

**ST. CLAIR COUNTY TRANSPORTATION STUDY (SCCOTS)
ADVISORY COMMITTEE MEETING**

WEDNESDAY, FEBRUARY 11, 2026 • 9:30 A.M.

Location:
Conference Room A
200 Grand River Avenue, 2nd Floor, Port Huron, MI 48060

AGENDA

- 1. Call to Order**
- 2. Introduction of Members and Guests**
- 3. Citizens to be Heard**
- 4. Approval of Minutes- *Action Item***
 - a. December 10, 2025 Advisory Committee
- 5. Communications and Notices- See attachments**
 - a. SEMCOG Transportation Access to Core Services
 - b. Michigan Explores Road Usage Charge
 - c. MDOT Transportation Safety Public Input
 - d. Obligation Status Meters
- 6. Project Updates**
 - a. Federal-Aid Transportation Project Updates
 - i. Status of current and upcoming projects in the TIP
- 7. Old Business**
 - a. Discussion on Funding (ongoing agenda item)
- 8. New Business**
 - a. Safe Routes to School Mini Grant Opportunity
 - b. Local Agency Bridge Program and Neighborhood Roads
- 9. Other Items**
 - a. Next Meeting Scheduled: March 11, 2026
- 10. Adjournment- *Action Item***

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St. Clair County complies with the Americans with Disabilities Act. Anyone requiring special accommodations in order to attend this meeting should contact the St. Clair County Metropolitan Planning Commission office at (810) 989-6950 at least three days prior to said meeting.



COUNTY OF ST. CLAIR

St. Clair County Transportation Study



SCCOTS

St. Clair County Transportation Study Advisory Committee

200 Grand River Avenue, Conference Room A
Port Huron, MI 48060

Meeting of December 10, 2025
DRAFT MINUTES

1) **Call to Order**

The meeting was called to order at 9:38 a.m.

2) **Introduction of Members and Guests**

ORGANIZATION	NAME
City of Port Huron	Brent Moore
City of Richmond	Troy Jeschke
MDOT Huron TSC	Linda Burchell
City of St. Clair	Daniel Gerstenberger
BWATC	Dave McElroy
City of Marysville	Quentin Bishop
BWATC	Jeff Hirschman

3) **Citizens to Be Heard**

None

4) **Approval of Minutes**

a) Advisory Committee, November 12, 2025

Motion by Bishop, supported by Jeschke, to approve the minutes as presented.

Motion carried unanimously.

5) **Communications and Notices**

a) Obligation Status Meters

6) **Project Updates**

a) Federal-Aid Transportation Project Updates

i) Status of current and upcoming projects in the TIP

7) **Old Business**

a) Discussion on Funding

i) Revised Funding Targets

Motion by McElroy, supported by Bishop to accept the revised funding targets as presented. **Motion carried unanimously.**

8) **New Business**

a) 2026-2027 Unified Work Program

Motion by McElroy, supported by Jeschke, to approve the 2026-2027 UPWP as presented.

Motion carried unanimously.

9) **Other Items**

a) Next Meeting Scheduled: January 14, 2026

3) **Adjournment**

Motion by Moore, supported by McElroy, to adjourn the meeting at 10:05 a.m. **Motion carried unanimously.**

Respectfully submitted,

Peter Klomparens

Prepared by: Penny Guyette



News Release

SEMCOG

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

[View this email in a web browser.](#)

FOR IMMEDIATE RELEASE

Thursday, January 15, 2026

Contact: [SEMCOG Communications](#)

SEMCOG Reports on Analysis of Transportation Access to Core Services

**Driving Remains the Most Effective Way to Reach Destinations; Gaps Exist for Other
Travel Modes**

Dive Deeper into the Data at SEMCOG University Workshop on February 17

SEMCOG, the Southeast Michigan Council of Governments, has released a new Transportation Access to Core Services study, along with three complementary resources to support local and regional planning:

- [Quick Facts summary](#)
- [Online mapping tool](#)
- Full report: [Transportation Access to Core Services](#)

Together, these resources provide local governments with a comprehensive view of how well residents across Southeast Michigan can reach essential daily destinations—and where gaps in access remain.

Background and Purpose

Transportation accessibility is fundamentally about having options—not only where residents can go, but how easily and efficiently they can get there. This analysis evaluates how well residents can reach everyday destinations such as schools, healthcare facilities, grocery stores, parks, childcare, and job training centers by **walking, biking (accounting for comfort levels), fixed-route transit, and driving**, within reasonable travel times.

Building on [SEMCOG's 2016 Access to Core Services analysis](#), this update incorporates:

- New data and refined methodology
- Expanded demographic groups and core services
- Additional travel modes
- A new interactive online tool that allows results to be explored at the county and local level

By examining accessibility as both a transportation and land-use outcome, the study illustrates how development patterns and transportation investments work together to connect people to opportunity. The findings can inform long-range planning, project prioritization, and policy development at the local and regional levels. The aim is to ensure Southeast Michigan's transportation system supports and serves the diversity of residents and communities throughout the region, identifying where gaps in access exist and ways to improve and close these gaps.

Key Findings

Across Southeast Michigan, driving is the most effective way to reach core services. For nearly every destination type, accessibility drops substantially when shifting from driving to walking, biking, or fixed-route transit.

For example, access to grocery stores varies widely by mode:

- **97% of households** can reach a grocery store within a **10-minute drive**
- **57%** can reach one within a **10-minute bike ride**
- **39%** within a **30-minute fixed-route transit trip**
- **13%** within a **10-minute walk**

While each mode offers a different travel experience, these results reflect the region's largely auto-oriented land-use and extensive and built-out transportation network. While our road and freeway networks support effective driving access to destinations, enhancements to other modes, walking, biking, and transit can provide options and improved access for all residents.

Among non-driving modes:

- **Biking** offers the broadest reach, particularly where connected biking networks (bike routes, lanes, and trails/pathways) and lower traffic stress levels exist.
- **Walking and fixed-route transit**, while essential for many residents, generally provide lower accessibility due to land-use separation, incomplete pedestrian infrastructure, and gaps in transit coverage or service frequency.

Access to Core Services: Selected Highlights

- **Fixed-route transit stops:** About 75% of transit-dependent households are within a 15-minute walk of a fixed-route transit stop.
- **Healthcare (Urgent Care):** Access by fixed-route transit is limited. Only 29% of all households and 39% of transit-dependent households can reach an urgent care facility within 30 minutes by transit. Access increases modestly within a 45-minute transit trip.
- **Grocery stores:** 72% of transit-dependent households and 57% of all households are within a 10-minute bike ride of a grocery store.
- **Local parks:** Just over half of all households are within a 15-minute walk of a local park or school with a playground.
- **Job training centers:** 53% of the working-age population can reach an American Job Center within a 10-minute drive, while access by fixed-route transit, walking, or biking is much more limited.
- **Childcare facilities:** 69% of households with children are within a 15-minute walk of a childcare facility, indicating relatively strong neighborhood-level access.
- **Schools (grade levels 9–12):** When biking comfort is considered, 41% of households with children are within a 10-minute bike ride of a high school, increasing to 76% within 20 minutes, underscoring the role of safe bike infrastructure.
- **Passenger rail stations:** Only 10% of transit-dependent households can reach a passenger train station within 30 minutes by transit.
- **Detroit Metropolitan Airport (DTW):** Fixed-route transit access is extremely limited; fewer than 1% of households can reach DTW within a 45-minute transit trip.

Additional destinations analyzed include hospitals, community health centers, pharmacies, regional parks, schools (grade levels K–8), community colleges, libraries, and fire stations.

Planning Implications

The findings underscore the importance of coordinating **land use, housing, and transportation planning** to build a connected, multimodal transportation system that supports access to opportunity for all residents—regardless of where they live or how they travel. While driving remains the most efficient

way to reach core services in Southeast Michigan, enhanced walking, biking, and transit options would significantly enhance access to jobs, education, healthcare, and recreation—core components of community well-being and regional prosperity.

Examples of planning considerations include:

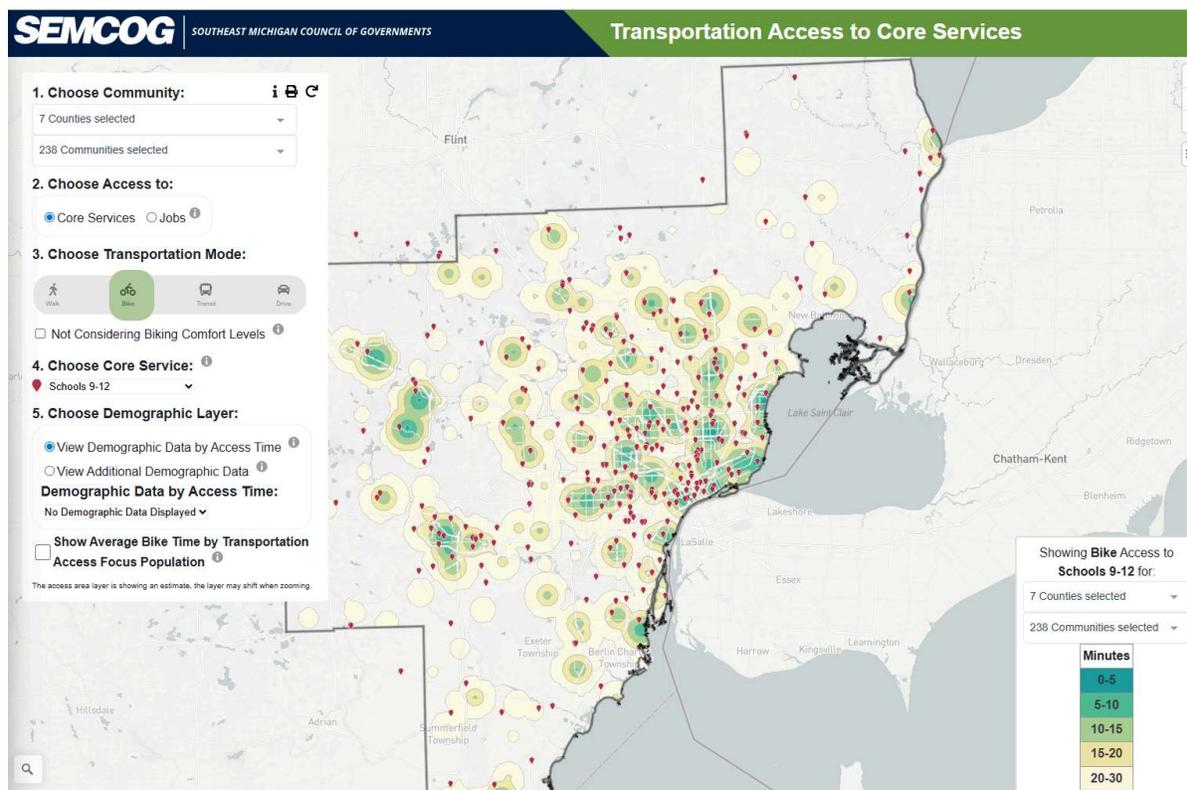
- **Hospitals and healthcare:** Expanding transit coverage, increasing service frequency, and improving first- and last-mile connections, especially for transit-dependent and low-income households.
- **Grocery stores:** Aligning grocery store siting and redevelopment strategies with multimodal accessibility goals.
- **Regional parks:** Recognizing parks as health-supporting infrastructure and improving non-driving access to them.

Study Limitations

This analysis measures **potential** accessibility, not actual travel behavior. While the methodology provides a consistent basis for comparison across communities and modes, real-world travel decisions are influenced by many factors, including affordability, physical ability, safety perceptions, weather, construction, congestion, and transit reliability. For example, while access to a childcare facility is relatively high, the challenges of cost, availability, time, and quality of services may result in the nearest facilities not being ideal or possible. Additionally, Demand-Response Transit services were not included in this study, this often door-to-door service can address accessibility issues, especially in our more rural and lower-density communities.

Interactive Online Tool

To support local planning and decision-making, SEMCOG developed an [interactive Transportation Access to Core Services mapping tool](#). This online resource allows users to explore accessibility by county, community, travel mode, and demographic group, making it easier to identify strengths, gaps, and opportunities for improvement.



Transportation Access to Core Services mapping tool

Upcoming Hybrid SEMCOG University Workshop

SEMCOG will host an in-depth SEMCOG University session highlighting:

- What's included in the study
- Key findings and planning implications
- How local governments can use the interactive tool

Join us on Tuesday, February 17 from 10 - 11:15 a.m. virtually or in-person at SEMCOG's office.

Register for February 17 Workshop

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[SEMCOG](#) is the only organization in Southeast Michigan that brings together all governments to solve regional challenges and enhance the quality of life for the seven-county region's 4.8 million people.

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SEMCOG University Workshop (Hybrid): Transportation Access To Core Services In Southeast Michigan



February 17, 2026,

Please join SEMCOG for the Transportation Access to Core Services SEMCOG University workshop. This SEMU will highlight:

- The SEMCOG's Transportation Access to Core Services Analysis
 - Key Findings and Planning Implications
- Demonstration of the [Transportation Access to Core Services Interactive Online Tool](#)
 - Highlighting use cases for local governments

Transportation accessibility is fundamentally about having options—not only where residents can go, but how easily and efficiently they can get there. SEMCOG's recent analysis, Transportation Access to Core Services, evaluates how well residents can reach everyday destinations such as schools, healthcare facilities, grocery stores, parks, childcare, and

By examining accessibility as both a transportation and land-use outcome, the study illustrates how development patterns and transportation investments work together to connect people to opportunity. The findings of current analysis can inform long-range planning, project prioritization, and policy development at the local and regional levels. The aim is to ensure Southeast Michigan's transportation system supports and serves the diverse residents of the region, identifying where gaps in access exist and ways to improve and close these gaps.

For registration assistance, e-mail SEMCOG at register@semcog.org or call (313) 961-4266.

For meeting information, contact [Beheshteh Makari](#), Planner III, SEMCOG Transportation Planning and programming.

Parking information

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Note: If the State Street structure is full, additional parking is available at One Campus Martius (OCM) garage at 1140 Farmer St, Detroit, MI 48226 (located one block east of the SEMCOG offices) using the process stated above. When parking at OCM, you may walk around or through the

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When 2/17/2026 10:00 AM - 11:15 AM
Eastern Standard Time

Where Both In Person and Virtual
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Registration

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Last day to register is 2/17/2026

Michigan explores road usage charge to replace declining gas tax revenue



Last year's summer traffic counts were high enough for the department to warrant the signal.(WLUC)

By [Jaden Hawkins](#)

Published: Jan. 27, 2026 at 6:39 PM EST|Updated: 20 hours ago

LANSING, Mich. (WILX) - The Michigan Department of Transportation is exploring alternatives to the gas tax as more drivers switch to electric and hybrid vehicles, reducing the state's fuel tax revenue.

On Tuesday, MDOT officials and the state's Technical Advisory Committee (TAC) held their first meeting to discuss a Road Usage Charge (RUC) study and pilot program.

A Road Usage Charge would charge drivers based on the miles they drive, rather than on how much fuel their vehicle consumes.

Drivers in Michigan used to pay about 48 cents per gallon in state taxes, including a 30-cent gas tax and a 6 percent sales tax. As of Jan. 1st, the state adjusted the fuel tax to \$.524 per gallon for gasoline, diesel, and alternative fuel. Electric vehicle owners do not pay the gas tax; instead, their registration fee is tied to it.

According to MDOT, people with older, less efficient vehicles pay more than those who can afford newer, more efficient ones.

Denise Donohue is the CEO of the Michigan County Road Association. She said about half of road funding comes from the gas tax. But the state is selling fewer gallons of gas than at any time in the last 25 years.

“So, as [the revenue] declines, and declines with a consumption, it is a concern for how [we will] fund our highways going forward,” said Donohue.

Paul McDonald is the Chief Administrative Officer at the Michigan Department of Transportation. He said this potential change would help generate the right amount of revenue while fairly distributing collection across state residents.

“A true RUC or a revenue usage charge is based upon the miles that you drive, regardless of whether it’s an EV, a hybrid, or a pure fuel consumption,” said McDonald.

McDonald said several states have adopted this method, and they will look to those states for ways to track the fee, including odometer readings, telematics, car apps, etc.

Strathearn Wood, a Howell resident who drives to Lansing daily for work and spends over \$200 on gas monthly, said he is open to solutions as long as roads are maintained.

“I support taxing and funding the roads. I just want to see results. And, I don’t want to see results that start construction starts in the spring and doesn’t finish all the way until the beginning of the winter. It kind of defeats the purpose,” said Wood.

MDOT and TAC are looking to hire a consultant to oversee the study and help educate the public.

“One of [the consultants’] main goals and objectives is working with the residents of Michigan, not only providing communication on what MDOT is doing, but also an education on what RUC means and what it means to them,” said McDonald.

The TAC was put in place to “guide the development and evaluation of a road usage charge study to assess the potential and positive and negative findings for mileage-based revenue collection,” according to [Public Act 22 of 2025, Article 15, Part 2, Section 1005](#).

The committee plans to meet monthly, and all meetings will be open to the public.

For more information, visit [MDOT’s Road Usage Charges website](#).

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MDOT

MDOT seeks public input on transportation safety through online survey

February 02, 2026

Media Contact:

Michael Frezell

Communications Manager

FrezellM@Michigan.gov

517-281-6519

LANSING, Mich. - The Michigan Department of Transportation (MDOT) invites the public to participate in a [survey on transportation safety](#) across the state. This survey is part of MDOT's initiative to update the Strategic Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment (VRUSA). The SHSP and VRUSA advance roadway safety for all roadway users and provide the framework to reduce traffic crashes, which will help eliminate fatalities and serious injuries on our roadways. The survey is available through March 15.

Who:

Michigan residents

Community stakeholders

Local businesses

When:

Jan. 29, 2026 - March 15, 2026

Where:

[Road safety survey](#)

Accessibility:

Attendees who require mobility, visual, hearing, written or other assistance for effective participation should contact Orlando Curry at 517-241-7462 or CurryO@Michigan.gov, preferably at least five business days in advance. Forms are located on the [Title VI webpage](#).

Background:

The development of the SHSP is spearheaded by the Governor's Traffic Safety Advisory Commission in coordination with public and private stakeholders. The SHSP is a data-driven, four-year comprehensive plan that identifies key safety needs and guides investment decisions to eliminate highway fatalities and serious injuries. It allows all highway safety programs to work together to align and leverage resources.

This initiative will help Identify traffic safety challenges and champion strategies to aid in moving [Toward Zero Deaths](#) on Michigan roadways.

Public Input:

In addition to the survey, input on the SHSP and VRUSA can also be shared by email or U.S. mail to:

MonsmaM@Michigan.gov

Monica Monsma

MDOT Environmental Services Section

425 West Ottawa St.

P.O. Box 30050

Lansing, MI 48909

Press Release

MI Newswire

Department of Transportation

Bay Region

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Related News

[US-127 intermittent lane closures at Territorial Road for permit work early Sunday morning, Feb. 8, in Jackson County](#)

LANSING, Mich. - The Michigan Department of Transportation (MDOT) has issued a permit to Comcast for utility work on US-127 at Territorial Road in Jackson County

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

Local Non-Rural Program: Obligation Thermometer

December 10, 2025

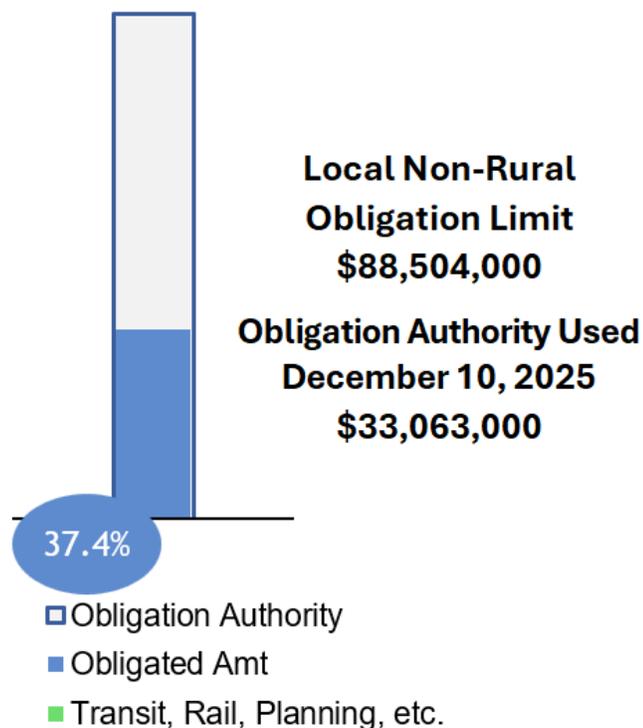
As of November 17, 2025, the Federal Highway Administration (FHWA) has provided \$88.5 million of obligation limitation for the Local Non-Rural Federal Aid Program.¹² Additionally, some obligation authority may be added to or removed from the local highway program due to voluntary transfers from other sources (e.g., Transit, Earmarks, Grants, Local Federal Fund Exchange, etc.). Obligation limitation is available to local agencies on a first come, first served basis. Currently, obligation limitation is available from October 1, 2025, through January 30, 2026, based on the Continuing Appropriations Act, 2026, Division A, Public Law 119-37, which continues Section 120 of the Department of Transportation Appropriations Act, 2024, Title I of Division F, Pub. L. 118-42. The obligation limit will be updated if and when the obligation limit changes.

Federal obligations occur on new projects, cost adjustments to prior year projects, and the conversion of prior year Advance Construct Projects.

The Local Non-Rural Obligation Thermometer is a tool intended to give local transportation agencies information regarding the status of Federal-aid Obligation Limitation. The Michigan Department of Transportation intends to update the thermometer at least monthly and perhaps more frequently as we reach the end of the fiscal year. Obligations occur daily and the thermometer is by no means intended to be the official accounting of obligations. Rather, it is a general description of obligations that occurred at the time the thermometer was published.

Throughout the fiscal year, obligational authority will be set aside for metropolitan planning, local technical assistance programs, conversion of local rail advance construct projects, and projects that will be flexed to transit.

As projects adjust, the amount of obligation authority available is subject to change.



Footnotes:

¹ Local obligation limitation is 25 percent of the amount of formula obligation limitation and limitation exempt amounts received by the State of Michigan. It is then further separated for the RTF Program from all other local funding categories.

² Based on FHWA Notice N 4520.293, November 17, 2025.

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Local Rural Program: Obligation Thermometer

December 10, 2025

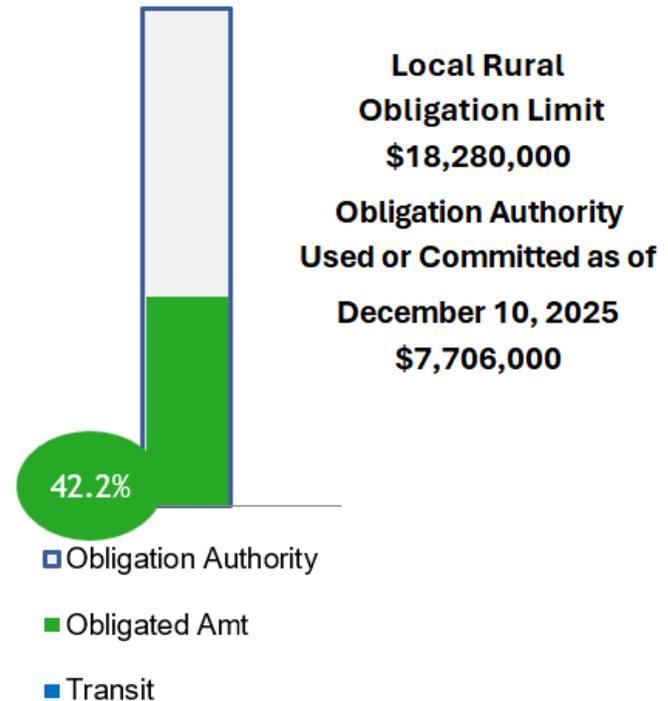
As of November 17, 2025, the Federal Highway Administration (FHWA) has provided \$18.3 million of obligation limitation for the Local Rural Federal Aid Program.^{1,2} Additionally, some obligation authority may be added to or removed from the local highway program due to voluntary transfers from other sources (e.g., Transit, Earmarks, Grants, Local Federal Fund Exchange, etc.). Obligation limitation is available to local agencies on a first come, first served basis. Currently, obligation limitation is available from October 1, 2025, through January 30, 2026, based on the Continuing Appropriations Act, 2026, Division A, Public Law 119-37, which continues Section 120 of the Department of Transportation Appropriations Act, 2024, Title I of Division F, Pub. L. 118-42. The obligation limit will be updated if and when the obligation limit changes.

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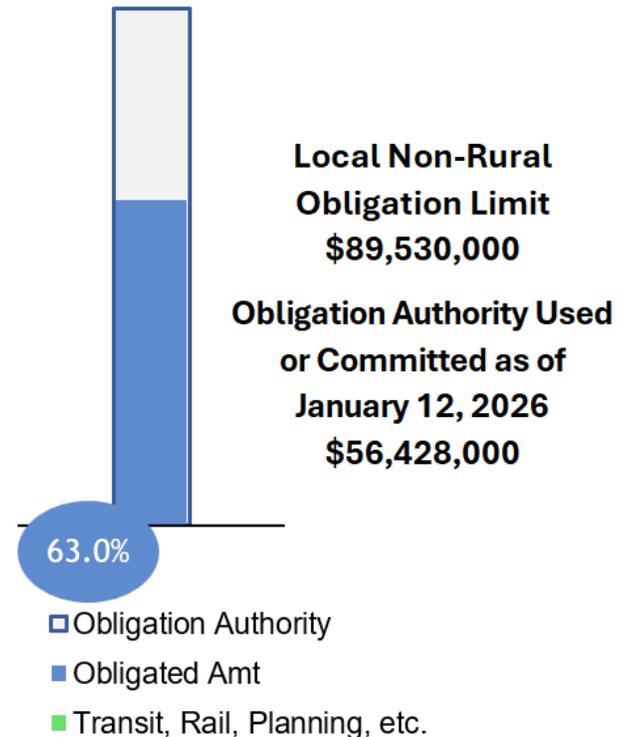
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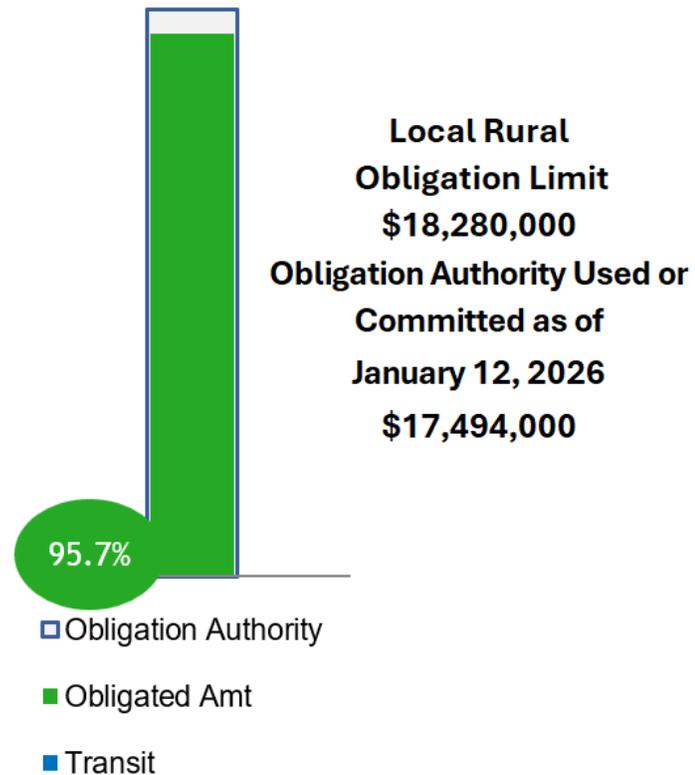
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Mini Grant

[Home](#) / Mini Grant

Safe Routes to School Mini Grant applications are now open for the 2026-2027 school year!

The Safe Routes to School (SRTS) Mini Grant Request for Proposals (RFP) for the 2026-2027 school year is open and we are accepting applications until **5:00 p.m., Friday, March 6.**

Mini Grants are an excellent way to make quick gains in your community with the Safe Routes to School (SRTS) movement to inspire change to the transportation culture around schools and neighborhoods. They are designed to be used to encourage and educate students about how they can travel safely to and from school in healthy ways. By increasing the number of students that walk, bike, and roll to school, the Mini Grant can be the spark for broader local active transportation improvements that focus on safety and physical activity.

Applicants are now eligible to receive up to \$15,000 per school, with a maximum of \$120,000 per applicant for 8 or more schools. At least \$7,500/school should be set aside for a Program Coordinator and/or personnel work. The grants are intended to support active transportation programs to and from school. Schools with students in grades K-12, or affiliated nonprofits, are eligible to apply. Refer to our website for application eligibility and details. Applications are competitive and funding is limited.

Eligible applicants include schools and school districts, municipalities, anchor institutions (such as universities, health departments, and hospital networks), and non-profit 501(c)(3)s.

We recommend watching our [“How to Apply for a Mini Grant Informational Session”](#) to review the mini grant submission process and examine the application documents with

built-in time for Q&A.

Proposals are due **March 6 by 5:00 pm**. Mini Grant award notifications are announced in June.

For questions about the Mini Grant, contact [Program Coordinator Erin Quinlan-Paskus](#) or your grant coordinator.

To apply for a Mini Grant:

1. [Register your school\(s\)](#). If you have previously registered and more than two years have lapsed, please update your information.
2. Let us know of your intent to apply.

Contact Name *

Organization *

Email Address *

Phone Number *

Submit

3. Download and fill out the following application documents:

- [2026 Mini Grant Instructions](#)
- [2026 Mini Grant RFP](#)
- [2026 Mini Grant Signatures](#)
- [2026 Mini Grant Budget](#)
- [2026 Attachment B: Mini Grant Multi-School/District Information](#) (for applicants with multiple schools)

4. Upload all documents before submitting your application. Be sure to list your organization name and the community served (i.e., "Organization Name – Community Name")

Email

Enter your email if you'd like a confirmation email of submission.

Organization *

File Upload *


Drop a file here or click to upload
Maximum file size: 134.22MB

No zip files

If you have questions or need technical assistance, please send an email to [Erin Quinlan-Paskus](mailto:Erin.Quinlan-Paskus).

Safe Routes to School

Safe Routes to School (SRTS) is an international movement—and now a federal program—to make it safe, convenient and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health. Safe Routes to School initiatives also help ease traffic jams, unite neighborhoods and contribute to students’ readiness to learn in school.

Latest News

Help Us Welcome Megan

Contact Us

Office Address:
2843 Eyde Parkway, Ste 100
East Lansing, MI 48823

Mailing Address:
PO BOX 27187
Lansing, MI 48909

Phone: (517) 347-7891

Newsletter Sign Up



by Colleen Synk
January 26, 2026

If you'd like to be added to our mailing list,
enter your email address below.



Crim Fitness Foundation Maximizes Safe Routes Impacts

by Colleen Synk
January 5, 2026

email address



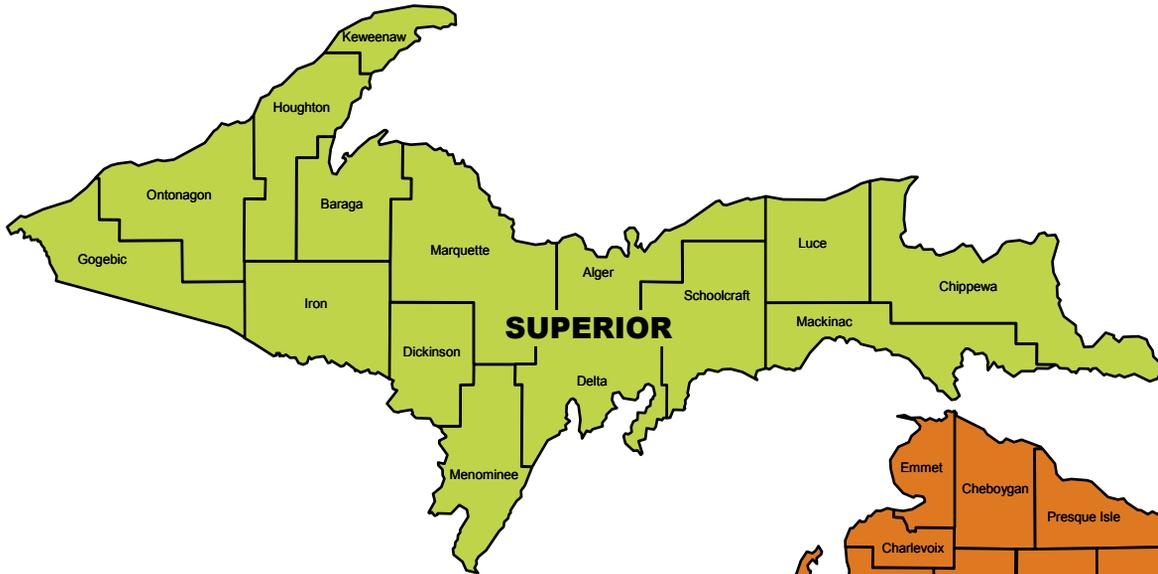
Mini Grants Open for 2026-2027 School Year

by Colleen Synk
January 5, 2026



Regional Coordinators

Safe Routes to School



To be assigned to a coordinator, please contact Max Fulkerson, M.A.:

517-908-3832

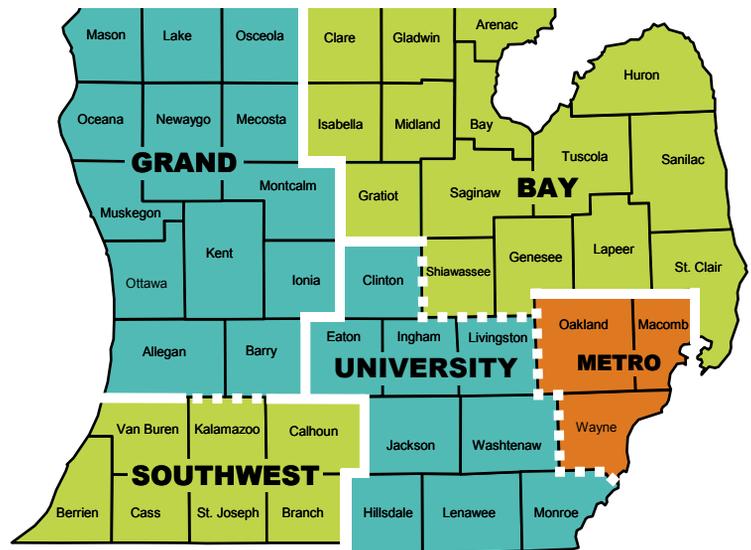
MFulkerson@michiganfitness.org



**BAY
SOUTHWEST ♦ SUPERIOR**
Megan Suhs, M.P.H.

GRAND ♦ UNIVERSITY
Colleen Synk, M.S.P.H.

METRO ♦ NORTH
Erin Quinlan-Paskus



www.saferoutesmichigan.org





GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

BRADLEY C. WIEFERICH, P.E.
DIRECTOR

January 29, 2026

Denise Donohue, Director
County Road Association of Michigan
417 Seymour, STE One
Lansing, MI 48901-2067

Matt Bach, Director of Communications
Michigan Municipal League
320 N. Washington Square, STE 100
Lansing, MI 48933-1288

Dear Denise Donohue and Matt Bach:

Subject: Local Bridge Program Deadline for Applications – April 1st, 2026

The Michigan Department of Transportation (MDOT) is pleased to announce the solicitation of applications for candidate projects for the Local Bridge Program. Selected projects will be funded during the 2029 fiscal year (FY). Do not submit projects which cannot be committed to construction within FY 2029. The applications can be submitted by the local agency owner or their consultant. All bridge applications submitted in previous years that have not been selected for funding have been discarded. There is a limit of 3 applications from any one local agency. An agency must be able to fund all applications submitted for FY 2029 in that fiscal year.

The Local Bridge Program budget is estimated at \$50,000,000 for FY 2029. The Neighborhood Roads Fund (NRF) budget for FY 2029 is estimated at \$100,000,000. This amount may be subject to revisions. We are asking the County Road Association of Michigan and the Michigan Municipal League to distribute this notice to their member agencies.

All applications are to be electronically submitted by April 1st, 2026.

Refer to the enclosed Exhibits for information regarding eligibility and submitting candidate Local Bridge Project Applications.

If you have any questions or need further information, please contact Keith Cooper, Bridge Program Manager, at 517-331-1395 or at CooperK@Michigan.gov.

Sincerely,

E-SIGNED by Larry Doyle
on 2026-01-29 10:22:10 EST

Larry Doyle, P.E.,
Division Administrator
Development Services Division

Enclosures

Denise Donohue and Matt Bach

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January 29, 2026

cc: Ralph Pauly, FHWA
Andrea Dewey, FHWA
Tom Fisher, FHWA
John LaMacchia II, MML
Rebecca Curtis, MDOT
Anita Boughner, MDOT
Bruce Kadzban, MDOT
Ryan Doyle, MDOT
Keith Cooper, MDOT
MDOT, Region Engineers
MDOT, Transportation Service Managers
MDOT Local Agency Program Listserv Members
Metropolitan Planning Organizations
Rural Task Forces