



**SEMCOG**

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

## Public Notice

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For immediate release: June 28, 2022

Contact: [SEMCOG Information Center](#), 313-961-4266

### SEMCOG invites public comment on adoption of the FY 2023-2026 Transportation Improvement Program and final amendment to the FY 2020-2023 Transportation Improvement Program

SEMCOG, the Southeast Michigan Council of Governments, announces the public comment period for the adoption of the FY 2023-2026 Transportation Improvement Program (TIP) and the final amendment to the FY 2020-2023 TIP.

#### Background

SEMCOG will be considering adoption of Southeast Michigan's next TIP, covering FY 2023 to FY 2026. The TIP is a list of specific projects which implement the policies of the RTP and are recommended by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation (MDOT) over a four-year period. SEMCOG's Executive Committee makes the final approval of the TIP project list.

The TIP is an implementation tool of the Regional Transportation Plan (RTP). The RTP is a long-range vision and strategy that directs investment in the regional transportation system. Projects in the FY 2023-2026 TIP must advance the goals and policies adopted in the 2045 RTP. Projects adopted in the FY 2023-2026 TIP are also part of the [2045 RTP](#).

There are 779 road and transit projects proposed for implementation across over 1,080 phases in the proposed [FY Draft 2023-2026 TIP Project List](#).

By July 1, 2022, the draft FY 2023-2026 TIP narrative document, project map, and other related materials can be found on the [SEMCOG TIP webpage](#).

Additionally, final changes to the current FY 2020-2023 TIP are proposed for projects scheduled for implementation in FY 2022. The [2022 Summer Amendment](#) to the FY 2020-2023 TIP revises eight road, bridge, and traffic safety projects in the FY 2020-2023 TIP:

- Four projects with changes in cost
- Two projects changing year of implementation

- One project additions
- One project deletion

There are a number of proposed cost adjustments to General Program Accounts (GPA), which are used to group smaller, routine projects by type. Federal regulation 23 CFR 450.324 (f) states projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area using the applicable classifications under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. These proposed changes can be found with the other amendment materials on [SEMCOG's website](#).

### **Amendment evaluations**

The amendment requires all proposed projects undergo a series of evaluations, including identification of financial resources, an air quality conformity analysis, an environmental justice analysis, an environmental sensitivity analysis, an assessment for consistency with the regional Intelligent Transportation System (ITS) architecture and Congestion Management Process, and a public comment process.

Project details and evaluation results are available online or by contacting SEMCOG's Information Center at 313-961-4266.

### **How to comment**

Please address written comments to SEMCOG Information Center, 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226; send faxes to 313-961-4869; call 313-961-4266, or email [InfoCenter@semcog.org](mailto:InfoCenter@semcog.org). Comments can also be made during the following in-person meetings, in which the amendment will be considered:

- Transportation Coordinating Council, Thursday, July 21, 2022 at 9:30 a.m., Southeast Michigan Council of Governments (SEMCOG), 1001 Woodward Ave., Suite 1400, Detroit, MI 48226, ([register here](#));
- Executive Committee, Thursday, July 28, 2022, 1 p.m., Southeast Michigan Council of Governments (SEMCOG), 1001 Woodward Ave., Suite 1400, Detroit, MI 48226, ([register here](#)).

### **Coverage of this notice**

Public notice of public participation activities and time established for public review of, and comments on, the TIP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA).

-##-

Lev Wood, Chairperson  
Councilmember, City of Grosse Pointe Farms

DATE: July 28, 2022

TO: Executive Committee

SUBJECT: Approval of interrelated Transportation Improvement Program (TIP) items:  
- Amendment to 2020-2023 TIP  
- Approval of 2023-2026 TIP

**Summary of action requested**

The Executive Committee is requested to recommend Executive Committee approval of two interrelated items:

- An amendment to the FY 2020-2023 *Transportation Improvement Program for Southeast Michigan* (2020-2023 TIP).
- Adoption of the FY 2023-2026 *Transportation Improvement Program for Southeast Michigan* (2023-2026 TIP)

**Background**

The Regional Transportation Plan (RTP) is a long-range vision and strategy document that directs investment in the regional transportation system. The TIP is one of the primary tools used to implement the RTP. The TIP is a schedule of specific projects derived from the RTP's policies and project priorities that will be implemented by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation over a four-year period.

Southeast Michigan is transitioning from the close of the current 2020-2023 TIP to the beginning of the new 2023-2026 TIP. The TIP cycle features one year of overlap to ensure projects will be funded without interruption. FY 2023 projects listed and adopted in the 2023-2026 TIP will also be amended into the 2020-2023 TIP for consistency. The Transportation Coordinating Council is requested to recommend adoption of the 2023-2026 TIP.

In addition, an amendment to the 2020-2023 TIP will make final changes to FY 2022 projects and General Program Accounts in the 2020-2023 TIP. One project that is planned in FY 2027 is listed in with the FY 2022 projects for amendment into the 2045 RTP.

Adoption of the 2023-2026 TIP and approval of the amendment to the 2020-2023 TIP will simultaneously update the first four years of projects in the 2045 RTP.

**Policy implications**

The proposed [2023-2026 TIP](#) contains more than 770 projects across 963 phases. Estimated expenditures for projects in this TIP total \$4.28 billion, representing \$2.58 billion in federal, \$1.45 billion in state, and \$253 million in local/other funds. The proposed 2023-2026 TIP includes a variety of projects designed to address regional transportation policies and priorities – pavement,

safety, bridge, operations, transit (capital and operations), capacity, and pedestrian and bike mobility projects. These projects are proposed with consideration to meeting statewide transportation performance targets.

A [project list of the proposed 2023-2026 TIP](#), a [2023-2026 TIP interactive map](#), and all related information are available on [SEMCOG's TIP web page](#).

A separate action to amend the 2020-2023 TIP will make final changes to FY 2022 projects ahead of the close of the fiscal year. The amendment [project list](#) and FY 2022 General Program Account adjustments for this amendment are available on [SEMCOG's TIP webpage](#). In addition, there is an adjustment to FY 2022 General Program Accounts (GPA) that reflect updated funding expectations.

### **Amendment evaluations**

The TIP has undergone a series of evaluations – identification of financial resources, air quality conformity analysis, environmental justice analysis, environmental sensitivity analysis, assessment for consistency with the regional Intelligent Transportation System (ITS) architecture, consistency with the congestion management process, and a public comment process.

The results of these evaluations are summarized below:

- The fiscal constraint analysis indicates the RTP and TIP remain fiscally constrained.
- The [air quality conformity analysis](#) indicates future year emissions of ozone precursors and carbon monoxide will remain below established mobile source emissions budgets, and future-year fine particulate matter emissions will be below base-year levels.
- The [environmental sensitivity review](#) summarizes possible impacts of RTP projects on environmentally sensitive resources.
- The [environmental justice analysis](#) indicates impacts related to implementation of the RTPs (including TIP projects) remain balanced across the region.
- The projects are consistent with the [Regional Intelligent Transportation Systems architecture](#).
- The projects are consistent with the regional [Congestion Management Process](#).

The public comment period for the amendment to the 2020-2023 TIP and approval of the 2023-2026 TIP officially began on June 28, 2022 and will end with Executive Committee action on July 28, 2022.

### **Actions by other committees**

These two TIP items were recommended for Executive Committee approval by the Transportation Coordinating Council at its meeting on July 21, 2022.

## 2023-2026 TIP Adoption and 2020-2023 TIP Amendment

### **Actions requested**

The Executive Committee is requested to approve an amendment to the 2020-2023 TIP.

The Executive Committee is requested to recommend approve the 2023-2026 TIP.

(Executive Committee resolutions attached)

**Executive Committee Resolution  
to Support Michigan Department of Transportation State Targets for Safety**

WHEREAS, support for Michigan Department of Transportation State Targets for Safety Performance Measures is consistent with SEMCOG's vision for Southeast Michigan:

*All people in Southeast Michigan benefit from a connected, thriving region of small towns, dynamic urban centers, active waterfronts, diverse neighborhoods, premiere educational institutions and abundant agricultural, recreational, and natural areas.*

WHEREAS, SEMCOG, the Southeast Michigan Council of Governments, is the designated policy committee and Metropolitan Planning Organization for Southeast Michigan;

WHEREAS, the *2045 Regional Transportation Plan for Southeast Michigan* (2045 RTP) was developed pursuant to the transportation planning provisions of Title 23 of United States Code (USC) Section 134 and Title 49 USC Section 5303, and performance targets are consistent with 2045 RTP policies;

WHEREAS, SEMCOG has an adopted regional safety plan, *Southeast Michigan Traffic Safety Plan*, that addresses the region's unique traffic safety issues and challenges through regional policies developed to direct implementation;

WHEREAS, SEMCOG continues to conduct safety implementation efforts addressing regional safety issues, including the *Walk.Bike.Drive. Safe* educational campaign, providing local technical assistance to improve safety and performance of community corridors, and analyzing annual traffic crash data to identify key safety challenges and promote effective solutions;

WHEREAS, the Michigan Department of Transportation (MDOT) has officially adopted the state safety targets in the Highway Safety Improvement Program annual report dated August 31, 2021, as follows;

**Michigan State Safety Targets for Calendar Year 2022**

Measures	Baseline (2016-2020)	Target (2018-2022)
Fatalities	1,028.2	1,065.2
Fatality Rate Per 100 Million VMT	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate Per 100 Million VMT	5.778	5.892
Non-motorized Fatalities and Serious Injuries	762.8	791.6

WHEREAS, MDOT coordinated the establishment of safety targets with SEMCOG and other regions in Michigan; and

2023-2026 TIP Adoption and 2020-2023 TIP Amendment

WHEREAS, SEMCOG will continue coordination with MDOT, Federal Aid Committees, and local safety stakeholders to address areas of concern, and agree to plan and program projects that contribute to accomplishing the state safety performance measure targets;

NOW THEREFORE BE IT RESOLVED, this 28th day of January 2022, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, supports MDOT's state safety performance measure targets for calendar year 2022; and

BE IT FURTHER RESOLVED, THAT SEMCOG will work with local governments, traffic safety partners, and MDOT to update the *Southeast Michigan Traffic Safety Plan* and implement strategies from the plan to help achieve the shared vision of Toward Zero Deaths.

ATTEST: \_\_\_\_\_ DATE: \_\_\_\_\_  
Committee Clerk

**Executive Committee Resolution  
to Approve the FY 2023-2026 Transportation Improvement Program for Southeast Michigan and Amend the 2045 Regional Transportation Plan for Southeast Michigan**

WHEREAS, the Transportation Improvement Program (TIP) and Regional Transportation Plans (RTP) support this vision:

*All people of Southeast Michigan benefit from a connected, thriving region of small towns, dynamic urban centers, active waterfronts, diverse neighborhoods, premiere educational institutions, and abundant agricultural, recreational, and natural areas.*

WHEREAS, SEMCOG is responsible for developing a long-range regional transportation plan and a Transportation Improvement Program that funds projects to implement the plan;

WHEREAS, the 2045 RTP was developed pursuant to the transportation planning provisions of Title 23 of United States Code (USC) Section 134 and Title 49 USC Section 5303;

WHEREAS, the 2045 RTP requires periodic updates to include projects not fully developed at the time of original adoption, to take advantage of new funding and reflect changing priorities;

WHEREAS, SEMCOG is required to develop the 2023-2026 TIP pursuant to Title 23 of the United States Code (USC) Section 134;

WHEREAS, to ensure continuous funding, FY 2023 projects adopted in the 2023-2026 TIP are also amended in the 2020-2023 TIP to remain consistent across TIP versions.

WHEREAS, the 2045 RTP and 2023-2026 TIP were analyzed in accordance with 40 CFR 51 for air quality conformity and found not to exceed present and future emission budgets in all analysis years;

WHEREAS, the 2023-2026 TIP is consistent with the 2045 RTP policies and the amendment process actively encouraged public and agency review and comment;

WHEREAS, the 2023-2026 TIP schedules projects for the first years of the 2045 RTP and the 2045 RTP project list is updated to reflect the 2023-2026 TIP.

WHEREAS, SEMCOG certifies that all projects funded in total or in part with State Transportation Economic Development Fund (TEDF) Category C funds are eligible for funding under PA 231 of 1987, as amended, and meet the goals and objectives of the program.

WHEREAS, the 2045 RTP, remains consistent with regional goals and objectives and federal planning factors and were examined for potential impacts on environmentally sensitive resources;



Approval of the FY 2023-2026 *Transportation Improvement Program (TIP)* for Southeast  
Michigan

WHEREAS, impacts resulting from the 2045 RTP and the 2023-2026 TIP are balanced across the region, so that no one population bears a disproportionate negative impact, and the benefits are shared across the region;

WHEREAS, SEMCOG has determined that the 2045 RTP and the 2023-2026 TIP conform to the State Implementation Plan for Air Quality as required by provisions of Title 40 Code of Federal Regulations (CFR) 51 and Title 23 CFR 450;

WHEREAS, the 2045 RTP and the 2023-2026 TIP are constrained to identified funding resources;

NOW THEREFORE BE IT RESOLVED, this 28<sup>th</sup> day of July 2022, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, adopts the 2023-2026 TIP and amends the 2045 RTP accordingly;

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits, the 2045 RTP and the 2023-2026 TIP to the Michigan Department of Transportation, as designee for the Governor's Office of the State of Michigan, for review and transmittal to the Michigan Department of Environment, Great Lakes, and Energy; Michigan Department of Natural Resources; Federal Highway Administration; Federal Transit Administration; and U.S. Environmental Protection Agency.

ATTEST:



\_\_\_\_\_  
Committee Clerk

DATE: \_\_\_\_\_

**DRAFT SEMCOG Summer 2022 Amendment Project List**  
FY 2020-2023 Transportation Improvement Program and 2045 Regional Transportation Plan  
July 28, 2022

Project Count	Amends	Job Number	Fiscal Year	County/Region	Lead Agency	Project Name	Project Limits	Primary Work Type	Project Description	Federal Performance Area	Length (miles)	Phase	Total Phase Cost	Total Job Cost	Amendment Type	Change Description	Air Quality
1	TIP	207344	2022	Jackson	MDOT	Regionwide	All trunkline routes of University SEMCOG counties	Traffic Safety	Pavement marking retroreflectivity readings on University Region trunklines	System Performance	2.659	CON	\$6,564	\$17,504	Cost	SEMCOG portion of CON phase increased 25.03%	Exempt
2	TIP	212306	2022	Livingston	Livingston County	Peavy Road	Peavy Road, Str #5886 over Marion-Genoa Drain, Livingston County	Bridge Replacement	Bridge Replacement	Bridge	0.000	CON	\$2,039,000	\$2,039,000	Cost	CON cost increased 32.49%	Exempt
3	TIP	206024	2022	Macomb	Macomb County	23 Mile Rd	23 Mile Rd: North Ave to Card Rd	Major Widening	Widen from 2 to 5 lanes	N/A	1.035	CON	\$6,151,722	\$0	Delete	CON phase abandoned	Non-Exempt
4	TIP and RTP	216765	2022	Macomb	Macomb County	16 Mile Rd	Metropolitan Parkway (16 Mile Road) from Mound to Van Dyke	Planning, Research & Design	Pre-Preliminary Planning for reconstruction of the corridor	N/A	3.575	EPE	\$1,000,000	\$1,000,000	Add	EPE phase added	Exempt
5	TIP	216766	2022	Macomb	Macomb County	Mound Rd	Mound Road from 11 Mile south to 8 Mile Blvd.	Planning, Research & Design	Scoping to prepare to submit a grant of \$120 Million for reconstruction	N/A	6.077	EPE	\$1,000,000	\$1,000,000	Add	EPE phase added	Exempt
6	TIP	209837	2022	Oakland	Oakland County	Cooley Lake Road	Cooley Lake Road over Huron River Str# 14036 - Oakland County	Bridge Replacement	Bridge Replacement	Bridge	0.000	CON	\$2,644,038	\$2,644,038	Cost	CON cost increased 47.88%	Exempt
7	TIP	205858	2022	Saginaw	MDOT	Regionwide	All trunkline routes in St Clair County	Traffic Safety	Pavement marking retroreflectivity readings on trunklines in Bay Region	System Performance	2.634	CON	\$6,464	\$34,943	Cost	SEMCOG portion of CON phase increased 58.82%	Exempt
8	TIP	201409	2022	St. Clair	MDOT	I-69 WB	M-19 to Taylor Road	Road Rehabilitation	Two Course Asphalt Overlay with Wedging, ASCRL	Pavement	9.589	CON	\$25,684,681	\$27,447,157	Cost	CON cost increased 33.51%	Exempt
9	TIP and RTP	215083	2022	St. Clair	St. Clair County	King Rd (ACC 2023)	over Belle River	Bridge Replacement	Superstructure Replacement	Bridge	0.000	CON	\$2,205,740	\$2,600,000	Add	Add project	Exempt
10	TIP	216564	2022	Statewide	MDOT	Statewide	statewide FRF ID # FRF3864	Operation Improvements	Installation of permanent standby generators at stormwater pump stations	System Performance	0.000	CON	\$60,700,000	\$66,000,000	Add	CON phase added	Exempt
11	TIP	201015	2022	Washtenaw	MDOT	I-94	Washtenaw/Jacks on County Line to Freer	Road Rehabilitation	Two course mill & resurface	Pavement	6.542	CON	\$29,900,568	\$33,219,998	Year	CON Phase moved from FY22 to FY29	Exempt
12	TIP	202036	2022	Washtenaw	MDOT	I-94 E	7 bridges in western Washtenaw County	Bridge Replacement	Epoxy Overlays, deck replacement	Bridge	0.000	CON	\$5,590,738	\$6,332,230	Cost	CON cost increased 41.16%	Exempt
13	TIP	215769	2022	Washtenaw	MDOT	US-23	Warren Road over over US-23	Bridge Replacement	Bridge Replacement	Bridge	0.000	PE	\$1,328,221	\$10,974,803	Add	Add PE and PES Phases	Exempt
14	TIP	215788	2022	Washtenaw	MDOT	US-23	Joy Road over US-23	Bridge Replacement	Bridge Replacement	Bridge	0.000	PE	\$1,314,334	\$10,928,959	Add	Add PE and PES Phases	Exempt
15	TIP	203393	2022	Washtenaw	Washtenaw County	Willis Rd	Platt to US-23 Bridge	Road Rehabilitation	Rehabilitate roadway	Pavement	0.666	CON	\$283,000	\$0	Delete	CON phase abandoned	Exempt
16	TIP	205482	2022	Wayne	Detroit	Areawide	Four target neighborhoods with high-traffic corridors in Detroit	ITS Applications	Improving safety and connectivity in four Detroit neighborhoods	System Performance	0.000	CON	\$1,254,584	\$4,365,002	Add	CON phase added.	Exempt
17	TIP and RTP	129149	2022	Wayne	MDOT	I-96	under Hubbell Avenue and Fullerton Avenue	Bridge Replacement	Deck Replacement, Substructure Repairs	Bridge	0.000	CON	\$6,046,950	\$6,888,265	Year	CON Phase moved from FY22 to FY25	Exempt
18	TIP	201574	2022	Wayne	MDOT	M-10	M-10 (Jefferson Ave) from Griswold to Beaubien	Traffic Safety	Signal Modernization with Interconnection	System Performance	0.000	CON	\$2,852,000	\$3,180,070	Delete	CON phase abandoned	Exempt

DRAFT SEMCOG Summer 2022 Amendment Project List  
FY 2020-2023 Transportation Improvement Program and 2045 Regional Transportation Plan  
July 28, 2022

Project Count	Amends	Job Number	Fiscal Year	County/Region	Lead Agency	Project Name	Project Limits	Primary Work Type	Project Description	Federal Performance Area	Length (miles)	Phase	Total Phase Cost	Total Job Cost	Amend-ment Type	Change Description	Air Quality
19	TIP	203455	2022	Wayne	Regional Transit Authority of Southeast Michigan	Express Route	Eight Mile	3000-Operating Assistance	RTA 8 Mile Service Improvement	System Performance	0.000	NI	\$1,600,000	\$1,600,000	Add	New project using residual funds from older CMAQ grant.	Exempt
20	RTP	n/a	2027	Wayne	Romulus	Pennsylvania Rd	Over CSX rail between Commerce Dr and Huron River Dr	Bridge Construction	Construct two-lane bridge over CSX rail	System Performance	0.500	CON	\$25,000,000	\$25,000,000	Add	New project	Exempt
21	TIP	203345	2022	Wayne	Wayne County	Martinsville Rd	Martinsville Road: Willis Road to Harris Road	Road Rehabilitation	Rd Rehabilitate	Pavement	0.508	CON	\$339,903	\$0	Delete	CON phase abandoned	Exempt

## Michigan Transportation Conformity Interagency Working Group May 24<sup>th</sup>, 2022 Call

### Participants:

**EGLE:** Breanna Bukowski **EPA:** Michael Leslie **FHWA:** Andy Pickard **FTA:** Susan Weber

**MDOT:** Richard Bayus, Peter Oyewale, James Schultz, Donna Wittl.

**WATS:** Ryan Buck, Jodie Lynch, Nick Sapkiewicz.

**SEMCOG:** Steve Brudzinski, Trevor Brydon, Jilan Chen, Chris Klove, Saima Masud.

Ms. Chen welcomed meeting participants and informed them that Kevin Tracy had resigned from SEMCOG and was starting a new job in Grand Rapids. She asked if there were any questions about the transition. There were none.

Mr. Brydon discussed staff's preliminary air quality (AQ) conformity analysis designations of projects in the new FY23-26 TIP, scheduled for adoption by the SEMCOG Executive Committee on July 28<sup>th</sup>. He placed the list of projects preliminarily determined by SEMCOG staff to be non-exempt from AQ conformity analysis on the screen. Each project was discussed in turn. Projects with corrections and/or questions/discussion by IAWG committee members were:

- JN 210587 (Old US-23): Mr. Brydon stated that, although the CON phase of the project is marked non-exempt on the IAWG list, staff had switched the preliminary determination to exempt.
- JN 214565 (I-94 W): Mr. Brydon stated that, while the CON phase of this project is non-exempt, the particular phase of JN 214565 in today's list (PE) should be classified as exempt.
- JN 215372 (Rochester Rd): Mr. Brydon stated that, while the CON phase of this project is non-exempt, the particular phase of JN 215372 in today's list (ROW) should be classified as exempt. Ms. Wittl stated that non-construction phases of road projects will generally be exempt, even if the CON phase is non-exempt.
- JN 211793 (Blue Water Bridge Plaza): Mr. Brydon mentioned that this project can't be modeled due to the nature of the improvement. Ms. Wittl asked, in that case, why is it shown as non-exempt in the list? Mr. Brydon stated that if IAWG so decided, SEMCOG would have no objection to JN 211793 being shown as exempt. Ms. Chen stated that the project was classified as non-exempt the previous time it was at IAWG. Mr. Pickard recommended that a statement that JN 211793 cannot be modelled should be included with the list, given the size of the project. Ms. Wittl asked if there will be a project-level AQ conformity analysis of this project in the future. Mr. Leslie stated that if the project does not cause an increase in diesel truck traffic, there is no need to run a hotspot analysis. Ms. Wittl said that in that case, the CON phase of JN 211793 should be classified as exempt, and agreed with Mr. Pickard that a statement should be included that the project cannot be modeled for AQ conformity.

- JN 210997 (I-94 Flex Lane): Mr. Brydon stated that, while the EPE phase of this project is exempt, the CON phase is non-exempt, due to the project's capacity implications. This project is similar to the flex lane projects on US-23 and I-96 in Washtenaw, Livingston, and Oakland counties.
- JN 200202 (US-12): Mr. Brydon stated that SEMCOG staff have determined that the project description needs to change by adding the phrase "add one lane in each direction" for clarity. The CON phase is non-exempt, but the EPE phase is exempt.
- JN 123138 (M-153): Mr. Brydon stated that this is a top traffic safety concern in the SEMCOG region. While most of this project will not change the number of lanes from an AQ modeling perspective (i.e., five-lane cross section to a four-lane boulevard), staff have determined there are sufficient changes to the road geometry to warrant classifying the CON phase as non-exempt.
- RTP Project #2027 (Pennsylvania Rd/CSX Rail grade separation): Mr. Brydon stated that this project, recently added by the City of Romulus, was not a TIP project, but had been included in the list for the committee's information.

Mr. Brydon then asked if there were any questions about the list just discussed, or about the list of FY23-26 projects with a preliminary determination of exempt that had also been sent to the committee. There were none. Ms. Wittl requested that, in the future, lists provided to IAWG be in Excel format instead of PDF, or that an option to request a list in Excel format be offered. SEMCOG staff agreed to provide these options for future meetings.

Mr. Brudzinski discussed the list of eight FY22 projects to be included in the 2022 summer TIP/RTP amendment list. He stated that the preliminary determination is that all eight phases shown in the list are exempt from AQ conformity analysis. Ms. Wittl agreed. There were no other questions or comments on the list of FY22 projects to be included in the 2022 summer amendment.

Ms. Chen stated that MOVES3 will be the model used to run the conformity analysis for the summer amendment (both the eight FY22 projects in the FY20-23 TIP and the new FY23-26 TIP). She then asked Mr. Leslie if the SEMCOG region's ozone redesignation status and new motor vehicle emissions budgets (MVEBs) would be available in time to be used on the summer amendment model run. Mr. Leslie stated that USEPA is in the process of approving the MVEBs, but legal analysis was still incomplete, due to some negative public comments received. Because of this, Mr. Leslie is estimating it could be July before the redesignation is officially announced. He recommended a statement be included in the TIP that USEPA is working on issuing the redesignation. Ms. Chen said that SEMCOG would run the model with analysis years 2025, 2035, and 2045. She asked if there were any questions. There were none.

Ms. Chen opened the floor to general questions and/or comments. There were none. Mr. Brydon then stated that he would send a summer amendment project list with the modifications discussed in the meeting to IAWG members.

The meeting adjourned at approximately 1:43 p.m.