SEMCOG | SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

Reaffirmation: 2045 RTP

Attachment A: Key Trends and Implementation Activities

The *2045 Regional Transportation Plan for Southeast Michigan* (RTP) was adopted by SEMCOG on March 14, 2019. According to federal regulations, the RTP must be reviewed and updated at least every four years to confirm its validity and consistency with the current forecast trends and to extend the planning horizon if necessary. SEMCOG has reviewed the 2045 RTP and found that it remains valid and consistent with the current forecast trends. Therefore, it is not necessary at this time to extend the planning horizon beyond 2045 until the completion and adoption of the 2050 RTP.

Regional Forecast

One of the core purposes of regional transportation planning is to understand where people live and work, both now and in the future. These location patterns determine where most trips start or end and which goods and services are reasonably accessible. The *2045 Regional Development Forecast* (RDF) is the long-range projection of population, households, jobs and land use change that SEMCOG used to develop the 2045 RTP.

In 2018, SEMCOG completed a new regional forecast that was used to inform policies and travel models for the 2045 RTP. SEMCOG worked with economists from the University of Michigan to identify demographic, socioeconomic, and technological trends that will influence how many people and jobs will be located in Southeast Michigan extending from present conditions to the year 2045.

The first phase of the forecast, known as the Regional Forecast Totals (RFT), produces numbers for the entire seven-county region as a whole, including total population, population by age and type, housing units, households by type, and employment by major industrial sector. These regional numbers serve to control the community and small area numbers to the change in growth expected for the Southeast Michigan region as a whole.

The *2045 RFTs* emphasize that future population and employment growth are contingent on:

- stable immigration rates to supplement our regional labor force;
- the health of the auto manufacturing industry;
- continued diversification of the regional economy; and
- leveraging strength in professional services.

Demographic trends, most notably an overall aging of the regional population, are a fundamental driver in determining the longer-term prospects for the region. These trends are a constraining factor on labor force size and growth, as well as an influence on the extent and distribution of consumer purchases. Regional demographic trends are similar to anticipated future trends of the U.S. as a whole, setting up heightened competition for domestic and international working-age migrants. The 2045 RFTs forecast moderate growth for Southeast Michigan's population (8.1%) and labor market (6.7%) over the next 30 years.

Comparing 2020 Decennial Census data to the 2045 RDF shows that, thus far, the 2045 RDF has been an accurate predictor of demographic change in the region. As can be seen in Table 1 below, the difference between actual 2020 population, households, and housing units in the region compared to the predicted values for 2020 from the 2045 RDF is quite minimal. The difference in population is 1.3%, and the difference in households is 1.6%, with no difference in household size. There was a -1.4% difference in housing units, due to a slightly slower than expected rebound in home construction. These minor differences are well within the margin of error and indicate that the 2045 regional forecast is still an accurate input dataset for the current RTP.

The -3.6% difference in total employment between the 2045 RDF and 2020 BEA estimates is greater than the difference in demographic characteristics, and is a result of the unusual economic conditions caused by the COVID-19 pandemic. Initial 2021 estimates of employment in the region by BEA show the employment situation rebounding to expected levels, with 2,864,658 jobs estimated in 2021, only a thousand jobs less than the 2020 forecast from the 2045 RDF.

Table 1

Comparison of 2045 RDF to Current Estimates for the Year 2020

	2020 from 2045 SEMCOG RDF	2020 from 2020 Decennial Census	Percent Difference from 2045 SEMCOG RDF
Population	4,768,427	4,830,489	1.3%
Households	1,905,823	1,936,635	1.6%
Household Size	2.46	2.46	0.0%
Housing Units	2,117,573	2,087,258	-1.4%
Employment	2,865,770	2,761,567*	-3.6%

* 2020 Employment as reported by the Bureau of Economic Analysis (BEA)

Regional Travel

Certainly the COVID pandemic was a significant event that affected regional travel in 2020 and lingering into 2021. It is unclear at this time if these years will be data outliers or permanent trends toward a reduction in the employment trips made within the region.

Another key to regional transportation planning is knowing where people, jobs, and services are located as well as the daily travel choices that make up where, when, how often, and by what mode(s) people travel. SEMCOG maintains a travel demand forecasting model (TDFM) designed to estimate current and future demand on the region's road and transit systems and to quantify congestion and delay. The results are used to estimate the impact of highway improvements, transit services, and travel demand management activities such as carpooling.

The TDFM used to develop the 2045 RTP was based on 2045 RDF data, a 2015 base-year transportation network, and the TransCAD 8.0 software platform. The current version of the TDFM was developed specifically for the 2045 RTP in 2017, and was calibrated using 2010 transit on-board survey, 2015 household travel survey, and 2015 observed traffic counts. No significant improvements have been made since then, and this version of the TDFM will serve for the 2045 RTP analysis until the 2050 RTP is adopted in 2024.

For the 2050 RTP development, SEMCOG is redeveloping its TDFM based on the completed 2019 transit on-board survey, 2017 commercial vehicle survey, regional RDF 2050 socio-economic forecast, and 2015-2019 traffic counts. The travel model will have several improvements, including:

- updated transit model,
- new tour-based commercial vehicle model and long-distance truck model,
- consolidated regional model program code using TransCAD 8.0 platform, and
- enhanced model output visualization and reports on commercial vehicle travels.

The new TDFM will be completed by the end of 2022 for 2050 RTP development, and the current version of TDFM will be used for the 2045 RTP cycle until 2050 RTP adoption in early 2024.

As part of enhancing the region's travel behavior analysis tools and better supporting the region's planning needs, SEMCOG is developing its first activity-based model (ActSim). SEMCOG's ActSim will eventually replace its existing trip-based model. Its first version will be completed by the first quarter of 2023 and put into exploratory use for 2050 RTP development.

SEMCOG staff have evaluated several transportation big data/location-based services data sources. These smartphone applications-based data provide observed travel and an efficient way

to evaluate travel patterns over time. The need for this trend analysis is more evident after the COVID pandemic, which changed travel patterns significantly.

In the spring of 2022, SEMCOG acquired Origin-Destination trips data representing travel from 2019 to 2022. SEMCOG is in the process of analyzing this dataset, and the results will be reported in the 2050 RTP. The data will be used for travel model output comparisons, evaluation of travel patterns before/during/after pandemic, bicycle/pedestrian and safety planning, and general mobility planning.

A full trends analysis report is included in 2050 RTP planning process.

Air Quality Conformity

The Clean Air Act requires that federally funded highway and transit projects contained in the RTP and Transportation Improvement Programs (TIP) be consistent with the air quality goals established in state air quality implementation plans (SIP). SEMCOG is responsible for managing and facilitating the air quality conformity process. The purpose of the air quality conformity analysis is to ensure that projects will not create new air quality violations, increase severity of frequency of existing violations, or delay attainment of National Ambient Air Quality Standards (NAAQS).

The U.S. Environmental Protection Agency (EPA) has established NAAQS for six criteria pollutants: ozone, nitrogen dioxide, carbon monoxide (CO), lead, sulfur dioxide, and particulate matter. EPA designates an area as either "attainment" or "nonattainment" for each of these pollutants based on whether local air monitoring data shows it is meeting or not meeting these standards. Areas that were initially designated as "nonattainment" for a particular standard but later attain that standard are termed "maintenance" areas.

Pollutants Analyzed for Conformity in Southeast Michigan

SEMCOG has updated its air quality conformity analyses to reflect the air quality status for carbon monoxide, fine particulate matter, and ozone. Below is a summary of Southeast Michigan's current air quality status for each of these pollutants:

- Carbon Monoxide: In Southeast Michigan, an area containing portions of three counties (Wayne, Oakland, and Macomb) was originally designated nonattainment back in the early 1990s. However, this area has been attaining the standard since 1995 and was re-designated as a "maintenance" area for this pollutant in 1999. By 2019, the area has met the requirement of its 20-year maintenance period. Thus, conformity analysis for this pollutant is no longer required at this point.

- Fine Particulate Matter ($PM_{2.5}$): The entire seven-county region was originally designated nonattainment for both the 2006 annual (15 $\mu g/m^3$) and 24-hour (35 $\mu g/m^3$) $PM_{2.5}$ standards. However, since the implementation of Michigan's State Implementation Plan (SIP) for this pollutant, levels have declined significantly and all air monitors have been measuring levels well below the standards since 2009. Consequently, the U.S. EPA has

redesignated the region as a "maintenance area" for these two 2006 standards in 2013. Afterwards, Southeast Michigan was designated as "attainment" for the tougher 2012 annual standard (12 $\mu g/m^3$) in 2015 and the 2006 annual standard was revoked by the EPA in 2016. Thus, conformity analysis for this pollutant is only required for the 24-hour standard for the region.

- Ozone: The entire region was originally designated nonattainment for the 1997 ozone NAAQS of 0.08 ppm. Following successful implementation of Michigan's SIP for this pollutant, the region was redesignated as "maintenance" in 2009. In 2012, Southeast Michigan was designated as "attainment" for the 2008 ozone NAAQS of 0.075 ppm. In 2018, the entire seven-county region was designated nonattainment for the new stricter 2015 ozone NAAQS of 0.070 ppm by the EPA. Thus, conformity analysis for this pollutant is required for the region.

Results of Transportation Conformity Analysis

24-Hour Fine Particulate Matter ($PM_{2.5}$)

Table 3 shows the results of the 24-hour fine particulate matter ($PM_{2.5}$) conformity analysis for the Southeast Michigan attainment/maintenance area. This area includes the entire seven-county SEMCOG region. In accordance with EPA conformity guidance on the 24-hour $PM_{2.5}$ standard, the analysis uses daily emissions inventories for the season in which most 24-hour $PM_{2.5}$ violations occur. Research by the Michigan Department of Environmental Quality and SEMCOG's Air Quality Study (SEMAQS) group found that $PM_{2.5}$ concentrations in Southeast Michigan tend to be highest during the winter season. Thus, vehicle emissions for an average winter day are used for this conformity analysis.

Mobile source emission budgets for the 24-hour standard were approved by the EPA in 2013, when the region was redesignated as an attainment/maintenance area. Conformity is demonstrated if forecasted 24-hour $PM_{2.5}$ and nitrogen oxide (NO_x) emissions for specific future years do not exceed these budgets. The data in Table 3 show that forecasted emissions of both $PM_{2.5}$ and NO_x are well below the established budgets for all analysis years. Thus, conformity is demonstrated.

Table 2

Results of Daily $PM_{2.5}$ Conformity Analysis -Budget Emissions Test

Analysis Year	Emissions (tons/day)		Regional Winter Weekday VMT (in millions)
	Primary $PM_{2.5}$	NO_x	
Conformity Budget	16	365	NA
2025	2.89	60.68	116.36
2035	2.28	41.40	120.19
2045	2.24	39.86	122.63

Ozone

Table 4 shows the results of the ozone conformity analysis for SEMCOG's ozone "non-attainment" area. This area included the entire seven-county SEMCOG region. Conformity is demonstrated if forecasted emissions for specific future years do not exceed the EPA-approved mobile source emission budgets set forth in Michigan's State Implementation Plan (SIP) for ozone.

The data in Table 4 still show that forecasted emissions in the SEMCOG region for the two pollutants that cause ozone formation - volatile organic compounds (VOC) and nitrogen oxides (NO_x) - are well below the previously established mobile source emissions budgets for all analysis years.

Table 3

Results of 8-Hour Ozone Conformity Analysis -Budget Emissions Test

Analysis Year	Emissions (tons/day)		Regional Summer Weekday VMT (in millions)
	VOC	NO_x	
Conformity Budget	106	274	NA
2025	34.12	60.95	139.29
2035	21.92	40.34	143.86
2045	20.07	38.56	146.78

Transportation Funding

The 2045 RTP identified $35.63 billion in available revenues through 2045. Historical data have demonstrated that this is below the amount required to meet all of the needs of Southeast Michigan's transportation network over the period covered by the current Plan. Since the

adoption of the plan, the Infrastructure Investment and Jobs Act was passed by Congress in October 2021, the new federal authorization bill replacing the FAST Act. Funding increases represented within the IIJA will be updated within the 2050 RTP.

Based upon past work and discussions of the funding shortfall issue, several conclusions can be drawn:

- There are insufficient revenues to optimally maintain, much less improve, our transportation system.
- The primary instruments at the statewide level to collect revenues for transportation purposes are motor fuel taxes and vehicle registration fees. However, revenues don't fulfill all system needs. In 2015, state legislation provided a limited inflationary adjustment of motor fuel tax rates, but inflationary costs for work and materials have continued to outrace the adjustment increases. Therefore, overall revenue collected through the state's system, as it is currently structured, is expected to continue to experience purchasing-power degradation and the increasing infrastructure over the long term.
- A number of alternate methods of transportation financing employed in other states are constitutionally limited in the State of Michigan.

A funding forecast covering the period of the 2050 RTP is being developed. As with the 2045 RTP financial forecast, it is anticipated that the nominal amount of funding available for highway and transit purposes will increase annually through 2050. However, neither the nominal nor real (inflation-adjusted) funding resources forecasted are expected to have sufficient impact for SEMCOG to reconsider long-term transportation planning assumptions. Therefore, the funding forecast assumptions originally developed for the 2045 RTP have not substantially changed and the projects originally selected for inclusion in the 2045 RTP remain valid and should continue to be implemented.

Transportation Management Systems

SEMCOG collects and utilizes multiple data resources to assist in the process of defining and quantifying regional transportation needs, including pavement, bridge, safety, transit, nonmotorized, freight, and congestion. Understanding these needs forms the foundation for selecting projects for inclusion in the RTP. Once projects are selected for funding, SEMCOG monitors their implementation and their effectiveness in addressing regional needs.

Since 2002, state and local road and transit agencies have:

- Resurfaced, reconstructed, or rehabilitated 10,085 lane-miles of pavement;
- replaced or repaired 1,396 bridges;

- provided congestion relief by adding 305 lane-miles to the existing federal-aid highway system;
- constructed 474 miles of nonmotorized facilities;
- interconnected, retimed, or optimized signals or made other technology improvements along 930 miles of roadway; and
- Acquired 1,824 large and small buses.

As a result, the regional transportation system has stayed consistent or, in some cases, worsened.

- Bridge conditions are staying fairly consistent.

Table 4
Condition of Bridges in Southeast Michigan (Number of Bridges)

	2018		2019		2020		2021	
	Bridges	**Percent**	**Bridges**	**Percent**	**Bridges**	**Percent**	**Bridges**	**Percent**
Good	1,154	38.6%	1,155	38.6%	1,143	38.1%	1,120	37.4%
Fair	1,476	49.4%	1,482	49.5%	1,500	50.0%	1,530	51.1%
Poor	360	12.0%	358	12.0	356	11.9%	345	11.5%
Total	2,990		2,995		2,999		2,995	

Source: TAMC

- Pavement conditions have generally improved as more roads are in good condition while fewer roads are in poor condition..

Table 5
Condition of Federal Aid Roads in Southeast Michigan (Lane Miles)

	2014/2015	2016/2017	2018/2019	2021
Good	3,162	3,911	4,489	5,076
Fair	9,462	8,439	7,909	9,213
Poor	8,337	8,815	8,810	7,277
Total	20,961	21,165	21,108	21,566

Table 6

Condition of Federal Aid Roads in Southeast Michigan (% Lane Miles)

	2014/2015	2016-2017	2018-2019	2021
Good	15.1	18.5	21.3	23.5
Fair	45.1	39.9	37.0	42.7
Poor	39.8	41.6	41.7	33.9

In 2014/2015, 60.2% of roads were in Good or Fair condition compared to 66.3% in 2021.

Considering the needed improvements in the regional transportation system, the region should continue implementing the projects outlined in the 2045 RTP intended to address these issues.

Bike and Pedestrian Travel

The *Bicycle and Pedestrian Mobility Plan for Southeast Michigan*, a joint effort between SEMCOG and MDOT that was adopted in March 2020, provides a framework for promoting safe bike and pedestrian travel with regional strategies and actions.

Bicycle and pedestrian travel are vital components of our region's transportation system. Almost every trip, including transit and car travel, involves some walking or biking. The non-motorized network in Southeast Michigan is comprised of both on-road facilities such as bike lanes and wide shoulders and off-road facilities such as sidewalks, shared use paths, and trails. The existing non-motorized network is comprised of at least 3,500 miles of bikeways and 24,000 miles of sidewalks. At least 500 Miles of these facilities are considered Regional Trails. Through local and regional coordination and planning, at least 4,200 miles of new facilities have been identified and are being planned for the network. The region has thousands of miles of roadways that allow various levels of bicycling comfort.

The plan includes bicycle and pedestrian demand areas where bicycle and pedestrian planning should be included by default and also identifies areas where equity populations do not have access to bicycle and/or pedestrian infrastructure.

SEMCOG's Regional Bicycle and Pedestrian corridor identification is a visionary effort to link these existing and planed facilities together into regional active transportation and trail corridors that connect communities, counties, and regions. In total, these corridors identify and prioritize

over 1,000 miles: 329 miles of existing corridors complete with both walking and biking infrastructure, and 682 miles of gaps to fill in the coming years.

SEMCOG's *Bicycle and Pedestrian Mobility Map* series is an online resource for users to interact with key datasets and outputs from the plan and is updated periodically.

Green Infrastructure

The *Green Infrastructure Vision for Southeast Michigan*, adopted in May 2014, connects all components of the regions green infrastructure together and benchmarks current conditions, visions for the future, and policy recommendations. The vision highlights opportunities for roadway design to make critical contributions to improving regional water quality through reducing stormwater runoff from transportation infrastructure.

Safety

The *Southeast Michigan Traffic Safety Plan*, adopted in December 2015, builds on SEMCOG's long-standing goal of improving safety through a data-driven approach to roadway crash analysis. This plan identifies key issue areas that contribute to the crashes in the region as well as specific strategies and regional safety policies to address these issues.

Since the adoption of the Safety Plan, updated data from the Michigan State Police's Criminal Justice Information Center (CJIC) for 2021 crashes, fatalities, and serious injuries have been analyzed. Crash factors identified as key emphasis areas include older drivers, younger drivers, pedestrians, bicycles, lane departures, and others.

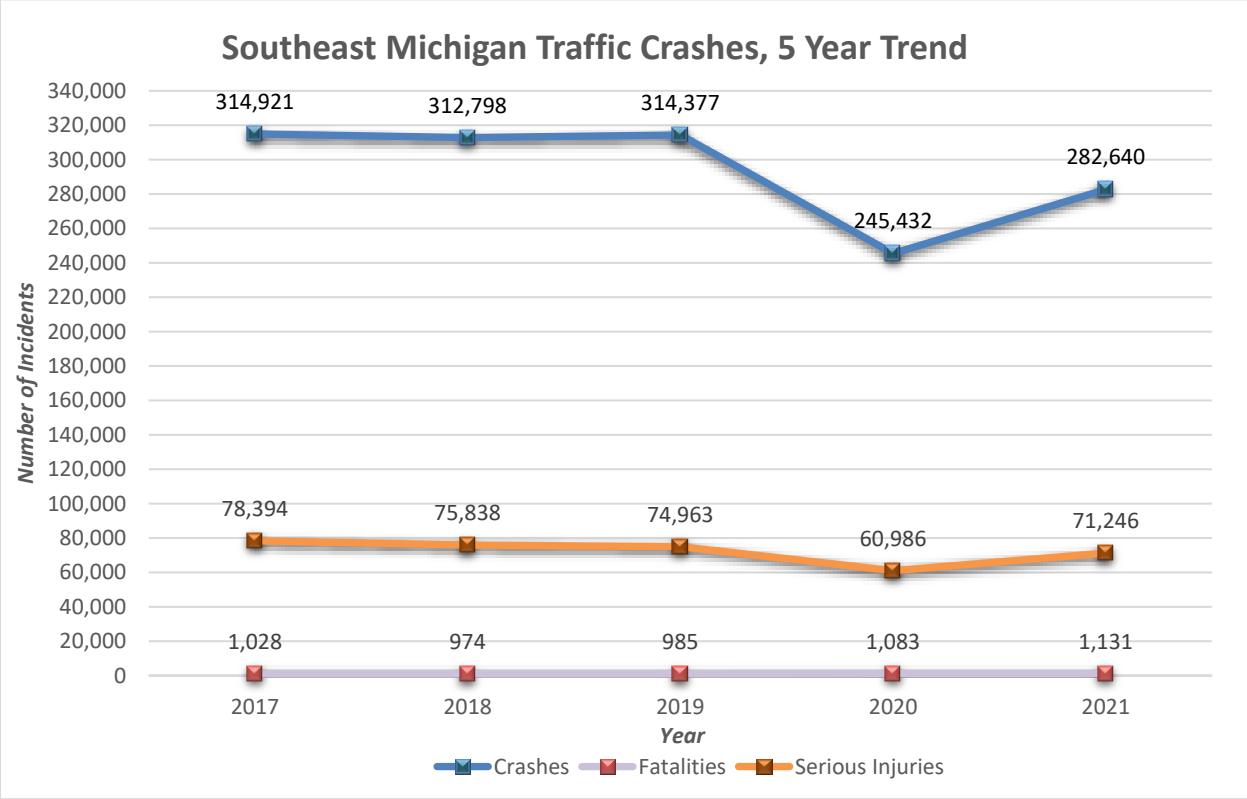
Overall, the key findings reveal that crash severity is on the rise:

- The number of traffic crashes in Southeast Michigan increased 18% in 2021 compared to 2020; however, it is still lower than 2019's pre-pandemic mark.
- Traffic fatalities dropped almost 6% from 2020 but were still much higher than recent pre-pandemic years.
- Serious injuries continued to increase, reaching a decade high, up 13% from 2020 and 2% from 2012 (the previous decade high).

Additional findings will be included in the next update of the Safety Plan, which will be completed in June 2023.

Table 7
Southeast Michigan Traffic Crashes, 2017-2021

	2017	2018	2019	2020	2021
Crashes	314,921	312,798	314,377	245,432	282,640
Fatalities	1,028	974	985	1,083	1,131
Serious Injuries	78,394	75,838	74,963	60,986	71,246



The complete *Quick Facts: Traffic Crashes in Southeast Michigan, 2021* report can be found here.

Transit

The Regional Master Transit Plan, adopted December 2021 by the Regional Transit Authority of Southeast Michigan (RTA), is a plan that offers solutions to various mobility issues in the region. The plan is supported by past and present data, future projections, input from communities across the region, and a thorough understanding of the existing transit system and the region's needs.

On September 23, 2016 SEMCOG's Executive Committee approved an amendment to the illustrative transit component of the 2040 RTP, adding the RTA Regional Transit Master Plan.

Congestion Management Process

SEMCOG's Congestion Management Process (CMP) is a set of multi-modal alternative strategies used systematically to manage congestion, improve the mobility of people and goods, and inform decision makers on regional transportation planning. SEMCOG began documenting its CMP in 2004 and since then, various efforts have been introduced in order to ensure congestion is being efficiently monitored and analyzed within the region.

SEMCOG recently updated its CMP, outlining roadway congestion mitigation strategies by following the U.S. Department of Transportation's eight-step planning process. Although SEMCOG has been working on solutions to move traffic more efficiently on the existing road network, congestion is increasing. Between 2012 and 2015, the extent, duration, and severity of congestion has increased in the region.

To measure congestion, SEMCOG uses real-time speed data provided by MDOT through the Regional Integrated Transpiration Information System (RITIS). The platform provides HERE\INRIX real-time speed data for freeway segments dating back to 2012, and as of late 2015 data for arterial roads are available also. To identify non-recurring congestion, MDOT also provides traffic incident data which has allowed SEMCOG to analyze real-time speed data for freeway and selected major arterial corridors along with incident data for non-recurring congested conditions on freeway corridors.

SEMCOG will continue to explore how new data collection methods and technologies can play a role in developing and implementing a regional multi-modal strategy for managing and operating the regional transportation system and incorporating these findings into the 2050 RTP.

Public Participation

SEMCOG's regional *Public Participation Plan* was approved by SEMCOG's Executive Committee on in January 24, 2020. The Public Participation Plan outlines the process for members of the public to obtain complete information including timely meeting notices, access to key decisions, and the ability to be involved in every aspect of the planning and decision-making process through various objectives, strategies, and tools.

The goals of the Public Participation Plan include:

- Educate the public about the regional planning process and how to participate
- Define the tools SEMCOG uses to effectively engage the public in regional planning efforts
- Define the tools SEMCOG uses to educate stakeholders in implementing plans
- Define measures of effectiveness for SEMCOG's public engagement

SEMCOG will continue to implement the actions contained in the 2020 Public Participation Plan as it is updated in 2023 alongside the development of the 2050 RTP.

Consultation Agency Outreach

An important component to the outreach process for the 2050 RTP is the consultation agency engagement, which is an effort separate from the general public involvement process. Although there is overlap between the two processes, the primary difference is the target audience for

consultation agencies being comprised of formal groups and organizations, where the public outreach is directed towards individuals.

Consultation between various agencies and planning partners is an opportunity to confer on needs of the larger community, to compare and coordinate planning approaches, and to generally communicate about the vision for the overall transportation system that crosses over multiple jurisdictions. Utilizing tools and documentation procedures outlined in the 2050 RTP Outreach Plan, a series of consultation engagement efforts will be conducted throughout the development of the 2050 RTP.

The goal of the consultation agency outreach process is to provide expanded involvement opportunities to participate in the planning process for specific public and private agencies and officials responsible for planning activities related to or with interest in the transportation system. SEMCOG will actively engage and consult with agencies to help guide future planning priorities for the region. The consultation process will include early involvement, direct outreach, information and data sharing, plan comparison, and evaluations that meet the federal regulations included in IIJA.

Throughout the engagement process for the 2050 RTP, SEMCOG will contact consultation agencies to:

- provide information about the 2050 RTP;
- extend an invitation to share their plans;
- offer one-on-one meeting opportunities; and
- provide a schedule of upcoming input opportunities including a forum specifically designed to collect consultation agency input.

Agencies included in the consultation outreach are planning partners across the region in various capacities including natural resources, education, conservation, environmental justice, community and economic development, tribal interests, freight, transit, border crossings, aviation, and more. Specific contact persons have been identified to represent the agencies within each of the topic areas represented in Table 8. In addition to documenting any routine contact with these agencies, there will be a concerted effort to engage with them at several key points during development of the 2050 RTP.

The main method of contact between SEMCOG and consultation agencies will be via email with requests for data and information, meeting specifications, links to key information on the RTP webpage, and other details related to the development of the RTP. As needed, follow-up contact will be made with key agencies via mail, phone, webinars, or in person. All communication efforts will be documented with the same process utilized for all other outreach initiatives and will be summarized in the final RTP 2050 document. Documentation of the communication with

the consultation agencies will be ongoing and the process will be periodically evaluated to gauge effectiveness.

Table 7
List of Consultation Agencies

Topic Area	Agency/Committee
Land use management/planned growth	Local governments County planning directors Governor's Land Use Council Michigan Land Use Institute Land conservancies
Natural resources	MDNR U.S. Fish and Wildlife
Agriculture	US Department of Agriculture Michigan Department of Agriculture
Education	Intermediate School Districts Community Colleges Research
Environmental protection	MDEQ Corps of Engineers Michigan Environmental Council USEPA
Conservation	Natural Resources Conservation Service
Historic preservation	SHPO Office of the State Archeologist National Trust for Historic Preservation
Wildlife	MDNR U.S. Fish and Wildlife
Community and economic development	Local communities MEDC
Federal lands highway funding recipients	MDOT
Tribal interests	Native American Tribes (12) Inter-Tribal Council of Michigan
Aviation	County/City Airports MDOT
Bridge	Regional Bridge Councils
Congestion	MDOT/FHWA/SEMCOG group Freight task force
Pavement	Asset Management Council

Topic Area	Agency/Committee
Safety	Safety Action Team Safe Routes to School coordinator SHSP lead agency GTSAC Michigan Highway Traffic Safety Alliance
Security	Detroit Fusion Center GSA
Operations	Operations Committee and Subcommittees
Freight	Freight task force Regional Chamber freight committee
Nonmotorized	Greenways Collaborative League of Michigan Bicyclists MDOT Local/county planning groups
Transit	Transit agencies Transit unions Public/private/non-profit human service providers Transportation to Work Coalition MPTA Transit citizen committees FTA
Tourism/Travel	Convention & Visitors Bureaus MEDC
Border crossings	MDOT Ambassador Bridge Border Transportation Partnership EBTC Border ITS Committee
Environmental justice	NAACP Detroiters Working for Environmental Justice Area Agencies on Aging United Way Michigan Works Michigan Protection and Advocacy Service

Topic Area	Agency/Committee
	Michigan Development Disabilities Council GLCIL
Air quality	IAWG Lenawee County
Environmental mitigation	CGI Governor's Office USGS U.S. Fish and Wildlife County drain commissions County planning/environmental departments County road/transit agencies FHWA FTA MDEQ MDNR SHPO/OSA Michigan Watershed Council Natural Resources Conservation Service Army Corps of Engineers USEPA Huron Clinton Metropolitan Authority
General	GTSAC (and associated action teams) Corridor study steering committees County Road Commissions/FACs County Planning Commissions CRAM MML MTA Public SEMCOG advisory committees SCCOTS WATS TMACOG

Next Steps

The 2045 Regional Transportation Plan for Southeast Michigan (RTP) will continue to be implemented as planned. SEMCOG will continue working with planning partners in facilitating the implementation of the stated planned projects and initiatives. SEMCOG will also continue to monitor and report on the impacts these projects have on the regional transportation system.

Development of the 2050 RTP is underway with a scheduled adoption in spring 2024.