application of special pavement markings on trunklines in Bay Region	CON	Abandoned	23-26	HSIP	Traffic And Safety - Pavement Markings			$62,307	$6,923	$0	$69,230	$430,000	$0	$430,000	$0	$0.00			03/27/2025	03/27/2025	N/A	01/09/2026		03/06/2026		Phase Abandoned			Pending
2026	Trunkline	213359	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	Regionwide	All of SMATS MPO	23.843	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in Bay Region	CON	Programmed	23-26	HSIP	Traffic And Safety - Pavement Markings			$5,072	$564	$0	$5,635	$35,000	$0	$35,000	$35,000	$35,000.00	Admin Modification	03/03/2025	03/27/2025	03/27/2025	N/A	10/13/2025				Phase Budget equal or over 24%			Pending
2025	Trunkline	213847	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-58 E	from M-84 to Michigan Ave	1.326	Reconstruction	Reconstruction	PE	Programmed	23-26	NH	Road - Rehabilitation and Reconstruction			$1,800,700	$349,387	$49,913	$2,200,000	$2,200,000	$0	$2,200,000	$24,480,000	$24,480,000.00					N/A	08/18/2025		12/07/2029		Phase Added			Pending
2025	Local	219891	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Sheridan Rd	at Curtis Road	0.120	Traffic Safety	Roundabout	CON	Programmed	23-26	EDD	TEDF Category D			$0	$169,000	$0	$169,000	$910,960	$0	$910,960	$910,960	$1,105,960.00	Admin Modification	03/06/2025	08/24/2023	11/21/2023	N/A	04/11/2025		06/06/2025					Pending
2025	Local	219891	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Sheridan Rd	at Curtis Road	0.120	Traffic Safety	Roundabout	CON	Programmed	23-26	HRRR	Safety			$741,960	$0	$0	$741,960	$910,960	$0	$910,960	$910,960	$1,105,960.00	Admin Modification	03/06/2025	08/24/2023	11/21/2023	N/A	04/11/2025		06/06/2025					Pending
2026	Local	222374	Saginaw Area Transportation Agency (SATA)	Saginaw	Saginaw County	Junction Rd	from Block Road to Reese Road	1.037	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	CON	Programmed	23-26	STL	STP - Rural/Flexible			$469,650	$0	$117,412	$587,062	$587,062	$0	$587,062	$587,062	$647,062.00	Admin Modification	03/04/2025	11/21/2024	02/11/2025	N/A	10/10/2025		12/05/2025					Pending
GPA Type Subtotals:			**S/TIP Line items**															**$4,340,986**	**$614,907**	**$167,325**	**$5,123,217**																	
Trunkline Road																																						
2025	Trunkline	221999	Saginaw Area Transportation Agency (SATA)	Saginaw	MDOT	M-52	from St. Charles south village limits to M-46	9.278	Road Capital Preventive Maintenance	Single Course Chip Seal	CON	Programmed	23-26	ST	Road - Capital Preventive Maintenance			$1,250,829	$277,368	$0	$1,528,197	$1,528,197	$0	$1,528,197	$1,610,065	$1,610,065.00	Admin Modification	11/13/2024			N/A	09/02/2025		11/07/2025		GPA over or over 25%			Pending
GPA Type Subtotals:			**Trunkline Road**															**$1,250,829**	**$277,368**	**$0**	**$1,528,197**																	

Fiscal Year	Job Type	Job #	MPO	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	S/TIP Cycle	Fund Source	Template	AC/ ACC	ACC Year(s)	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Phase Participating Amount	Phase Non Participating Amount	Total Phase Amount (Part + Non-Part)	Total Job Cost	Total Job Cost Incl Non LAP	Action Type	Action Approval Date	Local Fed Approval Date	FHWA Approval Date	FTA Approval Date	Schedule Obligation Date	Actual Obligation Date	Schedule Let Date	Actual Let Date	Federal Amendment Type	S/TIP Exempt	Comments	S/TIP Status
Grand Total:																		$5,591,815	$892,275	$167,325	$6,651,414																		

Total Job Phases Reported: 10

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

Preferences:

Report Format: Standard
FISCAL Year(s): 2025, 2026
MPO/Non-MPO: Saginaw Area Transportation Agency (Saginaw)
County: ALL
Prosperity Region: ALL
MDOT Region: ALL
STIP Cycle: Fiscal Year 2023 - Fiscal Year 2026
STIP Status: Pending
(A - Approved, P - Pending)
Job Type: Trunkline, Local, Multi-Modal
Phase Type: ALL
Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)
Amendment Type: ALL
Template: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
Finance System: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
RTF: ALL
Include S/TIP Exempt: Yes
Include Delayed to Future S/TIP Cycle: Yes

SATA
SAGINAW AREA
TRANSPORTATION AGENCY

TRANSPORTATION

IMPROVEMENT PROGRAM

DRAFT

TIP 2026-2029

SAGINAW URBANIZED AREA

4805 TOWNE CENTRE ROAD SUITE 104 | SAGINAW, MI 48604

989-395-8544 | EMAIL: DMANLEY@SATAMPO.ORG

ADOPTED JUNE 2025

SAGINAW AREA TRANSPORTATION AGENCY (SATA)

FY 2026 – 2029

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

TABLE OF CONTENTS

WHO WE ARE

On October 1, 2020, the Metropolitan Planning Organization (MPO) for Saginaw County was re-designated and a new name was established for the MPO which is now called the Saginaw Area Transportation Agency (SATA) formally known as the Saginaw Metropolitan Area Transportation Study (SMATS). The units of government forming the Intermunicipality Committee all adopted resolutions to form the entity and final stamp of approval from the Governor of State of Michigan effective the first day of October 2020.

SATA is now formally recognized as an Intermunicipality Committee under the Michigan Public Act 200 of 1957 and is the newly structure designed (MPO) responsible for transportation policy, planning, and investment decision-making in the Saginaw urbanized area. Our name and committee structure have changed, however, our responsibilities have not. The organization's vision, core values, and responsibilities are more defined.

The restructuring of the Metropolitan Planning Organization (MPO) has sharpened the agency's vision, goals and objectives which has allowed for more creativity in the operation of SATA, strategic, planning and implementation of transportation investments, improving safety, enhancing access, mobility and efficiency while safeguarding environmental resources. The new structure streamlines the approval of time-sensitive road, and transit projects, enhanced and utilization of federal, state, and local transportation dollars, and provides a more efficient investments link in transportation infrastructure and services that promotes regional economic, development opportunities.

The Saginaw Area Transportation Agency is the Metropolitan Planning Organization for the Saginaw urbanized area. The MPO is a public planning agency established in 1957 serving 27 counties except Tittabawassee Township in Michigan.

SATA makes our region a more prosperous community by planning for a strong economy, reliable, safe transportation, while promoting a sustainable infrastructure and natural resources. We are dedicated leaders and innovators, connecting local organizations and governments to funding, technical assistance, data resources, and opportunities to discuss trends and challenges affecting the Saginaw County area. SATA's organizational structure consists of a Policy, Technical Committees, and staff. You can find out more about SATA by visiting our website at satampo.org.

OUR VISION, GOALS, AND OBJECTIVES

Our vision is to promote regional transportation planning discussion and decision-making that improve the prosperity and quality of life where we all can benefit.

Our goals are to look ahead collaboratively and objectively using a database driven approach to prioritizing improvement projects while maximizing limited transportation funds in the Saginaw urbanized area.

Our objectives are continually shifting forward initiative to improving safety, preserving exiting assets, expanding access to alternative modes, and economic growth while emphasizing the growing need to make transportation services more equitable and accessible for all.

EXECUTIVE SUMMARY

The Transportation Improvement Program (TIP) 2026-2029 is the region's short-range capital improvements program for roads, pathways, transit and other transportation elements in Saginaw County. It includes descriptions of our regional transportation planning process. It describes the state and federal regulations that guide regional transportation planning, and it includes a list of transportation proposed for 2026 through 2029. The TIP is developed through a cooperative planning process by SATA for the benefits of citizens in Saginaw County.

The FY 2026-2029 TIP is developed by SATA and adopted by the SATA Policy Committee to meet federal and state requirements regarding regional transportation planning. It is developed with the extensive participation of area transportation agencies and organization as well as the general public.

Draft lists of proposed projects were shared throughout the region and on SATA website at www.satampo.org beginning in May 2025 and continuing through the adoption of this document in June 2025. Public notes, public meetings, and a variety of public outreach activities and committee meetings were facilitated to gain input and participation in the development of this document.

The 2029-2026 TIP is focused on transportation projects that will be funded with federal and state transportation funds. It includes project information about various transportation modes including roads. Transit (bus), and non-motorized pathways. Projects in this TIP are listed by state, and federal funding category and by year. Per requirement it is fiscally constrained, which means that only projects with reasonably expected funding may be listed.

CHAPTER ONE

INTRODUCTION AND COMMUNITY PARTICIPATION

A Metropolitan Planning Organization (MPO) is a transportation policymaking and planning body formed under federal legislation found in Title 23, of the United Sates Code (USC) Section 134 and Title 49 USC Section 5303. Specifically, an MPO is the policy board of an organization created and designated to carry out a continuing, cooperative, and comprehensive (3-C) metropolitan transportation planning, process with the State and operators of publicly owned transit services. The 3-C planning process must provide for consideration of projects and strategies that will:

- Support the economic vitality of the metropolitan, area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized sers;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment promote energy conservation, improve the quality of life , and promote consistency between transportation improvement and state and local planned growth, housing, and economic-development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transpiration system.
- Improvement of the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

MPO's are required to represent localities in all urbanized areas (UZA's) with population over 50,000 as determined by the U.S. Census, to ensure federal spending on transportation planning projects and program are based on a 3-C planning process. The are designated by agreement between the governor and local governments that together represent at least 85 percent of the affected population (including the largest incorporated city based on, population) or in accordance with procedures established by applicable state or local law.

WHAT IS A TRANSPORTATION IMPROVEMENT PROGRAM?

The Transportation Improvement Plan (TIP) is the region's four year-capital improvement program for road projects, bicycle, and pedestrian facilities, transit, and other transportation enhancements in the Saginaw urbanized area. It includes lists of transportation projects proposed for fiscal years 2026 through 2029. The TIP is developed by the SATA, in cooperation with he MDOT, local governments, and public transit operators.

Under federal law, the TIP must:

- Cover a period of no less than four years
- There must be a reasonable opportunity for public comment prior to TIP approval
- Be updated at least every four years
- The TIP shall be financially constrained and include a financial plan that demonstrates how the projects can be implemented while the existing transportation system is being adequately operated and maintained.
- Only projects for which construction and operating funds can reasonably be expected to be available may be include
- Be approved by the MPO and the governor of Michigan
- Be consistent with the approved SATA 2045 Metropolitan Transportation Plan
- Demonstrate that proposed transportation investments are financially realistic and achievable
- List all federally funded and regionally significant projects

The TIP also includes specific listing for each project or phase (e.g. preliminary engineering or construction) that include:

- Enough descriptive materials for project identification
- Estimated total project cost
- The amount of federal funds proposed to be obligated during each program year
- Identification of the agencies responsible for the project

Implementing agencies in the SATA area include the City of Saginaw, the Saginaw County Road Commission, and the Saginaw Transit Authority Regional Services (STARS).

The Michigan Department of Transportation is the implementing agency for all state highway projects. These agencies have representation on both the SATA Technical and Policy Committees. The Technical Committee reviews all project requests. The Technical Committee then forwards a recommended priority list of projects to the Policy Committee for final approval and placement in the TIP. All implementing agencies in the Saginaw Metropolitan Area have participated in the development of projects and priorities identified in the TIP. In addition, a map of the SATA area is included in the Appendix C.

Saginaw County was an attainment/maintenance area operating under minimal maintenance requirements under EPA's 1-Hour Ozone Standard. Since EPA has revoked the 1-Hour Ozone Standard and replaced it with a newer standard, the former minimal maintenance requirements for the county have been removed with that action. Saginaw County is in attainment for ozone under EPA's recently implemented 8-hour Ozone Standard. There is no requirement to conduct a conformity analysis for the county under this designation.

In addition, the preparation and approval of the TIP is done in accordance with the SATA Participation Plan. The Participation Plan provides for early involvement in the planning process by stakeholders to ensure there are ample opportunities to participate in key decisions.

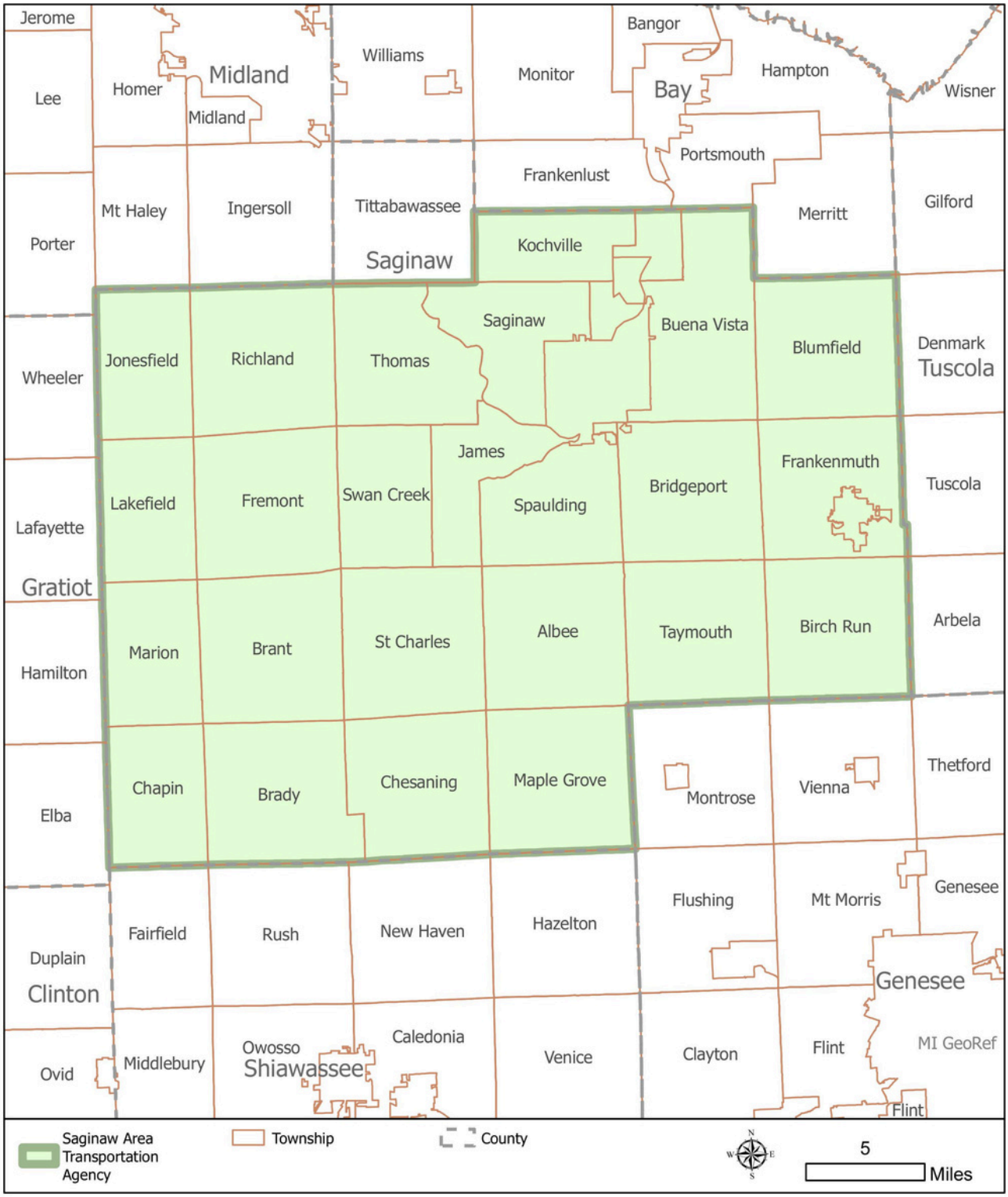
by stakeholders to ensure there are ample opportunities to participate in key decisions. The SATA implementing agencies have indicated that funds are available from the sources indicated to implement the projects listed in the TIP (i.e. non-Federal share will be available). Funds have been included in each agencies approved transportation budget. Furthermore, projects can be funded by the resources that are expected to be available. Project listings for fiscal years 2026, 2027, 2026 and 2029 are shown in Appendix B.

COMMUNITY PARTICIPATION

Community outreach and involvement activities for the draft TIP were conducted in accordance with the SATA Participation Plan. SATA staff informed the public of its 30-day public comment period on May 22, 2025, by posting on the SATA website, publishing a Public Hearing Notice in the Saginaw News legal ad and by emailing consultation contact list that was developed as part of the MPO's Participation Plan. The website, news ad and email communication informed the recipients of the availability of the draft TIP and upcoming community meetings and invited their comments.

The draft TIP, including tables and maps, was also posted on the SATA web page: Open houses on the complete draft TIP document were held on Friday, June 6, 2025, at the SVRC Marketplace and on Friday, June 13, 2025, at the Haithco Park Saginaw County Commission on Aging Senior Picnic event. At the Open Houses, SATA staff provided copies of the draft TIP, comment cards relating to the TIP document, maps of the project locations, especially the project lists, and related materials, such as the Metropolitan Transportation Plan and various maps of the local road system. Prior to the adoption of the 2026-2029 TIP the SATA Policy Committee held a public hearing on the draft TIP on June 26, 2025. Documentation on community outreach and consultation is included in Appendix B.

Saginaw Area Transportation Agency (SATA) Boundary



CHAPTER TWO

FINANCIAL PLAN FOR THE SATA TIP

INTRODUCTION

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

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

Sources of Transportation Funding Available Highway and Transit Funding
The majority of federal highway and transit funding is derived from federal motor fuel taxes, currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel and the State of Michigan at 31.0 cents per gallon on both gasoline and diesel fuel which began on January 1st 2025. Michigan also charges sales tax on motor fuel, but this funding is not applied to transportation. Motor fuel taxes are levied on a per-gallon basis. The amount collected per gallon does not increase when the price of gasoline or diesel fuel increases. Over time, inflation erodes the purchasing power of any excise tax, unless the tax is adjusted to compensate for inflation.

The State of Michigan also collects annual vehicle registration fees when motorists purchase license plates or tabs. This is a crucial source of transportation funding for the state. Currently, slightly less than one-half of the transportation funding collected by the state in the form of vehicle registration fees.

COOPERATIVE REVENUE ESTIMATION PROCESS

Esting the amount of funding available for the FY2026-2029 TIP is a complex process. It relies on a number of factors, including economic conditions, miles travelled by vehicles nationwide and in the State of Michigan, and federal and state transportation funding received in previous years. Revenue forecasting relies on a combination of data and experience and represents a “best guess” of future trends.

The revenue forecasting process is a cooperative effort. The Michigan Transportation Planning Association (MTPA). A voluntary association of metropolitan planning organization (MPO’s) and agencies responsible for the administration of federally-funding highway and transit planning activities throughout the state, formed the Financial Work Group (FWG) to develop a statewide standard forecasting process. FWG is comprised of members from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), transit agencies, and MPO’s including SATA. It represents a cross-section of the public agencies responsible for transportation planning in our state. The revenue assumptions in this financial plan are based on the factors formulated by the FWG and approve by the MTPA and are used for all TIP financial plans in the state.

Federal-aid surface transportation is divided into two parts; Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA). The following sections discuss each separately.

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

The current law governing these apportionments is the Infrastructure Investment and Jobs Act of 2021 (IIJA), or the Bipartisan Infrastructure Bill (BIL). Through this law, Michigan receives approximately $1.1 billion in federal -aid highway funding annually. The funding is apportioned in the form of several programs designed to accomplish different objectives, such as rad repair, bridge repair, safety and congestion mitigation. A brief description of the major funding sources follows.

Federal-aid surface transportation is divided into two parts: Highway funding, which is administered by the Federal Highway Administration (FHWA) and transit funding, administered by the Federal Transit Administration (FTA. The following sections discuss each separately.

PART A: HIGHWAY FUNDING

Sources of Highway Funding
Receipts from federal motor fuel taxes (plus some other taxes related to trucks) are deposited in the federal Highway Trust Fund (HTF). Funding is then apportioned to the states. Apportionment is the distribution of funds through formulas in law. The current law governing these apportionments is Fixing America's Surface Transportation (FAST) Act. Through this law, Michigan receives approximately $1.1 billion in federal-aid highway funding annually. This funding is apportioned in the form of a number of programs designed to accomplish different objects, such as road repair, bridge repair, safety, and congestion mitigation. A brief description of the major funding sources follows:

National Highway Performance Program (NHPP): This funding is used to support conditions and performance on the National Highway System (NHS) and to construct new facilities on the NHS. The National Highway System is the network of the nation's most important highways, including the Interstate and US highway systems. In Michigan, most roads on the NHS system are state trucklines (i.e., I-, US-, and M-roads), but also but also include certain locally owned roads classified as principal arterials. This funding is primarily used on state-owned highways.

Surface Transportation Block Grant Program (STBG): Funds construction, reconstruction, rehabilitation resurfacing, restoration, preservation and/or operational improvements to federal-aid highways and replacement, preservation, and other improvements to bridges on public roads. Michigan's STBG apportionment from the federal government is split, with slightly more than half allocated to areas of the state based on population and half that can be used throughout the state. A portion of STBG funding is reserved for rural areas. STBG can also be flexed (transferred) to transit projects.

Like the highway programs, there are several federal transit programs, the list of which can also be found in Appendix E. Transit funds are distributed according to a complex set of distribution formulas. Public transit agencies within the SATA region receive approximately $2 million in federal-aid transit funding each year.

Highway Safety Improvement Program (HSIP): Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, ruble strips, improving safety for pedestrians, bicyclists, or disabled person, highway signs and markings, guardrails and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunk line system, distributing the remainder to local agencies through a competitive process.

Congestion Mitigation and Air Quality Improvement CMAQ): Intended to reduce emissions from transportation-related sources. There is currently an emphasis on certain projects that reduce particulate matter (PM), but funds can also be used for traffic signal retiming, actuation, and interconnects, installing dedicated turn lanes; roundabouts; travel demand management (TDM) such as ride share and vanpools; transit and non-motorized projects that divert non-recreational travel from single-occupant vehicles (SATA doesn't receive CMAQ funding) only noted here for informational purposes.

Transportation Alternative Program (TAP): Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in right-of way, and the planning and construction of projects that improve the ability of students to walk or bike to school Funds are split between the state and various urbanized areas based on population.

Carbon Reduction Program (CRP): These funds encompass various eligible activities aimed at reducing transportation emissions defined as carbon dioxide (CO2) emissions from on-road highway sources. Funds may also be used to promote sustainable transportation practices. Funds are split between the state and various urbanized areas based on population.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): Funds provided to make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure. Available as both a core formula program and as a discretionary grant.

Other Federal-Aid Highway Funds: In addition to the core federal-aid highway funds described above, there are other federal-aid funds for highway infrastructure. With the exception of the Rail-Highway Crossings and National Highway Freight programs, which are apportioned to the states each year, the other programs and competitive funds that states or local agencies apply for directly from the U.S. Department of Transportation (USDOT). **Other Federal-Aid Highway Funds** include, but are not limited to:

- **Rail-Highway Grade Crossings:** Intended to reduce hazards at rail-highway grade crossings. Michigan received approximately $8.2. million for this program. MDOT selects and manages these projects statewide. These projects may be located on trunkline or locals' roads. Since this is a statewide program, individual MPO's cannot forecast the amount of Rail-Highway Crossings funding that will be used in their service area over the life of the FY2026-2029 TIP.
- **National Highway Freight Program:** Intended to improve freight movement on the National Highway Freight Network (NHFN). Michigan works with its regional planning partners, including MPO's, to determine which highways will be included in the state's NHFN. Each state is required to have a State Freight Plan in order to use NHFP funding. This is a state program operated on a statewide basis by MDOT. NHFP funds apportioned to Michigan in FY 2020 totaled approximately $39.7 million.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant:** Previously known as Transportation Investment Generating Economic Recovery (TIGER) grants. This is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended for planning and capital investments in road, bridge, transit, rail, port or intermodal transportation projects with significant local or regional impact.
- **Earmark Funding:** Earmarks are transportation projects selected by members of Congress and placed in federal surface transportation and/or funding authorization bills. If these bills are enacted into law, funding for these projects is made available to states or local communities to implement the specific earmark projects is made available to states or local communities to implement the specific earmark projects as described in the law. This was a common practice until FY 2013, when a new law was enacted. There is still a balance of unspent earmark funding, but this being used by states and local communities as it becomes available for repurposing (reprogramming to a new use).

- **Infrastructure for Rebuilding America (INFRA) Grant:** Also known as Nationally Significant Freight and Highway Projects, this is a nationwide competitive program operated directly by the U.S. Department of Transportation (USDOT). Grants are intended to support economics vitally at the national and regional level; leverage federal dollars with non-federal governmental and private resources; and deploy and encourage innovative technology, financing, and project delivery.

Base and Assumptions Used in Forecast Calculations of Federal Highway Funds At least every two years, allocations are calculated for each of these programs, based on federal apportionments and recessions (nationwide downward adjustments of highway funding from what was originally authorized) and state law. Targets can vary from year due to factors including actual vs estimated receipts of the Highway Trust Fund, authorization (the annual transportation funding spending ceiling), and the appropriation (how much money is actually approved to be spent). Allocations released by MDOT on July 2024, are used as the baseline for this 2026-2029 ITP financial forecast.

Sources of Highway Funding Generated at the State Level There are two main sources of state highway funding, the state motor fuel tax and vehicle registration fees. These state law governing the collection and distribution of state highway revenue is Public Act 51 of 1951, commonly known simply as Act 51.

All revenue from the motor fuel tax and vehicle registration fees is deposited into the Michigan Transportation Fund (MTF). Act 51 contains a number of complex formulas for the distribution of the funding, but essentially, once funding for certain grants and administrative costs are removed, approximately ten percent of the remainder is deposited in the Comprehensive Transportation Fund (CTF) for transit. The remaining funds are then split between the Michigan Department of Transportation (MDOT), county road commission, and municipalities (incorporated cities and villages) in a proportion of 39.1 percent 39.1 percent and 21.8 percent respectively.

Several years ago, major changes to the State of Michigan's surface transportation revenue collection were enacted. Beginning January 1, 2017, these changes included increasing motor fuel tax rates on gasoline and diesel annually by the lesser of the U.S. inflation rate or 5 percent, increasing vehicle registration fees, one-time by an average of 20% and redirecting up to $600 million of Income Tax revenue from the general Fund to the Michigan Transportation Fund (highways).

When these changes took full effect in the 2020-21 state fiscal year, MTF revenues were anticipated to increase to ver $4 billion annually. The financial impact of COVID-19 shutdowns resulted in less tha expected collections. MDOT Cash/Receipts in the 2021-22 state fiscal year totaled $3.537 billion. Cash Receipts in the 2022-203 state fiscal year totaled $3.681 billion.

MTF funds are critical to the operation of the road system in Michigan. Since federal funds cannot be used to operate or maintain the road system (items such as snow removal, mowing grass in the rights-of way, paying the electric bill for streetlights and traffic signals, ects.), MTF funds are local community and county road agencies main sources for funding these items. Most federal transportation funding must be matched so that main source for funding these items.

Most federal transportation funding must be matched so that each project's cost is a maximum of approximately 80% federal-aid funding and a minimum of 20% non-federal matching funds. In Michigan, most match funding comes from the MTF. Finally, federal funding cannot be used on local public roads such as subdivision strees, or other roads not designated as federal-aid eligible. Here again, MTF is the main source of revenue for maintenance and repair of these roads.

Funding from the MTF is distributed statewide to incorporated cities, incorporated villages, and county road commissions, collectively known as **Act 51 agencies**. The formula is based on population and public road mileage under each Act 51 agency's jurisdiction.

Base and Assumptions Used in Forecast Calculations of State-Generated Highway Funds

State-generated funding for highways (i.e. MTF funding) only needs to be shown in the TIP if it is in a project that also contains federal-aid funding or in non-federally funded but of regional significance. Therefore, most state-generated funding for highways that is distributed to MDOT and to the counties cities and villages of the state through the Act 51 formulas is not shown in the TIP. The total amount of MTF funding available each yar can be projected. As long as the amount of MTF funding for highways shown in the TIP odes not exceed the total projected MTF funding available, it assumed that state-generated funding shown in the FY 2026-2029 TIP is constrained to reasonably available revenues.

State-Administered Programs that Use both Federal-Aid and State Funding

Michigan has two programs that use both sate funding and federal funding. These programs are Transportation Economic Development Fund (TEDF) Category C and TEDF Category D. The state money is these programs is separate from the state MTF money that is distributed to the cities, villages and county road commission each year. These funds are distributed to urban and rural counties as defined in Act 51. SATA does not receive Category C or D funds to distribute. Category D funds are distributed by the Rural Task Force and may be within the SATA TIP.

Four additional TEDF categories (A, B, E, and F) are 100% state-funded programs that are competitively awarded by the state. Projects using these funds do not have to be in the TIP unless tey are being supplemented with federal-aid highway fundng by the awardee, or the project is considered regionally significant.

Local Bridge is another important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with the Surface Transportation Grant Program (STBG) funding retained by the state. The local Bridge program is competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Base and Assumptions Used to Forecast Programs with Combined Federal and State Funding

Category D. projects programmed in the TIP are constrained to the targets provided by the Rural Task Force, plus any carryforward of the state portion of these programs (the federally funded portion does not carry forward).

State-Administered Programs that Use both Federal-Aid and State Funding

Local Bridge is an important program with both federal and state funding components. It is funded through a portion of the state motor fuel tax. It is supplemented with the Surface Transportation Grant Program (STBG) funding retained by the state. As well as Bridge Formula Program (BFT) funding authorized through IIJA. The Local Bridge program si competitive, with funds being awarded by Local Bridge Committees in each of the MDOT planning regions.

Since the Local Bridge program is competitively-award, only those local bridge projects that have been awarded for use in fiscal years 26 through 2029 are shown. Therefore, Local Bridge projects are fiscally self-constrained.

Sources of Locally Generated Highway Funding

Local highway funding can come from a variety of sources, including transportation millages, general fund revenues, and special assessment districts. Locally funded transportation projects that are not of regional significance are not required to be included in the TIP This makes it difficult to determine how much local funding is be spent for road in the SATA area. Additionally, special assessment districts and millages general have finite lives, so an accurate figure for local transportation funding would require knowledge of all millages and spcial assessment districts in force during each year of the ITP period, which is difficult to achieve. It is therefore, assumed that locally generated funding shown in the 2026-2029 TIP is constrained to reasonably available revenues.

State Trunkline Funding

The State of Michigan maintains an extensive network of highways across the state with the SATA area. Each highway with an I-M-, or US-designation is part of this network, which is known as the State Trunkline System. The portion of the State trunkline System in the SATA area is comprised of hundreds of lane-miles of highway, hundreds of bridges and culverts, signs, traffic signals, safety barriers, sound walls, and other capital that must be periodically repaired, replaced, reconstructed, or renovated. The agency responsible for the State Trunkline System is the Michigan Department of Transportation (MDOT). MDOT has provided SATA with a list of projects planned for the portion of the trunkline system within the SATA area over the FY 2026-2029 period. As a matter of standard operating procedure, it is assumed that the trunkline project list provided to SATA is constrained and reasonably available revenue.

Innovative Financing Strategies – Highway

A number of innovative financing strategies have been developed over the past two decades to help stretch limited transportation dollars. Some are purely public sector; others involve partnerships between the public and private sectors. Some of the more common strategies are discussed below.

Toll Credits: This strategy allows states to count funding they earn through tolled facilities (after deducting facility expenses) to be used as "soft match," rather than using the usual cash match for federal transportation projects. States have to demonstrate maintenance of effort when using toll credits in other words, each state much show that the toll money is being used for transportation purposes and that it is not reducing its efforts to maintain the existing system by using the toll credit program. Toll credits have been an important source of funding for the State of Michigan in the past because of the four-highway bridge crossing and one tunnel crossing between Michigan and Ontario. Toll credits have also helped to partially mitigate highway-funding shortfalls in Michigan, since sufficient non-federal funding has frequently not been available in past years to match all of the federal funding apportioned to the state.

State Infrastructure Bank (SIB): Established in a majority of states, including Michigan. Under the SIB program, states can place a portion of their federal highway funding into a revolving loan fund for transportation improvements such as highway, transit, rail and intermodal projects. Loans are available at 3% interest with a 25-year loan period to public entities such as regional planning commissions, state agencies, transit agencies, railroads, and economic development corporations. Private and nonprofit corporations developing publicly owned facilities may also apply.

Transportation Infrastructure Finance and Innovation Action (TIFIA): This nationwide program provides lines of credit and loan guarantees to state or local governments for development, construction, reconstruction, property acquisition, and carrying costs during construction. TIFIA enables states and local governments to use the borrowing power and credit of the federal government to fund finance projects at far more favorable terms than they would otherwise be able to do on their own. Repayment of TIFIA funding can be delayed for up to five years after project completion with a repayment period of up to 35 years. Interest rates are also low.

Bonding: Bonding is a form of borrowing where the borrower issues (sells) IOU's for portions of the debt if is incurring, called bonds, to willing purchasers of the debt. The borrower is then obligated to repay lenders (bondholders) the principal and an agreed-upon rate of interest over a specific time period. The amount of interest a bond issuer (borrower) will have to pay depends in large part upon its perceived credit risk- the greater the perceived change of default, the higher the interest rate. In order to bond, a borrower must pledge a reliable revenue stream for repayment. For example, this can be the toll receipts from a new transportation project. In the case of general obligation bonds, future tax receipts are pledged.

States are allowed to borrow against their federal transportation funds, within certain limitations.

While bonding provides money up front for important transportation projects, it also means diminished resources in future years, as funding that could otherwise pay for future projects must instead be reserved for paying the bonds' principal and interest, Michigan's Act 51 law requires that funding for the payment of bond and other debts be taken off the top of motor fuel tax and vehicle registration receipts collected before the distribution of funds for other transportation purposes. Therefore, the advantages of completing a project more quickly need to be carefully weighed with the disadvantages of reduced resources in future years.

Advance Construction/Advance Construct Conversion: This strategy allows a community or agency to build a transportation project with its own funds (advance construct) and then be reimbursed with federal funds for the federal share of the project in a future year (advance construction conversion). Tapered match can also be programmed, where the agency is reimbursed over a period of tow or more years. Advance construct allows for the construction of highway projects before federal funding is available; however, the agency must be able to build the project using its own resources yp front and then and then be able to wait for federal reimbursement in a later year.

Public-Private Partnership (P3**):** Funding available through traditional sources, such as motor fuel taxes, are not keeping pace with the growth in transportation system needs. Governments are increasingly turning to public-private partnerships (P3) to fund large transportation infrastructure projects. An example of a public-private partnership is Design/Build/Finance/Operate (DBFO). In this arrangement, the government keeps ownership of the transportation asset, but hires one or more private companies to design the facility, secure funding, construct the facility, and then operate it, usually for a set period of time. The private-sector firm is repaid most through toll revenue generated by the new facility.

Operations and Maintenance of the Federal-Aid Highway System

Construction, reconstruction, repair and rehabilitation of roads and bridges are only part of the total cost of the highway system. It must also be operated and maintained. Operations and maintenance include those items necessary to keep the highway infrastructure functional for vehicle travel, other than the construction, reconstruction, repair and rehabilitation of the infrastructure.

Examples include, but are not limited to, snow and ice removal, pothole patching, rubbish removal, maintaining rights-of-way, maintaining traffic signs and signals, clearing highway storm drains, paying the electrical bills for street lights and traffic signals, and other similar activities, and the personnel and direct administrative costs necessary to implement these projects. These activities are as vital to the smooth functioning of the highway system as good pavement.

Federal-aid highway funds cannot be used for operations and maintenance. Since the ITP only includes federally-funded capital highway projects (and non-federally-funded capital highway projects of regional significance), it does not include operations and maintenance expenses.

While in aggregate, operations and maintenance activities are regionally significant, the individual's projects do not rise to that level. However, federal regulations require an estimate of the amount of funding that will be spent operating and maintaining the federal-aid eligible highway system over the FY2026-2029 TIP period. This section of the financial plan provides an estimate of the cost of operations and maintenance in the SATA area and details the method used in the estimation.

MDOT estimates that its operations and maintenance costs are approximately $64.2 million for the SATA area and FY 2026, $15.6 for FY 2027 $15.9, for FY2028 $16.2 and $16.5FY 2029. That produces an estimated total of $64.2 million for operations and maintenance costs on the state trunklines system in the SATA area for FY 2026 through 2029.

Local Act 51 road agencies (county road commissions, incorporated cities, and incorporated village) are responsible for operating and maintaining the roads they own, including those roads they owned that are designated as part of the federal-aid-system. The main source of revenue available to these agencies to operate and maintain the roads is the Michigan Transportation Fund (MTF). The estimate of available funding is based on the assumption that each lane-miles of road in the system has an approximately equal operation and maintenance cost. Calculating through ACT 51 distribution and local budgets, there is approximately $43.5 million available to local road agencies for Operations and Maintenance in FY 2026 Using a modest 2% inflation factor, that provides for a total of $179.3 million over the life of the FY 2026-2029 TIP, adjusted for year of expenditure.

Year of Expenditure (Inflation) Adjustment for Project Costs

Federal regulations require that, before being programmed in the TIP, the cost of each project is adjusted to the expected inflation rate (know as year of expenditure, or YOE) in the year in which the project is programmed, as opposed to the cost of the project in present-day dollars, as mentioned I n the section entitled Operations and Maintenance of the Federal-Aid Highway System, above. As with the projection of available funding, the projected rate of inflation is determined in a cooperative process between MDOT and the MTPA. All local road agencies use agencies use the same $% annual inflation rate as MDOT to determine YOE costs.

As an Example, if a project costs $750,000 in the first year of the TIP, the same project is projected to cost $843,648 in the fourth year of the TIP, at a 4% YOE rate. This is done to provide a more realistic estimate of a project's cost at different points in time. Because of the constant pressure of inflation on all goods and services in the economy, it is preferable to build a project as close to the present day as possible, thus the attraction of bonding as a funding strategy. (see the Innovative Financing Strategies-Highway section above). This also demonstrates the fundamental problem facing infrastructure funding the rate of inflation (standardized at 4% for MDOT and local agencies) is higher than the expected growth in tax revenues (standardized at 2%). Transit projects have a different inflation rate that reflects the different goods and services necessary) to operate transit systems, as opposed to road networks.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP – Highway Projects

This financial plan is required to show that the cost of highway projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as demonstration of fiscal constraint and is also required for transit projects.

The table in Appendix A of this financial plan compares the amount of funding from each of the federal state, and local highway funding sources programmed in TIP highway project to the amount of each highway funding source reasonably expected to be available in each year of the FY 2026-2029 TIP period. The table in Appendix A demonstrates that the FY 2026-2029 TIP is fiscally constrained for highway – the amount programmed using each highway funding source does not exceed the amount reasonably expected to be available from the highway funding source does not exceed the amount reasonably expected to be available from that hghway funding source in any of the four years of the TIP.

PART B: TRANSIT FUNDING

Sources of Federally-Generated Transit Funding

Federally generated revenue for transit comes from federal motor fuel taxes, just as if does for highway projects. Some of the federal motor fuel tax collected nationawide is deposited in the Mass Transit Account of the Highway Trust Fund (HTF). Federal-aid transit funding is similar to federal-aid highway funding in that there are several core programs where money is distributed on a formula basis and other programs that are competitive in nature. Here are brief descriptions of some of the most common federal-aid transit programs.

Section 5307 Urbanized Area Formula Grants: This is the largest single source of transit funding that is apportioned to transit agencies in Michigan. Section 5307 funds can be used for capital projects (such as bus purchases and facility renovations). Transit planning, and projects eligible under the former section 5316 Job Access Reverse Commute (JARC) program (intended to link people with transportation to available jobs). Some of the funds can be also used for operating expenses in urbanized areas with populations less than 200,000. One percent of funds received are to be used by the agency to improve security at agency facilities.

Distribution is based on formulas including population, population density, and operating characteristics related to transit service. Each State's share of a multi-state urbanized area was calculated on the bases of the percentage of population attributable to the States in the USA, as determined by the 2020 Census. Urbanized areas of 200,000 population or larger receive their of apportionment directly from FTA. Apportionments for areas between 50,000 and 199,999 population and allocated to each urbanized area by FTA and distributed by MDOT to transit agencies in these urbanized areas. In the SATA area, the Saginaw Transit Authority Regional Services STARS receives 5307 funding.

Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities: Funding for traditional projects to meet the transportation needs for older adults and people with disabilities when transportation service is unavailable, insufficient, or inappropriate to meet these needs. Section 5310 incorporates activities from the for Section 5317 New Freedom programs exceeding the American with Disabilities Act (ADA) requirements.

Urbanized areas in the state with a population over 200,000 receive an apportionment of Sec. 5310 funding directly from the federal government. The State of Michigan allocates funding in remaining areas of the region on a per-projects basis, and the Grand Rapids urbanized area where the urban transit recipient has designated MDOT to continue the funding allocation. Since there are no urbanized areas over 200,000 population in the SATA areas, transit agencies receiving Sec. 5310 funds do so through allocations from the State of Michigan.

Section 5311, Non-Urbanized Area Formula Grant: Funds for capital, operating, and rural transit planning activities. Activities under the former JARC program (see Section 5307 above) in rural areas are also eligible. The state must use 15 percent of its Section 5311 funding on intercity bus transportation. The State of Michigan operates this program on a continuation basis.

Section 5337, State of Good Repair Grants: Funding to state and local governmental authorities for capital, maintenance, and operational support projects to keep fixed guideway systems in a state of good repair. Recipients will also be required to develop and implement an asset management plan. Fifty percent of Section 5337 fudning is distributed via a formula accounting for vehicle revenue miles and directional route miles; fifty percent is based on ratios of past funding received. The Detroit Transportation Corporation (People Mover) is currently the only recipient of Section 5337 funding in the State of Michigan.

Section 533(a) Formula Grants Bus and Bus Facilities: Funds are made available under the program to replace, rehabilitate, and purchase buses and related equipment, as well construct bus-related facilities. Each state receives two fixed amounts, amount apportioned to state governors for urbanized areas 50,000 to 199,999 in population and amount for state/territory allocation respectively. These amounts are sub-allocated by MDOT to the agencies in these urbanized areas based on their percentage of Section 5307 allocation and to the rural areas based on the project priority as determined by MDOT.

Amounts apportioned to state governors for urbanized areas 50,000 to 199,999 in population area received directly by transit agencies in these areas. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Faclities Discretionary Program (5339(b) and the Low or No Emmission Bus Discretionary Program 5339(c). Section 5339(b) Bus and Bus Facilities Competitive Program and Section (5339(c) Low or No Emission Grant Program are distributed by FTA with Notice of Funding Opportunities.

Flex Funding: In addition to these funding sources, transit agencies can also apply for surface Transportation Block Grant Program, Transportation Alternatives Program (TAP), Carbon Reduction Program (CRP) Transportation Alternative Program (TAP), Carbon Reduction Program (CRP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funds based on the geographic location of the transit agency.

If a transit agency is awarded such funding, it must be flexed (transferred from the Federal Highway Administration to the Federal Transit Administration). Once flexing has occurred, the money follow the eligibility and accounting rules of the transit program to which it has been transferred.

Base and Assumptions Used in Forecast Calculations of Federal Transit Funds
Each year, the Federal Transit Administration (FTA) issues funding apportionments for states, urbanized areas, and/or individual transit agencies, depending on the regulations for the federal-aid transit funding source in question. Transit agencies use this apportionment information to estimate the amount of federal-aid funding they will receive in a given year, under the general oversight of MDOT's Office of Passenger Transportation (OPT). Current statewide procedures are to consider the federal amounts programmed into the FY 2026-2029 TIP by each transit agency to be constrained to reasonably expected available revenues.

Sources of State-Generate Transit Funding Sources
The majority of state-level transit funding is derived from the same source as state highway funding, the state tax on motor fuels and vehicle registration fees. Act 51 stipulates that 10 percent of receipts into the MTF, after certain deductions, are to be deposited in a subaccount of the MTF called the Comprehensive Transportation Fund (CTF. This is similar to the Mass Transit Account of the federal Highway Trust Fund. Additionally, a portion of the state-level auto-related sales tax is deposited int the CTF. Distributions from the CTF are used by public transit agencies for matching federal grants and also for operating expenses.

Base and Assumptions Used for Forecast Calculation of State Transit Funds
MDOT OPT provides each transit agency with estimates of how much CTF funding it will receive and specifies the purposes(s) for which it can be used. For example, some distributed funds are used for local bus operating, while others are used to match federal funding and yet other CTF funds can be used for a variety of other purposes. In keeping with the general procedures for federal transit funds, the state-generate transit funding amounts programmed into the FY 2026-2029 TIP for each agency are considered to be constrained to reasonably-expected available revenues.

Sources of Locally-Generated Transit Funding

Major sources of locally generated funding for transit agencies include farebox revenues, general fund transfers from city governments, and transportation millages. Transit agencies in the SATA area collect fares from riders. In addition, both Dial A- Ride Transportation are funded through local governments.

Base and assumptions Used in Forecast Calculations of Local Transit Funds

Locally-generated transit funding amounts programmed into the Fy 2026-2029 TIP by each agency are considered to be constrained to reasonably-expected available revenues.

Innovative Financing Strategies-Transit

Sources of funding for transit are not limited to the federal, state, and local sources previously discussed. As with highway funding, there are alternative sources of funding that can be utilized for transit capital and operating costs. Bonds can be issued (see discussion of bonds in the Innovative Financing Strategies – Highway section). The federal government also allows the use of toll credits to match federal funds. Toll credits are earned at tolled facilities, such as the Blue Water Brdge in Port Huron Regulations allow for the use of toll revenues (after facility operating expenses) to be used as “soft match” for transit projects. Soft math means that actual money does not have to be provided the toll revenue are used as a “credit” against the match. This allows the actual toll funds to be used on other parts of the transportation system, thus stretching the resources available to maintain the system.

Transit Capital and Operations

Transit expenditures are divided into two bas categories, capital and operations. Capital refers to the physical assets of the agency, such as buses and other vehicles, stations and shelters at bus stops, office equipment and furnishings, and certain spare parts for vehicles. Operations refers to the activities necessary to keep the system operating, such as driver wages and maintenance costs. The majority of transit agency expenses are usually operating expenses.

Demonstration of Fiscal Constraint of the FY 2026-2029 TIP – Transit Projects
This financial plan is required to show that the cost of the transit projects in the FY 2026-2029 TIP does not exceed the amount reasonably expected to be available to fund those projects. This is known as demonstration of fiscal constraint and is also required for highway projects (see above). This table in Appendix C of this financial plan compares the amount o funding from each of the federal, state, and local transit funding sources programmed in TIP transit projects to the amount of each transit funding source reasonably expected to be available in each year of the FY 2026-2029 TIP is fiscally constrained for transit – the amount programmed using each transit funding source does not exceed the amount reasonably expected to be available from the transit funding source in any of the four years of the TIP.

Fiscal Constraint
The most important financial consideration when creating and/or maintaining a TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively between MDOT, transportation planning agencies, and public transportation agencies. Note that these rates of change are **not** the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments.

In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the state's metropolitan planning organizations and MDOT. It also includes, as ex-officio members, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MTPA has determined that recent federal transportation funding shortfalls make it prudent to hold federal funding levels at a 2% annual rate of increase for all four years of the FY 2026 - 2029 TIP (see Appendix C).

In the SATA area, the SATA technical and policy committee is provided with the federal funding targets for the years covered by the TIP. This information is provided by MDOT. This controls the amount of federal-aid highway funding programmed. The technical committee provides a list of projects to the policy committee to be programmed. MDOT has a process to select projects on its road system as well, utilizing the state's Asset Management Plan. Local agencies throughout the state also use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), who duties are prescribed by state law. The transit agency selects projects based on internal assessment of capital and operations needs and in conjunction with its developed Transit Asset Management Plan.

Year of Expenditure (YOE)

When MDOT, FACs, and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each FAC and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own for the upcoming FY 2026-FY 2029 TIP cycle. See Appendix E for more details.

Summary: Resources available for capital needs on the federal-aid highway system

Table 2-1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in Saginaw County over fiscal years 2026 through 2029. The only local funding (i.e. non-federal) included is funding required to match and federal-aid funds.

2026	2027	2028	2029
$18.9	$28.1	$6.8	$3.9

Table 2-1: Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the SATA area (millions of dollars).

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

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I-, US-, and M- designated roads, plus most public roads functionally classified as “collector” or higher). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership.

Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Appendix E explains the method and assumptions used to formulate the estimate. Table 2-1 contains a summary O and M cost estimate for roads on the federal-aid highway system in the SATA area. These funds are not shown in the TIP, because most highway operations and maintenance costs are not eligible for federal aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors (see Appendix B for a discussion of YOE adjustments).

2026	2027	2028	2029
$12.5	$18.7	$11.2	$14.6

Table 2-2 Forecast of Operations and Maintenance Costs on the Federal-Aid System in the SATA area (millions of dollars).

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

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes CTF funding to match federal aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

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

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operation's needs, depending on the program) for public transit agencies in Southeast Michigan during fiscal years 2026 through 2029. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to public transit agencies in the SATA area is also included

Funding Type	2026	2027	2028	2029
5307	$2.3	$3.0	$3.0	$3.0
5339	$280K	$300K	$550K	$600K
5310	$250K	$0K	$0	$0
5311	$608K	$626K	$626K	$626K
Total Funding	$3.4	$3.9	$4.1	$4.2
Total Programmed	$3.4	$3.9	$4.1	$4.2

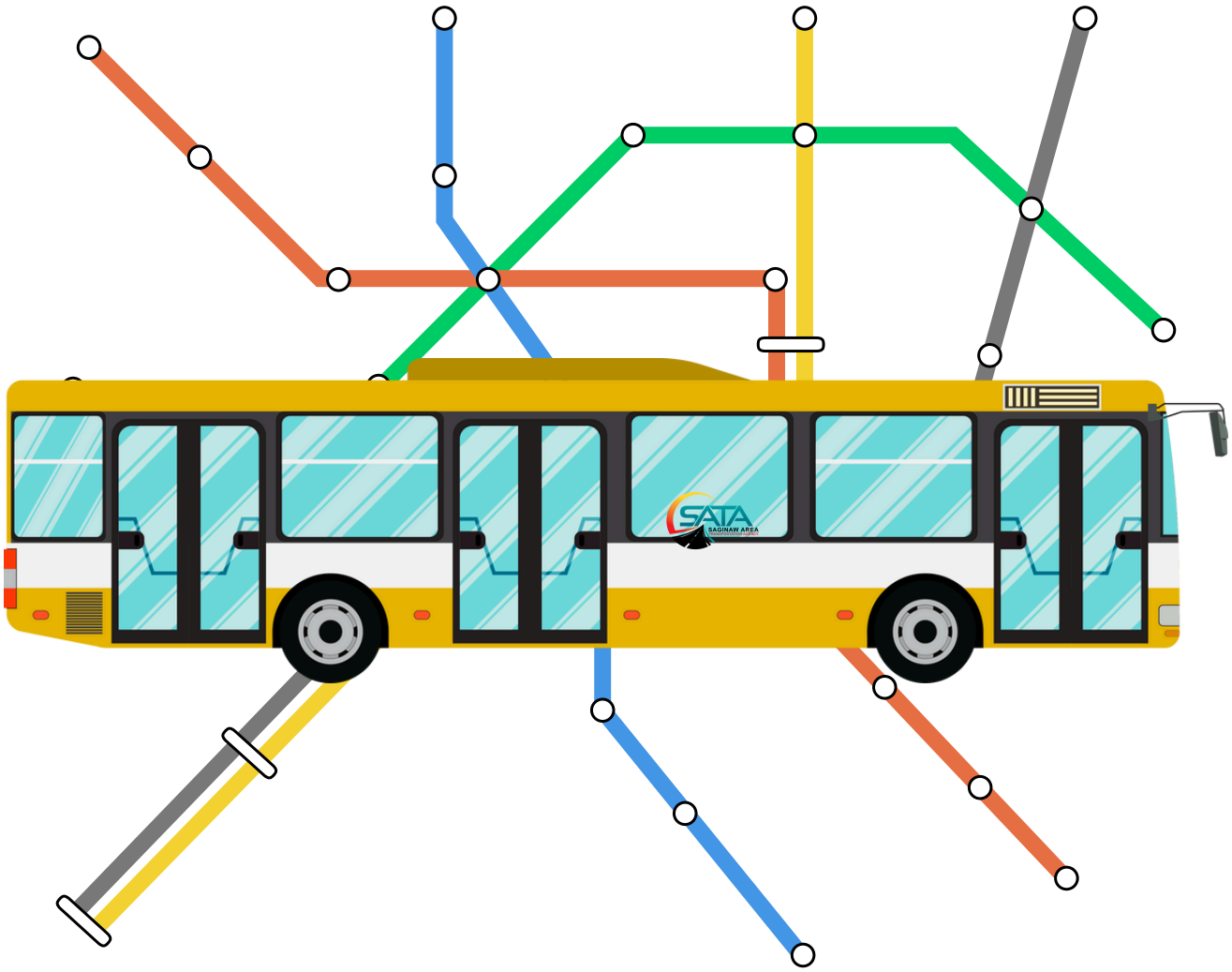
Table 2-3: Forecast of Resources Available for Public Transit Capital Needs in the SATA area (millions of dollars).

PART C: DEMONSTRATION OF FISCAL CONSTRAINT

Highway and Transit Projects

Demonstration of Financial Constraint, FY 2026 through FY 2029

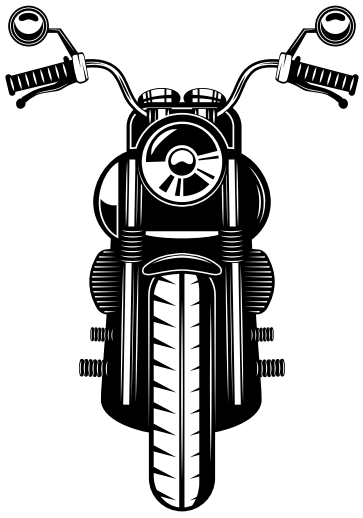
After determination of resources available for federal-aid highway and transit capital needs in the SATA planning area from FY 2026 through FY 2029, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2045 Metropolitan Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues (see Appendix C). Table 2-4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period.



This table shows that the FY 2026 through FY 2029 TIP is fiscally constrained. Note: Operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

	2026	2027	2028	2029
Highway Funding	$18.9	$28.1	$6.8	$3.0
Highway Programmed	$18.9	$28.1	$6.8	$3.0
Transit Funding	$3.4	$3.9	$4.1	$4.2
Transit Programmed	$3.4	$3.9	$4.1	$4.2
Total Funding	$22.3	$32	$10.9	$7.2
Total Programmed	$22.3	$32	$10.9	$7.2
Difference	0	0	0	0

Table 2 – 4: Demonstration of fiscal constraint, FY 2026 through FY 2029 TIP (millions of dollars).



CHAPTER THREE

TRANSPORTATION PROJECTS

For projects to be included in the TIP, SATA sends out a "Call for Projects" to the implementing agencies. Those transportation projects received are brought forward to the SATA Technical/Policy Committee for review at a meeting open to the public where input is sought. The Technical/Policy Committee then prioritizes the projects based on how each project will enhance the entire system in the SATA region based on condition of adjacent roads, traffic volumes, truck routes, and overall benefit to the roadway system and users in general.

During this review the amount of available funds by the implementing agencies available for transportation projects is considered. The prioritization process has worked well in the past as it balances the implementing agency's ability to budget for the local match requirement, and yet focuses on the best projects for the system as a whole. The Technical Committee then recommends to the SATA Policy Committee for the prioritized project list for inclusion in the TIP. After document is out for the 30-day comment and suggestions period, a public hearing will be held and review of all comments and suggestions, the Policy committee will vote to adopt final document.

Completed FY 2023, 2024, 2025, 2026 TIP Projects
During the life of the FY 2023, 2024, 2025, 2026 TIP, the SATA implementing agencies completed numerous projects. Below is a brief summary of completed projects for a full list please see appendix C.

In FY 2023-2026 TIP, those include:

Michigan Department of Transportation

- MDOT region wide signal and crossing upgrades
- Regionwide Longitudinal Pavement Markings
- Trunkline traffic operations and safety Lake State railway crossing in Saginaw

City of Saginaw Projects

- S. Wheeler St. W. Michigan to Gratiot
- E. Genesee Ave. Janes Ave to City Limits
- S. Jefferson Ave. Hoyt to Janes

Saginaw County Road Commission Projects

- Kochville Rd. Michigan Road to Westervelt
- Hemmeter Rd. State St. to McCarty
- Dixie Highway Birch Run Rd. to Junction Rd.

Saginaw Transit Authority and Regional Services

- Continue bus and vehicle replacement program
- Rides to Wellness Transportation Program

A complete listing of obligated projects and the full version of the approved 2026 - 2029 can be viewed on the SATA website satampo.org

Project Selection Process

For projects to be included in the new TIP for 2026 - 2029, SATA sent out a "Call for Projects" to the implementing agencies. The projects are initially evaluated by the implementing agencies (road agencies and transit operator) using the **Ranking Method for Preservation and Capacity Projects** that was adopted by SATA in February 2018. This method uses a numerical scoring process to objectively rank each project on its merit based on tangible performance measures. The document describing the complete ranking method is included as part of the TIP document. As noted in the "Ranking Method" document, the SATA Technical and Policy Committees should consider the TIP project prioritization criteria as a tool in decision making, but any decision should not be based **solely** on the ranking.

The proposed transportation projects received are brought forward to the SATA Technical/Policy Committee for review. The committee discusses the projects and the related impacts and improvements to the transportation system on an area-wide basis. The committee then prioritizes the projects based on how the project will enhance the entire system in the SATA region as well as reviewing the amount of available funds for transportation projects. Finally, the draft TIP is released for public review and stakeholder involvement activities in accordance with the Participation Plan. At the end of the review period, the SATA Policy considers the comments received, holds a public hearing, makes any necessary adjustments in the TIP, and then adopts the TIP.

Amendments & Administrative Changes to the TIP

The TIP is a working document, and it may be amended as new projects and funding programs emerge, as changes in projects arise, or as other developments may occur. It is also possible to make administrative changes in the TIP without a formal amendment if certain criteria are met. The following table provides guidance to assist SATA and local agencies in determining whether an amendment is needed for a project of if an administrative change is sufficient.

Table 3-1: Amendments & Administrative Changes to the TIP

Ammendments Include:	Administration Changes Include:
Adding new project(s). New projects include projects previously deleted from the TIP and then resubmitted at a later time for inclusion in the TIP.	Carrying a project from one approved TIP to the next as long as it is not a major capacity project and the carrying forward is done in the first quarter of the first year of the new TIP. There must be sufficient revenues to accommodate the project; otherwise, it must be processed as an amendment.
Delete Projects	A minor change in scope of work (generally, anything not mentioned in the "Amendment" column is considered minor).
Extending the length of a previously approved project one-half mile or greater. This is considered a major change in scope of work.	Cost increases of 25 percent or less without a major change in scope of work AND without over- programming the TIP.
Adding a travel or turn lane one-half mile or greater in length to previously approved project. This is considered a major change in scope.	Changing the order of approved projects by year within the TIP.
Adding federal funds to a project that previously did not have federal funds designated as part of the project funding.	Changing a federally funded projects to advance construct. The project must be shown in both the advance construct and paybacks years.
Cost increases by more than 25 percent with or without a major in scope of work.	

2026 – 2029 PROJECTS

The general locations of the projects selected for the 2026 – 2029 TIP are shown on the following tables that provide detailed information on the projects are included in Appendix F.

The following is a brief overview of the major projects that are programmed for 2026 through 2029. This is not an exhaustive list of every project that is included in the TIP. For a complete list and map, please refer to the detailed tables in Appendix C.

Table 3-2: FY 2026- 2029 Projects City of Saginaw and Saginaw County Road Commission

Year	Agency	Projects	Descriptions	Limits	Condition Benefit
2026	City of Saginaw	Perkins Genesee to 17th	Reconstruction	0.62	Increase Road Remaining Service Life
2026	Saginaw County	Tittabawassee Bay to Michigan	Concrete Repairs	1.5	Improve surface condition
2026	Saginaw County	Tittabawassee Lone to M-47	Mill & Fill	1.73	Improve surface condition
2026	Saginaw County	N. River Road	Roundabout	N/A	Improve Safety
2027	City of Saginaw	S. Franklin St. Hoyt to Janes	Reconstruction	0.3	Increase Road Remaining Service Life
2027	Saginaw County	Westervelt Weiss to 75	Mill and fill one course asphalt overlay	3.2	Improve surface condition
2028	City of Saginaw	Perkins Street 17th to 23rd	Reconstruction	0.35	Increase Road Remaining Service Life
2028	Saginaw County	Weiss M-47 to Bay	Mill & Fill	3.76	Improve surface condition
2029	City of Saginaw	Marquette Street S. Wheeler to Moore	Reconstruction	0.56	Increase Road Remaining Service Life
2029	Saginaw County	Williamson City to Dixie Highway	Mill & Fill	3.82	Increase Road Remaining Service Life
2029	Saginaw County	Williamson City to Dixie Highway	Paved Shoulders	3.82	Increase Road Remaining Service Life

Table 1-3: FY 2026 - 2029 Projects MDOT

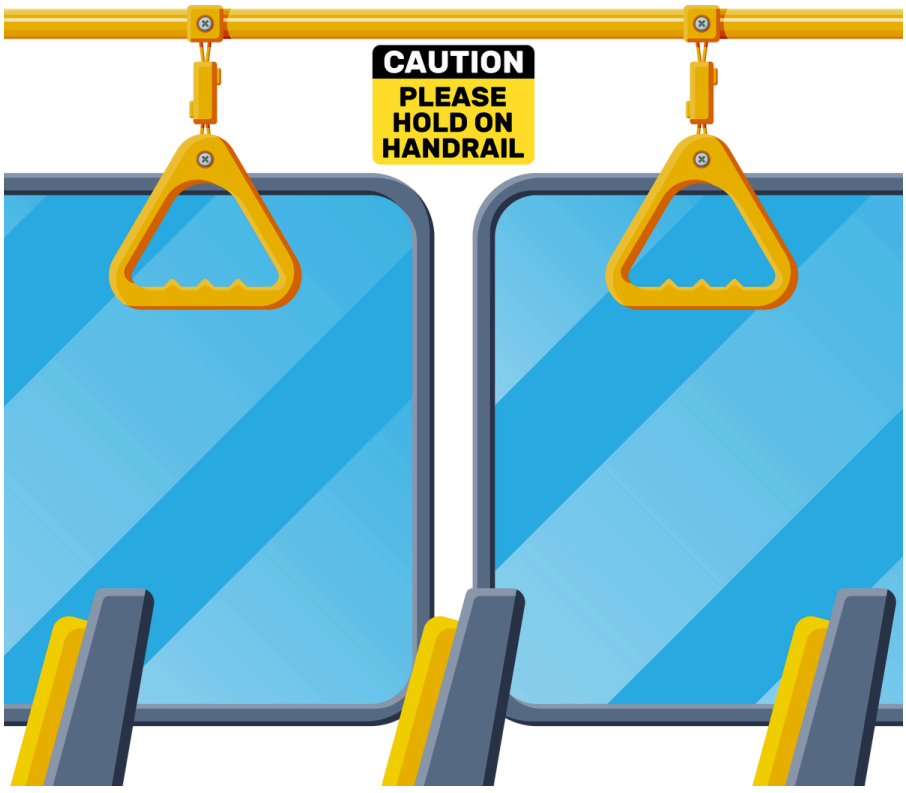
Year	Agency	Projects	Descriptions	Condition Benefit
2026	MDOT	Region-wide	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	Trunkline Routes	Installation of signage upgrades.	Increase driver awareness of signs & roadways
2026	MDOT	M-46 at Steel Rd. N-Freeway Signing	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	I-75S - 675	Camera & Pole Replacement	Increase driver awareness of signs & roadways
2026	MDOT	M-46 E at Van Wormer	Intelligent Transportation System	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways
2029	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways

FTA Transit Candidate Projects

The Federal Transit Administration (FTA) recommends that a “transit candidate list” be included in the TIP to accommodate projects that are waiting for federal funding obligation below is a list of these transit projects.

Table 2-4: FY 2026 - 2029 Projects STARS

Year	Agency	Projects	Descriptions	Asset Benefit
2026	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2027	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2028	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles
2029	STARS	Bus Purchase	Bus Expansion	Revenue Vehicles



CHAPTER FOUR

PERFORMANCE MEASURES AND PLAN EVALUATION

Any plan, to be taken seriously, must include both a process for evaluating progress towards the goals and objectives identified and a system of measuring that progress. Monitoring progress towards achieving goals and objectives is helped by developing performance measures during the planning process.

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

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

PERFORMANCE-BASED PLANNING

A key feature of the Infrastructure Investment and Jobs Act (IIJA) is the continuation of a performance outcome - based program, originally introduced through the Moving Ahead for Progress in the 21st Century outcome-based program, originally introduced through the (MAP-21) Act.

The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of nationally set goals. 23CFR 490 outlines the national performance goals for the federal aid highway program required to be established in seven (7) areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

PERFORMANCE MEASURES

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

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

In addition, the Federal Transit Administration (FTA) was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 625 became effective October 1, 2016, and established four performance measures. The performance management requirements outlined in 49 CFR 625 Part D are a minimum standard for transit operators and involve measuring and monitoring the following:

- Rolling stock - vehicles used for providing public transportation, revenue and non-revenue
- Equipment - articles on non-expendable, tangible property with a useful life of at least one year
- Facilities - building or structure used in providing public transportation
- Infrastructure - means the underlying framework or structures that support a public transportation system

A Transit Asset Management (TAM) Plan is required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations. The timeline for implementation of the national performance measures is determined upon when the final rule was published for each measure, which then established an effective date for that measure.

PERFORMANCE TARGETS

State Targets

Within one year of the U.S. DOT final rule on performance measures, states are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

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

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

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, it is required that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO targets. When and if the state targets are changed, they will be referenced in this document, but portions of this document will not have to be rewritten. The most up-to-date targets can be found at https://satampo.org.

PERFORMANCE-BASED PLANNING IN THE SAGINAW COUNTY, MICHIGAN URBANIZED AREA

The Saginaw Metropolitan Area Transportation Study (SATA) has several systems in place to address the mandated performance measures and targets. SATA maintains a traffic count program which has partially been integrated into a traffic count database system. This system is projected to facilitate improved data for the travel demand model which forecasts future traffic congestion. The MDOT sponsored collection of pavement condition data on federal-aid eligible roadways, through the statewide Asset Management program, provides SATA with data (both current and historic) to address the status of pavement conditions in the SATA area.

MDOT also collects data through the Highway Performance Monitoring System (HPMS). SATA has access to detailed traffic crash data for its area through its subscription to the Traffic Crash Analysis Tool (TCAT) program of the Transportation Improvement Association (TIA) of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the National Highway System, which is almost totally under the jurisdiction of MDOT in the SATA area.

Therefore, SATA will coordinate with MDOT (as set forth in the federal regulations) in the development of targets for roadways in the SATA area subject to the NHS-based performance targets and will choose to "support the state targets" as its official response for these categories.

Any roadways designated as NHS which are under local jurisdiction are to be assessed in conjunction with the responsible local road agency, but separate targets are not expected to be established. In the process of developing future Metropolitan Transportation Plans and Transportation Improvement Programs once targets are established, SATA will assess the impact of any proposed projects on the performance measure areas (and targets), as noted at the beginning of this chapter. This will be done using the best available data at the time of assessment. Projects providing a high level of benefit in meeting identified performance targets will be considered for priority in programming.

MPO TARGET SETTING

Safety

The first performance measure for which specific targets were required is the safety category. On August 31, 2024, the Michigan Department of Transportation (MDOT) reported to Michigan's metropolitan planning organizations (MPOs) that it had set safety targets for calendar year 2025. MDOT and Michigan's MPOs had been meeting prior to this announcement over a period of several months to discuss the setting of these performance measures. The state establishment of safety targets set in motion the clock for MPOs to decide upon their MPO safety targets within 180 days after that date, or by February 27, 2025. On, February 27, 2025, the SATA Policy Committee voted to exercise its option to "support the state targets" for the 5 categories of safety information. Since that time, MDOT has set its safety targets annually in August each year, and SATA has opted each to "support" the state targets.

The latest state targets for 2025 were supported by SATA on February27, 2025. Safety targets will continue to be developed by the state and responded to by the MPOs each year. The TIP will not be updated each year with new targets, but SATA action relative to the targets will be reported to MDOT and reflected in the annual System Performance Report required of the MPOs.

The following tables provide Michigan Crash Trends and the Michigan State Safety Targets for 2021-2025.

TABLE 4-1: - CRASH TRENDS CALENDAR YEAR 2025-2025

MEASUREMENT CATEGORY	2021	2022	2023	2024	2025
FACILITIES	1,136	1,123	1,095	1,074	1,062
SERIOUS	5,979	5,728	5,816	5,671	5,603
NON-MOTORIZED FATALITIES & SERIOUS INJURIES	674	720	785	736	727

TABLE 4-2: - MICHIGAN STATE SAFETY PERFORMANCE MEASURE | CALENDAR YEAR 2025

SAFETY PERFOMANCE MEASURE	BASELINE CONDITION	CALENDAR YEAR 2025 STATE SAFETY TARGET
FACILITIES	1,085.2	1,098.0
FATALITY RATE	1.137	1.113
SERIOUS INJURIES	5,727.8	5,770.1
SERIOUS INJURY RATE	5.988	5.850
NON-MOTORIZED FATALITIES & SERIOUS INJURIES	743.0	728.3

Michigan State Safety Targets are based on a five-year rolling average from calendar year 2021-2025. SATA has limited access to federal safety funds provided to the state, as the state manages safety funds through a statewide grant poll. However, through the SATA Prioritization process, projects that address identified traffic safety issues receive additional points towards the likelihood of funding through other funding sources. As a non-TMA MPO, SATA' local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. The criteria for project selection at the state level is heavily weighted toward projects impacting fatality and serious injury crash locations. Fortunately for the SATA area, the fatality number is low and random in nature. SATA supports the local agencies when they decide to apply for safety funding and will add any selected projects to the current TIP as soon as a positive funding determination has been made by MDOT.

A previously developed regional traffic safety plan was completed for a five-county region in East Central Michigan by a consultant retained by MDOT. An updated version of the plan is expected in the future. One results of the East central Regional Traffic Safety Plan was the recommendation that safety projects target certain emphasis areas in the area of traffic safety.

The identification of the emphasis areas was based on an analysis of regional and local safety conditions, historical trends, and stakeholder input. The four highest priority emphasis areas were: lane departure, intersection safety, pedestrian and bicycle safety, and drivers aged 24 years and younger. The results of the regional review were reported by county. SATA will evaluate the identification of potential high-risk areas, segments, and intersections identified in the appendices of the Plan as locations needing further evaluation. The top 10 sections and intersections are listed in the SATA 2045 LRP.

In the East Central Regional Traffic Safety Plan, the consultant identified intersection and segment data that had an excess of "expected" fatal and injury crashes on an annual basis when examining the 2010-2014 crash data. The locations were ranked as low, medium, and high for this criterion. The number of excess crashes to be expected for each of the categories was identified as: high = greater than 5, medium = 3 to 5, and low = 1 to 3.

For intersection locations in the medium category included:

TABLE 4-3:
FOR THE INTERSECTION CATEGORY

LOCATION	TOTAL CRASH PER YEAR
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	7
TITTABAWASSEE RD.	6.2
TITTABAWASSEE RD.	5.6
TITTABAWASSEE RD.	5
N. CENTER RD	5
S. OUTER DR.	4.4
TITTABAWASSEE RD.	4.2

TABLE 4-4:
IN THE SEGMENT CATEGORY

LOCATION	TOTAL CRASH PER YEAR
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	8.2
TITTABAWASSEE RD.	7
TITTABAWASSEE RD.	6.2
TITTABAWASSEE RD.	5.6
TITTABAWASSEE RD.	5
N. CENTER RD	5
S. OUTER DR.	4.4
TITTABAWASSEE RD.	4.2

Most of these intersections include state jurisdiction trunklines that will require joint review with MDOT.

The FY 2026-2029 TIP includes several projects which are anticipated to impart safety benefits to the transportation system. See Table 4-5 below:

TABLE 4-5: FY 2026-2029 TIP
SPECIFIC SAFETY RELATED PROJECTS

Year	Agency	Projects	Descriptions	Condition Benefit
2026	MDOT	Region-wide	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	Trunkline Routes	Installation of signage upgrades.	Increase driver awareness of signs & roadways
2026	MDOT	M-46 at Steel Rd. N-Freeway Signing	Signing Upgrade	Increase driver awareness of signs & roadways
2026	MDOT	I-75S - 675	Camera & Pole Replacement	Increase driver awareness of signs & roadways
2026	MDOT	M-46 E at Van Wormer	Intelligent Transportation System	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Increase driver awareness of signs & roadways
2027	MDOT	M-46 E at Van Wormer	Traffic Signal Modernization	Reduce the potential for intersection collisions and improve traffic movement efficiency
2027	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways
2029	MDOT	Trunkline Routes	Signing Upgrade	Increase driver awareness of signs & roadways

PAVEMENT

Federal regulations require that states measure, monitor, and set goals for pavement performance based upon a composite index of metrics. The four-year performance period baseline is actual pavement performance calculated from data collected the year prior to the first year of a performance period and reported to the HPMS in the first year of the performance period. Pavement performance is calculated using the Pavement Condition Measure (PCM) which requires evaluation of pavement condition thresholds using International Roughness Index (IRI), Cracking Percent, Rutting (asphalt) and Faulting (jointed concrete) metrics, or Pavement Serviceability, Rating (PSR) for segments where the posted speed limit is less than 40 miles per hour (mph).

Within each four-year performance period, FHWA will determine whether the State DOT has made significant progress toward respective State 2 – and 4 – year target achievement. Regulation defines significant progress and (1) actual performance is better than baseline or (2) actual performance is better than the respective target. The Non-Interstate portion of the system includes MDOT trunkline routes (M-routes) (about 11,959 miles in 2016) and local government owned non-trunkline roads (about 4,239 miles in 2016). Local agencies are responsible for 19% of the NHS route mileage in Michigan

MPOs are required to establish four-year targets for these measures. As with the other performance measures, there are option to agree to plan and program projects that support MDOTs targets or establish their own targets for their Metropolitan Planning Area (MPA). SATA adopted to support the statewide targets on February 27, 2025.

TABLE 4-6: MICHIGAN STATE PAVEMENT TARGETS FOR CALENDAR YEAR 2025

PAVEMENT PERFORMANCE MEASURE	BASELINE CONDITION YEAR 2022-2025	2- YEAR TARGETS	4-YEAR TARGETS
% Interstate Pavement in Good Condition	70.4%	59.2%	67.1%
% Interstate Pavement in Poor Condition	1.8%	5.0%	5.0%
% Non-Interstate NHS in Good Condition	41.6%	33.1%	29.4%
% Non-Interstate NHS in POOR Condition	8.9%	10%	10%

Pavement projects on NHS roadways in the SATA MPA in the 2026-2029 TIP include the following:

Table 4-7: NHS Pavement Projects in the FY 2026-2029 TIP

Year	Agency	Projects	Descriptions	Condition Benefit
2026	CITY OF SAGINAW	Perkins Genesee to 17th	Reconstruction	Increase Road Remaining Service Life
2026	SAGINAW COUNTY	Tittabawassee Bay to Michigan	Concrete Repairs	Improve surface condition
2026	SAGINAW COUNTY	Tittabawassee Lone to M-47	Mill & Fill	Improve surface condition
2026	SAGINAW COUNTY	N. River Road	Roundabout	Improve safety
2027	CITY OF SAGINAW	S. Franklin St. Hoyt to Janes	Reconstruction	Increase Road Remaining Service Life
2027	SAGINAW COUNTY	Westervelt Weiss to 75	Mill and fill one course asphalt overlay	Improve surface condition
2028	CITY OF SAGINAW	Perkins Street 17th to 23rd	Reconstruction	Increase Road Remaining Service Life
2028	SAGINAW COUNTY	Weiss M-47 to Bay	Mill & Fill	Improve surface condition
2029	CITY OF SAGINAW	Marquette Street S. Wheeler to Moore	Reconstruction	Increase Road Remaining Service Life
2029	SAGINAW COUNTY	Williamson City to Dixie Highway	Mill & Fill	Increase Road Remaining Service Life
2029	SAGINAW COUNTY	Williamson City to Dixie	Paved Shoulders	Increase Road Remaining Service Life

BRIDGE

The federal performance measures require that state DOTs establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. By June 14, 2023 (180 days following establishment of State targets). MPOs are required to develop 2-year and 4-year targets for each bridge measure in coordination with MDOT. MPOs have two options for target development (1) agree to plan and program projects that support State targets or (2) develop to a quantifiable target for the respective MPO area. For example, an MPO can elect to support the State 2-year good condition target and develop an MPO boundary 2-year poor condition target. The two performance measures for assessing bridge conditions are % of National Poor condition target. The two performance measures for assessing bridge condition are: % of National Highway System (NHS) bridges in "Good Condition", and % of NHS bridges in "Poor Condition".

As part of the Full Performance Period Progress Report, the MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. MPOs are not required to report separately to FHWA.

Staring from the condition reported with the NBI submitted on March 13, 2022, the expected improved condition from projects and reduced condition from deterioration was summarized into projected 2-year and 4 – year condition. The deck areas in good, fair and poor conditions at each year were summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1% and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structure that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

The targets are highly dependent on the deck area of bridges that fall to poor, and so the smaller the inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

On February 27, 2025, SATA adopted to “support” the following statewide targets for the Bridge performance measure.

TABLE 4-8: MICHIGAN STATE BRIDGE TARGETS FOR CALENDAR YEAR 2025

BRIDGE PERFORMANCE MEASURE	BASELINE CONDITION	2- YEAR TARGETS	4-YEAR TARGETS
% National Highway System Deck Area in Good Condition	22.1%	15.2%	12.8%
% Inte% National Highway System Deck Area in Poor Condition rstate Pavement in Poor Condition	7%	6.8%	10%

SYSTEM RELIABILITY

Federal regulation requires states and MPOs to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration and made available for use by states and MPOs. This vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS).

The data is processed through an analytical software tool known as the Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the federal rule are:

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

The 2021 and 2022 data show that Michigan's Interstate Highways and Non-Interstate NHS highways have been between 94 and 98% reliable, meaning that greater than 95% of the person-miles traveled on the NHS system are meeting the reliability thresholds established by federal regulations. For trucks due to the higher federal threshold of comparing the 95th percentile to the 50th percentile, the overall truck travel time index on interstates has remained near 1.3.

In accordance with Section 490, MPOs have 180 days following the recording of State national performance program targets to develop and report (MPO targets to MDOT, for 2022, FHWA delayed the biannual report from October 1 to December 16 therefore MPO target report to MDOT has respectively changed to June 14, 2023.

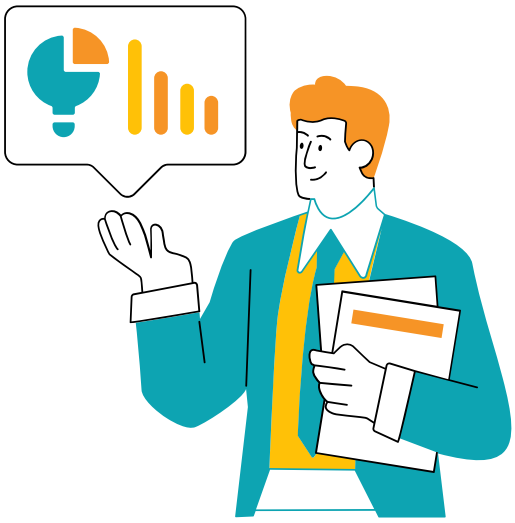


TABLE 4-9: MICHIGAN STATE RELIABILITY TARGETS FOR CALENDAR YEAR 2022-2025

TRAVEL TIME RELIABILITY PERFORMANCE MEASURE	BASELINE CONDITION 2022-2025	2- YEAR TARGETS	4-YEAR TARGETS
Level of Travel Time Reliability of the Interstate	97.1%	80%	80%
Level of Travel Time Reliability of the Non-Interstate NHS	94.4%	75%	75%
Freight Reliability Measure on the Interstate	1.31%	1.60%	1.60%

CONGESTION MITIGATION AND AIR QUALITY

This measure applies to urbanized areas containing NHS mileage and having a population over 200,000 (Phase 1 population over 1 million). The SATA area does not qualify for inclusion in this measure under either phase of its implementation.

National Highway System (NHS) Asset Management Plan

MDOT is required to develop an Asset Management Plan fo the NHS that includes:

- Pavement and bridge inventory and conditions on the NHS
- Objectives and measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- A financial plan
- Investment strategies

The USDOT has set minimum standards for states to use a developing and operating bridge management systems and pavement management systems.

Related to this state requirement, a Metropolitan System Performance Report is required in the long-range Metropolitan Transportation Plan (MTP) The SATA MTP was updated as of March 2022 and the update included a System Performance Report (SPR).

The USDOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems. A Metropolitan System Performance Report is required in the long-range Metropolitan Transportation Plan (MTP).

PERFORMANCE TARGETS STATE TARGETS

Within one year of the U.S. DOT final rule on performance measures, states were required to set performance targets in support of those measures. States could set different performance targets for urbanized and rural areas. To ensure consistency, each state must, to the maximum extent practicable:

• coordinate with an MPO when setting performance targets for the area represented by that MPO; and • coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

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

MPO Targets

Within 180 days of the state, and/or providers of public transportation, setting performance targets, the legislation requires that MPOs set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Metropolitan Transportation Plans (MTPs) and TIPs are required to include State and MPO target. For the most up-to-date targets, please visit the SATA performance measure website at: https://satampo.org

Transit Performance Measures and Targets

There is one small urban transit provider in the SATA area, Saginaw Transit Authority Regional Services (STARS). STARS is a direct recipient of funds from the Federal Transit Administration. As such, STARS is identified as a Tier II recipient under the current federal legislation and has developed state of good repair targets. STARS state of good repair targets are as follows:

TABLE 4:10 TRANSIT STATE OF GOOD REPAIR TARGETS FOR 2025

ASSET CATEGORY PERFORMANCE MEASURE	ASSET CLASS	2021 TARGET	2025
Revenue Vehicles - % of revenue vehicles within a particular asset class that have met our exceeded their Useful Life Benchmark (ULB)	Bu – Bus MB – Mini – Bus MV – Mini Van/Car/SUV	42% 57.14% 32%	57%* 29% 0%
Equipment Age - % of vehicles or equipment that exceed their Useful Life Benchmark (ULB). Goal is 0% exceed ULB	Non – Revenue/Service Automobile Trucks & other Rubber Tire Vehicles Maint. Equipment Office Equipment	33% 100% 81% 45%	0% 33%
Facilities Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration Maintenance Passenger Facilities		50% 0% 100%

MDOT'S 2025 SGR TARGETS

TABLE 4-11: STATE OF GOOD REPAIR TARGES FOR 2025 (FOR MDOT'S SECTION 5311 AND 5310 SUBRECIPIENTS)

ASSET CLASS	CURRENT CONDITION	2025 TARGETS	GOALS
Revenue Vehicles – Autos/SUV	37% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenues Vehicles - Vans	51% past ULB	Not more than 10% will exceed ULB of 7 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue Vehicles – Cutaways	26% past ULB	Not more than 10% will exceed ULB of 10 years	Not more than 20 of each agency's fleet will exceed ULB
Revenue Vehicle – bus Med Duty and Large	66% past ULB	Not more than 15% will exceed ULB of 14 years	Not more than 20% of each agency's fleet will exceed ULB
Revenue Vehicles – Ferry Boat	17% past ULB	Not more than 40% will exceed ULB of 42 years	No more than 50% of each agency's fleet will exceed ULB
Non-Revenue Service Vehicles	58% past ULB	50% may exceed ULB of 7 years	Not more than 50% of each agency's fleet will exceed ULB
Equipment over $50,000	47% past ULB	Not more than 50% will exceed ULB (varies)	Not more than 50% of each agency's equipment inventory will exceed ULB
Facilities*	9% past ULB	Not more than 5% will exceed ULB (assessment rating less than 3)	Not more than 50% will receive a rating of 3 or lower

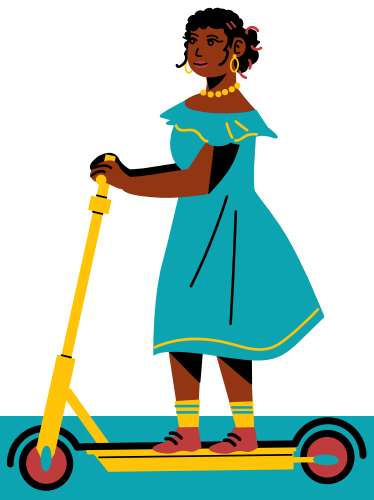
The Infrastructure Investment and Jobs Act (IIJA) invests $91.2 billion to repair and modernize transit. The legislation supports expanded public transportation choices nationwide, replacing thousands of deficient transit vehicles, including buses, with clean, zero emission vehicles, and improving accessibility for the elderly and people with disabilities.

The IIJA has many competitive grant opportunities, along with a 2% increase for all transit programs. These estimates are based on the 2% increases and not the $4.3B Michigan could potentially receive from 2022 through 2026 (*)

- Section 5339 formula – $2.0 million
- Section 5310: $2.1 million
- Section 5311 Flex: $2.3 million
- Federal Ferry Boad Program: $3.1 million
- State matches and above $1.6 million
- Total: Up to $9.7 million

Funds will be focused first on revenue vehicle replacement until target/goals are met, then on facility upgrades/replacement, ferry boats and equipment.

Statewide facility assessments were conducted in 2022. “Improve healthy, sustainable transportation option for millions of Americans Michiganders who take public transportation spend an extra $67.7% of their time commuting and non-white households are 5.6 times more likely to commute via public transportation. 17% of transit vehicles in the state are just past useful life. Based on formula funding alone, Michigan would expect to receive $1 billion over five years under the Infrastructure Investment and Jobs Act to improve public transportation options across the state (2).” Source: Infrastructure and Investment Jobs Act.



PUBLIC TRANSPORTATION NATIONAL PERFORMANCE GOALS

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires FTA Section 5307 recipients and certain operators of rail system to develop safety plans in accordance with 49 USC 5329. The PTASP rule became effective on July 19, 2019. At a minimum, the final rule (49 CFR 673) requires each safety plan to include the following:

- Approval by the agency's Accountable Executive and Board of Directors or (equivalent)
- Designation of a Chief Safety Officer
- Process documentation of the agency's Safety Management System (SMS, including a Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Management Policy), Safety Risk Management, Safety Assurance, and Safety Promotion
- Employee reporting program
- Targets based on performance measures established in FTA'S National Public Transportation Safety Plan (NSP)
- Criteria to address requirements and standards set in FT's Public Transportation Safety Program and NSP

TABLE 4-12: TRANSIT PROJECTS

YEAR	Agency	PROJECTS	ASSET BENEFIT
2026	STARS	BUS PURCHASE	REVENUE VEHICLES
2027	STARS	BUS PURCHASE	REVENUE VEHICLES
2028	STARS	BUS PURCHASE	REVENUE VEHICLES
2029	STARS	BUS PURCHASE	REVENUE VEHICLES

*A COMPLETE LIST OF STARS 2026-2029 PROJECTS IS FOUND IN THE APPENDIX.

PROJECT SELECTION IN THE FY 2026 - 2029 TIP

Through the SATA project selection process, funding has been assigned that generally targets the performance measure areas specified through legislation. Like other MPO's statewide, SATA has and continues to face limitations in funding resources at the local, state and federal levels and has established goals and objectives in the Master Transportation Plan.

During the TIP Call for Projects, road agencies utilize a ranking method process and they are required to submit list of projects for review and approval by the SATA Technical and Policy Committees. Prior to submittal the projects are scored and prioritized on how well they address and incorporate pavement conditions, local and economic development elements, safety and area-wide impacts.

Below is more information on the project prioritization process for project in the SATA planning area. For the the development of the FY 2026-2029 TIP, SATA utilized a "**Ranking Method for Preservation and Capacity Improvement Projects**" for submittal of potential TIP projects to SATA. The form was identified as for a road/street project or other project. The other project category included pedestrian, non-motorized or other non-traditional projects.

Preservation and Rehabilitation Projects: Rehabilitation and reconstruction of a facility without adding or widening through lanes.

Capacity Improvement Projects: Addition of through lanes or widening lanes that would improve the traffic carrying capacity of the street.

Goals For Project Selection

In keeping with Federal regulations, the MPO's goal is to include only those projects in a TIP that:

- Are supported by the public.
- Promote congestion management strategies.
- Promote access management strategies.
- Comply with Land Use Plans of local governments.
- Promote economic development.
- Enhance intermodal passenger and freight facilities.
- Ensure that air quality and natural resources such as wetlands and watersheds are preserved and protected.
- Meet the accessibility needs of the elderly and disabled.
- Promote development of tourist and recreation areas.
- Improve the overall condition of the transportation network

The following are the point values assigned to performance measures for preservation projects:

PERFORMANCE MEASURE	POINTS
ROAD SAFETY	20
ROAD CONDITION	30
INTER-MODAL CONNECTION/ECONOMIC DEVELOPMENT	15
LAND USE	15
CONGESTION MANAGEMENT	10
EXTRA PROJECT BENEFITS	10

Total Points Possible = 100

The following are the point values assigned to performance measures for capacity projects:

PERFORMANCE MEASURE	POINTS
ROAD CAPACITY (ONLY SCORED FOR CAPACITY PROJECTS)	25
ROAD SAFETY	20
ROAD CONDITION	30
INTER-MODAL CONNECTION/ECONOMIC DELVEOPMENT	15
LAND USE	15
CONGESTION MANAGEMENT	10
EXTRA PROJECT BENEFITS	10

Total Points Possible = 125

The forms were utilized in compiling a listing of projects to be considered for inclusion in the FY 2026-2029 TIP and evaluated by the SATA TIP Subcommittee. Projects were selected within the financial constraints of the various funding programs and with consideration to supporting the goals of the 2045 SATA Metropolitan Transportation Plan.

APPENDIX A

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

METROPOLITANTRANSPORTATION
PLANNING PROCESS CERTIFICATION
(for Attainment Areas)

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the *Saginaw Area Transportation Area (SATA)*, the Metropolitan Planning Organization for *the Saginaw*, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

§450.336 Self-certifications and Federal certifications.

(a) For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every 4 years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

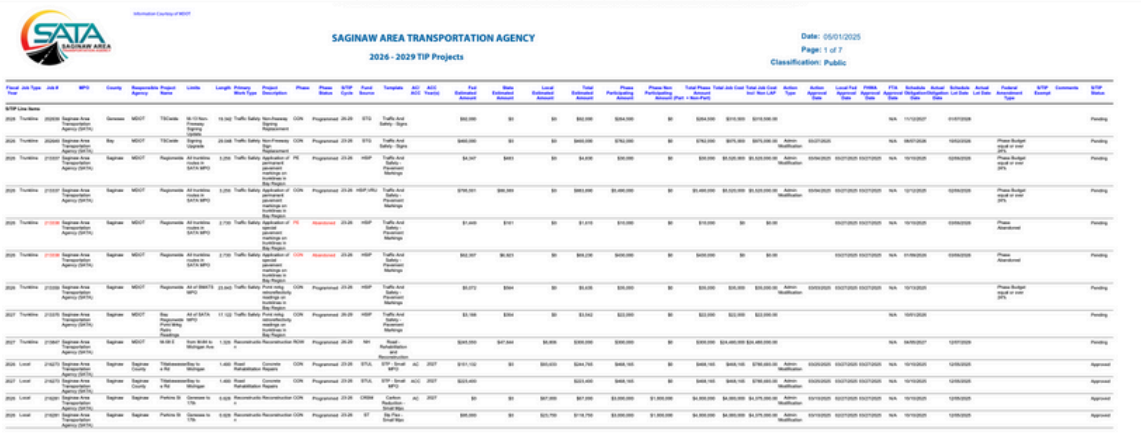
(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Travis Hare, Chair Date
Saginaw Area Transportation Agency (SATA)
(MPO Policy Body)

Todd White, Director Date
Bureau of Transportation Planning

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES



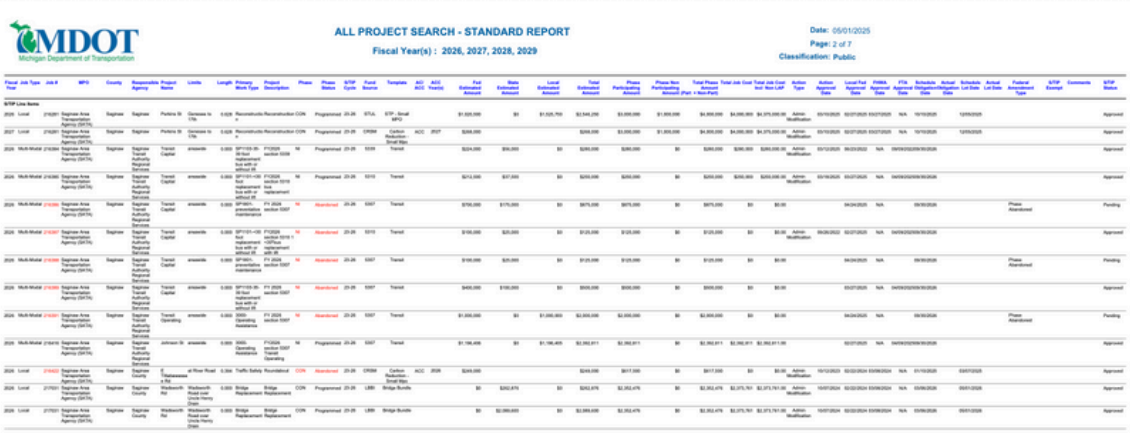
SAGINAW AREA TRANSPORTATION AGENCY

2026 - 2029 TIP Projects

Date: 05/01/2025

Page: 1 of 7

Classification: Public



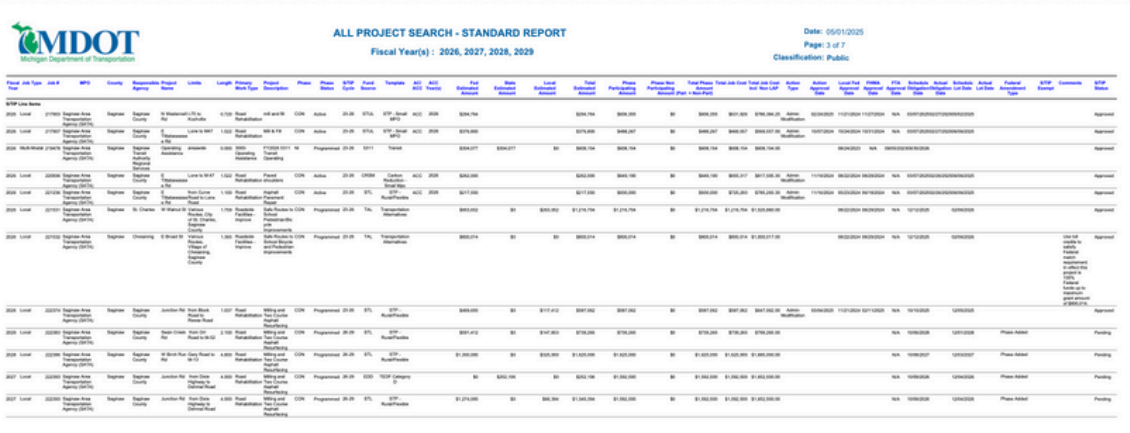
ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2026, 2027, 2028, 2029

Date: 05/01/2025

Page: 2 of 7

Classification: Public



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2026, 2027, 2028, 2029

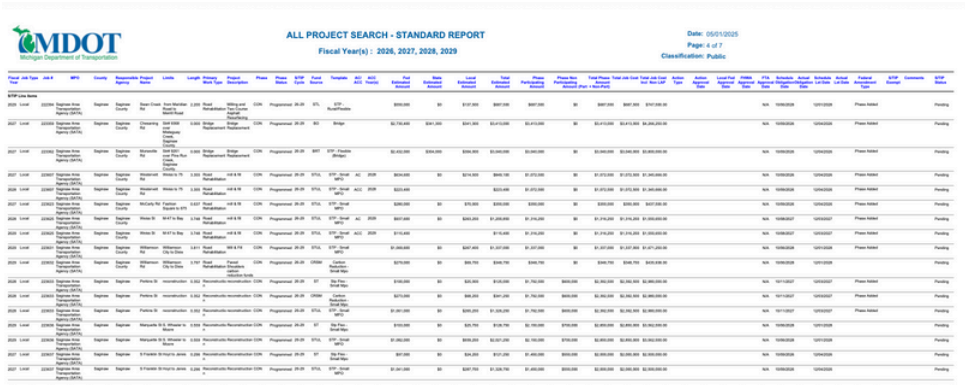
Date: 05/01/2025

Page: 3 of 7

Classification: Public

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES



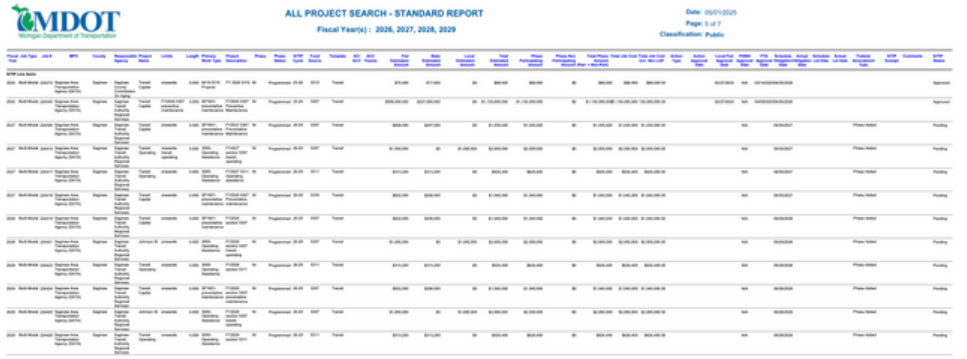
ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2026, 2027, 2028, 2029

Date: 05/01/2025

Page: 4 of 7

Classification: Public



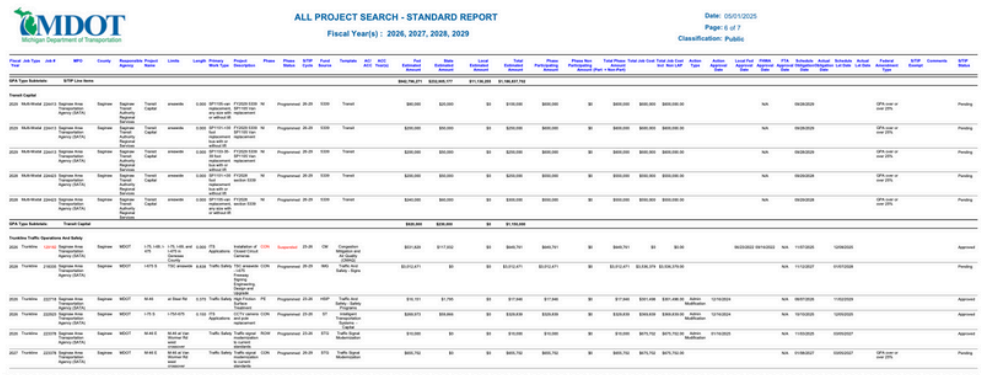
ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2026, 2027, 2028, 2029

Date: 05/01/2025

Page: 5 of 7

Classification: Public



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Fiscal Year(s) : 2026, 2027, 2028, 2029

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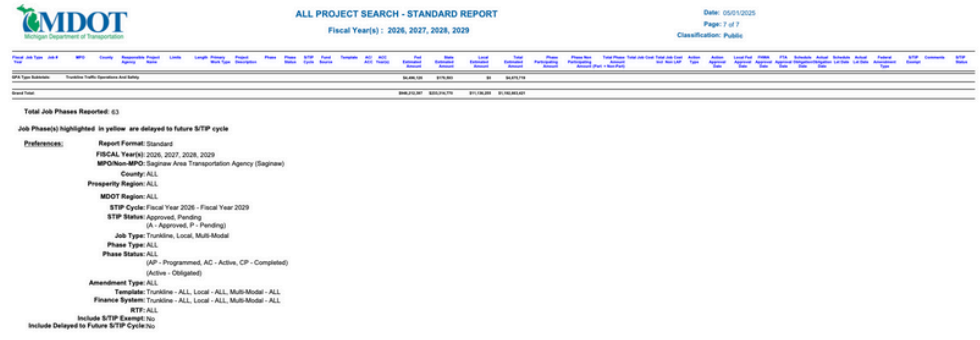
Classification: Public



ALL PROJECT SEARCH - STANDARD REPORT

Fiscal Year(s) : 2026, 2027, 2028, 2029

Date: 05/01/2025

Page: 7 of 7

Classification: Public

Total Job Phases Reported: 63

Job Phase(s) highlighted in yellow are delayed to future S/TIP cycle

Preferences:

Report Format: Standard
FISCAL Year(s): 2026, 2027, 2028, 2029
MPO/Non-MPO: Saginaw Area Transportation Agency (Saginaw)
County: ALL
Prosperity Region: ALL
MDOT Region: ALL
STIP Cycle: Fiscal Year 2026 - Fiscal Year 2029
STIP Status: Approved, Pending
(A - Approved, P - Pending)
Job Type: Trunkline, Local, Multi-Modal
Phase Type: ALL
Phase Status: ALL
(AP - Programmed, AC - Active, CP - Completed)
(Active - Obligated)
Amendment Type: ALL
Template: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
Finance System: Trunkline - ALL, Local - ALL, Multi-Modal - ALL
RTF: ALL
Include S/TIP Exempt: No
Include Delayed to Future S/TIP Cycle: No

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES

MDOT Michigan Department of Transportation

FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2026 - Fiscal Year 2029
Saginaw Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 1 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	$597,000	$262,000	$262,000	$0	$335,000	$597,000
STP - Small MPO	$3,978,783	$2,136,000	$1,843,196	$0	$1,842,783	$3,685,979
Stp Flex - Small Mpo	$118,750	$95,000	$95,000	$0	$23,750	$118,750
FY 2026, Local MPO Based Constraints Total	$4,694,533	$2,493,000	$2,200,196	$0	$2,201,533	$4,401,729
Fiscal Year - 2026, Local RTF Based Constraint						
STP - Rural/Flexible	$804,612	$687,200	$687,200	$0	$117,412	$804,612
FY 2026, Local RTF Based Constraint Total	$804,612	$687,200	$687,200	$0	$117,412	$804,612
Fiscal Year - 2026, Local Projects from Statewide Sources						
Bridge Bundle	$2,352,476	$0	$0	$2,352,476	$0	$2,352,476
Transportation Alternatives	$2,016,718	$1,753,666	$1,753,666	$0	$263,052	$2,016,718
FY 2026, Local Projects from Statewide Sources Total	$4,369,194	$1,753,666	$1,753,666	$2,352,476	$263,052	$4,369,194
Fiscal Year - 2026, MDOT Project Templates						
Traffic & Safety	$1,382,302	$1,291,071	$1,291,071	$91,231	$0	$1,382,302
Other	$329,839	$269,973	$269,973	$59,866	$0	$329,839
FY 2026, MDOT Project Templates Total	$1,712,141	$1,561,044	$1,561,044	$151,097	$0	$1,712,141
Fiscal Year - 2026, Transit Project Categories						
5307	$1,137,392,811	$909,196,406	$909,196,406	$227,000,000	$1,196,405	$1,137,392,811

MDOT Michigan Department of Transportation

FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2026 - Fiscal Year 2029
Saginaw Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 2 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2026						
Fiscal Year - 2026, Transit Project Categories						
5310	$338,000	$262,900	$262,900	$55,100	$0	$338,000
5311	$608,154	$304,077	$304,077	$304,077	$0	$608,154
5339	$280,000	$224,000	$224,000	$56,000	$0	$280,000
FY 2026, Transit Project Categories Total	$1,136,818,965	$910,007,383	$910,007,383	$227,415,177	$1,196,405	$1,136,818,965
Fiscal Year - 2026 Grand Total	$1,150,199,445	$910,502,283	$910,209,489	$229,919,750	$3,779,462	$1,149,906,841
Fiscal Year - 2027						
Fiscal Year - 2027, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	$268,000	$268,000	$268,000	$0	$0	$268,000
STP - Small MPO	$2,974,650	$2,179,000	$2,179,000	$0	$795,650	$2,974,650
Stp Flex - Small Mpo	$121,250	$97,000	$97,000	$0	$24,250	$121,250
FY 2027, Local MPO Based Constraints Total	$3,363,900	$2,544,000	$2,544,000	$0	$819,900	$3,363,900
Fiscal Year - 2027, Local RTF Based Constraint						
STP - Rural/Flexible	$1,340,394	$1,274,000	$1,274,000	$0	$66,394	$1,340,394
TEDF Category D	$252,106	$0	$0	$0	$252,106	$252,106
FY 2027, Local RTF Based Constraint Total	$1,592,500	$1,274,000	$1,274,000	$252,106	$66,394	$1,592,500
Fiscal Year - 2027, Local Projects from Statewide Sources						
Bridge	$3,413,000	$2,730,400	$2,730,400	$341,300	$341,300	$3,413,000
STP - Flexible (Bridge)	$3,040,000	$2,432,000	$2,432,000	$304,000	$304,000	$3,040,000

MDOT Michigan Department of Transportation

FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2026 - Fiscal Year 2029
Saginaw Area Transportation Agency (SATA)

Date: 05/07/2025
Page: 3 of 5
Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2027						
FY 2027, Local Projects from Statewide Sources Total	$6,453,000	$5,162,400	$5,162,400	$645,300	$645,300	$6,453,000
Fiscal Year - 2027, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	$300,000	$245,550	$245,550	$47,644	$6,806	$300,000
Traffic & Safety	$659,244	$658,890	$658,890	$354	$0	$659,244
FY 2027, MDOT Project Templates Total	$959,244	$904,440	$904,440	$47,998	$6,806	$959,244
Fiscal Year - 2027, Transit Project Categories						
5307	$3,035,000	$1,828,000	$1,828,000	$207,000	$1,000,000	$3,035,000
5311	$626,400	$313,200	$313,200	$313,200	$0	$626,400
5339	$1,040,000	$832,000	$832,000	$208,000	$0	$1,040,000
FY 2027, Transit Project Categories Total	$4,701,400	$2,973,200	$2,973,200	$728,200	$1,000,000	$4,701,400
Fiscal Year - 2027 Grand Total	$17,070,044	$12,858,040	$12,858,040	$1,673,604	$2,538,400	$17,070,044
Fiscal Year - 2028						
Fiscal Year - 2028, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	$341,250	$273,000	$273,000	$0	$68,250	$341,250
STP - Small MPO	$2,865,900	$2,222,000	$2,222,000	$0	$643,900	$2,865,900
Stp Flex - Small Mpo	$125,000	$100,000	$100,000	$0	$25,000	$125,000
FY 2028, Local MPO Based Constraints Total	$3,332,150	$2,595,000	$2,595,000	$0	$737,150	$3,332,150
Fiscal Year - 2028, Local RTF Based Constraint						
STP - Rural/Flexible	$1,625,000	$1,300,000	$1,300,000	$0	$325,000	$1,625,000

MDOT Michigan Department of Transportation

FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2026 - Fiscal Year 2029
Saginaw Area Transportation Agency (SATA)

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Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2028						
FY 2028, Local RTF Based Constraint Total	$1,625,000	$1,300,000	$1,300,000	$0	$325,000	$1,625,000
Fiscal Year - 2028, MDOT Project Templates						
Traffic & Safety	$3,104,471	$3,104,471	$3,104,471	$0	$0	$3,104,471
FY 2028, MDOT Project Templates Total	$3,104,471	$3,104,471	$3,104,471	$0	$0	$3,104,471
Fiscal Year - 2028, Transit Project Categories						
5307	$3,040,000	$1,832,000	$1,832,000	$208,000	$1,000,000	$3,040,000
5311	$626,400	$313,200	$313,200	$313,200	$0	$626,400
5339	$550,000	$440,000	$440,000	$110,000	$0	$550,000
FY 2028, Transit Project Categories Total	$4,216,400	$2,585,200	$2,585,200	$631,200	$1,000,000	$4,216,400
Fiscal Year - 2028 Grand Total	$12,278,021	$9,594,671	$9,594,671	$631,200	$2,062,150	$12,278,021
Fiscal Year - 2029						
Fiscal Year - 2029, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	$348,750	$279,000	$279,000	$0	$69,750	$348,750
STP - Small MPO	$3,473,650	$2,267,000	$2,267,000	$0	$1,206,650	$3,473,650
Stp Flex - Small Mpo	$129,750	$103,000	$103,000	$0	$25,750	$129,750
FY 2029, Local MPO Based Constraints Total	$3,951,150	$2,649,000	$2,649,000	$0	$1,302,150	$3,951,150
Fiscal Year - 2029, Local RTF Based Constraint						
STP - Rural/Flexible	$1,426,765	$1,141,412	$1,141,412	$0	$285,353	$1,426,765
FY 2029, Local RTF Based Constraint Total	$1,426,765	$1,141,412	$1,141,412	$0	$285,353	$1,426,765

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FISCAL CONSTRAINT DEMONSTRATION
Fiscal Year 2026 - Fiscal Year 2029
Saginaw Area Transportation Agency (SATA)

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Classification: Public

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2029						
Fiscal Year - 2029, Transit Project Categories						
5307	$3,040,000	$1,832,000	$1,832,000	$208,000	$1,000,000	$3,040,000
5311	$626,400	$313,200	$313,200	$313,200	$0	$626,400
5339	$600,000	$480,000	$480,000	$120,000	$0	$600,000
FY 2029, Transit Project Categories Total	$4,266,400	$2,625,200	$2,625,200	$641,200	$1,000,000	$4,266,400
Fiscal Year - 2029 Grand Total	$9,644,315	$6,415,612	$6,415,612	$641,200	$2,587,503	$9,644,315

APPENDIX B

PROJECTS/MAP AND FISCAL CONSTRAINT TABLES

Saginaw Area Transportation Agency:
TIP 2026-2029
Road and Non-motorized Project Map