



SOUTHEAST MICHIGAN FISCAL YEAR 26-29

Transportation Improvement Program (TIP)

APRIL 2025

SEMCOG

SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

FY26-29 TIP NARRATIVE

FEDERAL FUNDING DISCLAIMER

Projects within the Transportation Improvement Program (TIP) may be contingent upon the continued availability of federal funding. If there is a substantial reduction in funding or if funding ceases or is delayed, projects may be terminated, reduced, or delayed. This disclaimer applies to any project that is: initially funded as a whole or in part by federal funds as funded by federal funds therefore, not guaranteed.

Funding for the current Transportation Improvement Program projects were approved within the Infrastructure Investment and Jobs Act (IIJA), which created authorization for federal spending in the FY 2026 program. IIJA sunsets at the end of FY2026, so projects selected in the FY 2027, 2028, and 2029 years may be subject to a new transportation law. Federal formula programs for transportation have typically continued between administrations; however, we want to point out the inherent risks of moving forward on projects without official funding authorization in place.

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INTRODUCTION

The surface transportation system is the network of roads, transit routes and facilities, rail lines, and non-motorized facilities that make work, school, personal travel, and shipment of goods possible. To ensure that regions efficiently maximize accountability and effectiveness in project planning and use of federal investments and that local voices are heard and local priorities addressed in this process, metropolitan planning organizations (MPOs) were established nationwide in urbanized areas with populations of 50,000 or more. SEMCOG, the Southeast Michigan Council of Governments, is the MPO for the seven-county Southeast Michigan region. The SEMCOG region's surface transportation system is the portion of the system located within the seven-county region that includes Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne counties.

Improving, operating, and maintaining the SEMCOG region's surface transportation system requires extensive coordination between local communities and agencies, regional organizations, and state and federal government. It is also expensive, requiring over \$1 billion on average each year from federal, state, and local sources.

FEDERAL TRANSPORTATION PLANNING PROCESS

Planning for projects on the surface transportation system follows the [nationwide "3C" multimodal transportation planning process](#), which was developed nearly 60 years ago. "3C" stands for "Continuing, Comprehensive, and Cooperative," which reflects the close coordination necessary between federal, state, and local governments and agencies to plan for transportation system changes.

SEMCOG has a number of transportation planning responsibilities as the MPO for Southeast Michigan. Of these, the two most important are the development and maintenance of the [Regional Transportation Plan \(RTP\)](#) and the [Transportation Improvement Program \(TIP\)](#). The RTP is a long-range document covering a period of at least 20 years. It includes estimates of the surface transportation system needs in the SEMCOG region, an appraisal of funding resources available to address those needs, and policies regarding a future vision for the system that balances needs and resources. The current, approved plan is the 2050 RTP, also known as Vision 2050. It covers fiscal year (FY) 2025 through 2050. It is updated every four years.

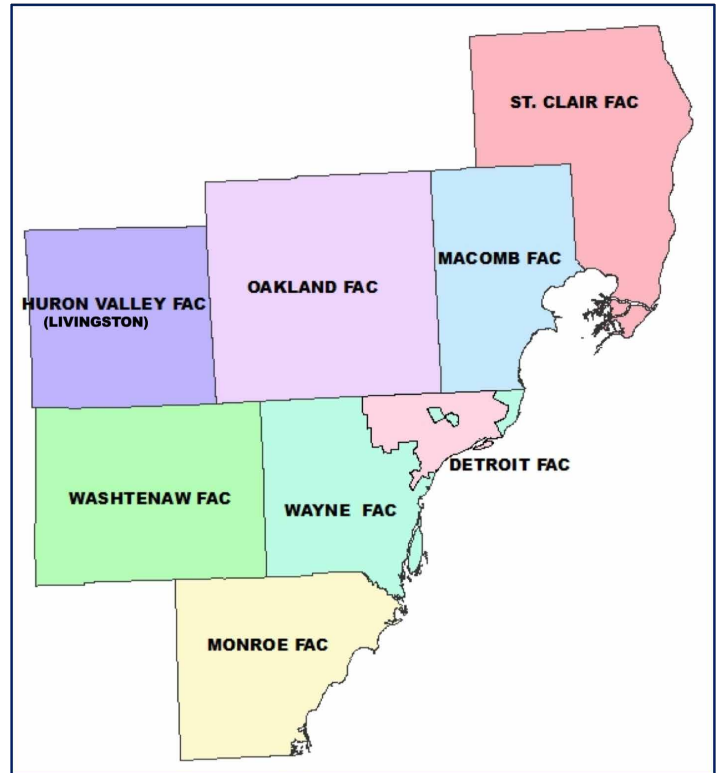
The TIP is the list of projects that have been selected to implement the RTP's vision and policies. The TIP is a short-range document, covering four fiscal years (FYs), in which the last fiscal year of the current TIP overlaps the first fiscal year of the new TIP. TIPs are updated every three years. The document you are reading is part of the FY 2026 – 2029 TIP, which will replace the FY 2023 – 2026 TIP on October 1, 2025 (the first day of federal fiscal year 2026). The TIP list is periodically updated through a series of amendments and administrative modifications to allow for addition of new projects, deletion of other projects, as well as changes to the cost, work description, timing, and other aspects of existing projects when necessary. There are three job types represented in the TIP: Trunkline (MDOT), Local, and Multimodal. "Multimodal" means that the planning process is not limited to roads, but includes other modes (kinds) of transportation, such as public transit and rail.

REGIONAL & LOCAL COORDINATION FOR TRANSPORTATION PLANNING

The SEMCOG region is large, with an area of 4,600 square miles, a population of 4.8 million, a federal-aid-eligible road system of 21,443 lane-miles, and a large variety of communities - from rural to densely populated urban areas.

There are eight [federal-aid committees \(FACs\)](#) in the SEMCOG region, one for each of the seven counties, and one for the City of Detroit. The federal-aid committee structure is unique to the Southeast Michigan area.

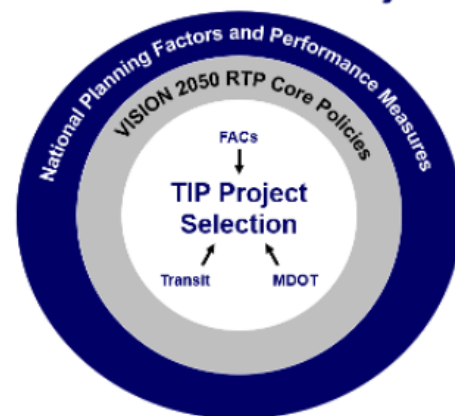
SEMCOG works to coordinate with the eight federal aid committees, transit agencies, and MDOT to allow for local cooperation in development of the long-range transportation plan and coordination for project selection for the RTP and TIP.



National Performance Goals & National Performance Measures

FHWA has instituted 10 National Planning Factors, Performance Goals, and Measures. These are intended to strengthen the linkage between desirable outcomes, such as improving safety for transportation system users, and federal-aid funding allocation decisions at the individual project selection level. As shown in the graphic to the right, the National Planning factors and Performance Measures are used as a guide to craft the seven core policies of the [2050 Vision RTP](#), which then guides TIP project selection.








Linkage Between Factors, Measures, and Core Policies to the Selection of TIP Projects



The Regional Transportation Plan (RTP)

[SEMCOG's RTP](#) contains the region's official policies pertaining to the surface transportation system. The RTP is approved by the General Assembly, SEMCOG's policymaking body. The General Assembly is comprised of elected officials representing [SEMCOG's 185 member organizations](#), including cities, community colleges, counties, intermediate school districts, townships, villages, ; and individuals representing other regional governmental entities, legislative bodies, and civic/ public interest organizations. Vision 2050, SEMCOG's current RTP, was approved by the SEMCOG General Assembly on June 27, 2024. SEMCOG's adopted Vision 2050 policies are shown below.

2050 VISION RTP SEVEN CORE POLICIES

Policy	
	Education Educate and foster collaboration among local governments, transportation agencies, utility providers, and residents to enhance knowledge about and efficiency of the transportation system.
	Equity Ensure equitable access regardless of age, race, gender, ethnicity, national origin, physical or cognitive ability, or income.
	Funding Increase funding and broaden local options to ensure adequate resources and coordination for meeting regional transportation needs to achieve fiscal sustainability.
	Preservation Use asset management practices, technology, and cost-effective transportation solutions to preserve infrastructure.
	Resilience Integrate infrastructure coordination, equitable stormwater management, and comprehensive resiliency planning into the transportation system to achieve greater public health and environmental benefits.
	Safety Increase safety for all travelers, especially for the most vulnerable road users.
	Shared Prosperity Promote a thriving regional economy by facilitating seamless movement of goods, efficient trade connections, enhancing labor mobility, and fostering tourism and local placemaking.

The seven core policies of Vision 2050 tie into the 10 National Planning Factors in federal surface transportation legislation. The following table shows how the policies of the 2050 RTP relate to National Planning Factors.

VISION 2050 POLICIES AND NATIONAL PLANNING FACTORS

National Planning Factors							
Support Economic Vitality	✓		✓			✓	✓
Increase Safety	✓	✓	✓	✓	✓	✓	
Increase Security	✓		✓				
Increase Access and Mobility	✓	✓	✓	✓			✓
Improve Environment			✓	✓			
Enhance Integration and Connectivity Across Modes	✓	✓	✓		✓	✓	✓
Promote Systems Management and Operations	✓		✓			✓	✓
Emphasize Preservation			✓	✓			
Improve Resiliency and Reliability			✓		✓		
Enhance Travel and Tourism	✓	✓	✓				✓

To implement National Performance Goals and Measures, each state must adopt its own set of planning targets. MPOs have the choice to adopt state targets or set their own targets. SEMCOG has set its own targets for some goals and measures, notably safety improvements for transportation system users and transit asset management. For detailed information on SEMCOG-specific targets, you can refer to pages 112 and 114 of the [Vision 2050 RTP](#). Detailed information regarding the National Performance Goals and Measures, and how they function as part of SEMCOG's transportation planning process, can be found on pages 109-111 in the [Vision 2050 RTP](#).

CONNECTING SEMCOG'S VISION 2050 RTP TO THE TIP PROJECT LIST

SEMCOG's FY 2026–2029 TIP project list is comprised of three different project types: Local projects, Multi-modal (transit) projects, and Trunkline (MDOT) projects. Each project in the FY26–29 TIP is assigned a code that directly links it to one or more of the core policies of the 2050 RTP. Each project must meet at least one of the 2050 RTP's core policies to be programmed into the TIP. This designation is shown below.

2050 Vision RTP Policy Codes: 1															
Project ID	Project Name	Project Type	Priority	Project Status	Project Location	Project Length	Project Width	Project Depth	Project Area	Project Volume	Project Weight	Project Value	Project Cost	Project Benefit	Project Impact
1	2050 Vision RTP Policy Codes:														
1.	Preserve Infrastructure														
2.	Increase Safety														
3.	Ensure Equitable Access														
4.	Promote Shared Prosperity														
5.	Environmental Resilience														
6.	Education and Collaboration														
7.	Increase Funding and Broaden Local Options														

SEMCOG REVIEW OF RECOMMENDED TIP PROJECTS

SEMCOG receives recommended TIP projects from 3 sources:

1. Federal-Aid Committees (FACs). These are known as **Local Projects**. The Local TIP list refers to non-transit (for example, road, bridge, and non-motorized) federal-aid projects recommended by local communities and agencies through SEMCOG's Federal-Aid Committee (FAC) transportation planning system.
2. The Michigan Department of Transportation (MDOT). These are road, bridge, and other non-transit projects that will be implemented on the portion of the state-owned highway system located within the SEMCOG region. These are known as **Trunkline Projects**.
3. Public Transit Agencies. Projects originate from either large public transit agencies, which program their own projects, or from the Michigan Department of Transportation's Office of Passenger Transportation (MDOT OPT) on behalf of smaller transit agencies. Transit projects are known as **Multi-modal Projects** in the TIP.

The following sections describe each type of project and how projects of each type are selected.

LOCAL PROJECT PROCESS

Each FAC has its own project selection process based on the seven core policies of the 2050 RTP, federal planning factors, and federal performance goals/measures. FAC members consider proposals, select projects for recommended inclusion in the SEMCOG TIP, and send to SEMCOG for review to ensure compliance with federal, regional, and state requirements. For the most part, projects selected by the FAC committees are road projects, transit, safety, and nonmotorized projects can be selected if they are on the federal-aid-eligible network or are federal-aid eligible work types. Projects are then submitted to [SEMCOG's Transportation Coordinating Council \(TCC\)](#) for review and recommendation to [SEMCOG's Executive Committee](#).

In addition to the aforementioned selection process for apportioned funds, SEMCOG has created a [Regional Review Committee \(RRC\)](#) of elected officials to guide the project selection for competitive funding programs such as the [Congestion Mitigation and Air Quality \(CMAQ\) Program](#), the [Carbon Reduction Program \(CRP\)](#) and the [Transportation Alternatives Program \(TAP\)](#). Each of these programs have unique project selection criteria that are considered by RRC and detailed on the respective program webpages.

MDOT offers additional competitive funding sources that local agencies apply for, including the [Local Bridge Program](#) and [Local Safety Program](#).

MDOT LOCAL BRIDGE PROGRAM

Project proposals for the Local Bridge Program are selected by the Regional Bridge Council (RBC), a sub-committee of the Local Bridge Advisory Board (LBAB), the state level committee that oversees the Local Bridge Program operations. RBCs are charged with determining a 3-year bridge program that replaces, rehabilitates, and maintains the bridge inventory of their respective regions. Each region's RBC evaluates and rates submitted applications, determining which bridge projects are to be funded each year based on the dollars allocated by the LBAB.

MDOT LOCAL SAFETY PROGRAM

Projects applying to the Local Safety Program are selected by a committee of representatives from MDOT, FHWA, the County Road Association and Michigan Municipal League. Safety projects are ultimately selected based upon available funding, project scope in relation to observed crashes and/or reduction of crash risk, cost-effectiveness, and financial goals.

TRUNKLINE PROJECT PROCESS

Trunkline projects are projects on the state's trunkline highway network. This network includes all roads with I-, US-, or M- designations. These roads are owned by the State of Michigan and administered by the Michigan Department of Transportation (MDOT). MDOT divides the state into seven regions to facilitate construction, maintenance, and operation of trunkline roads. The SEMCOG region encompasses one entire MDOT region, the MDOT Metro Region (Macomb, Oakland, and Wayne counties), and portions of two others: MDOT University Region (Livingston, Monroe, and Washtenaw counties) and MDOT Bay Region (St. Clair County).

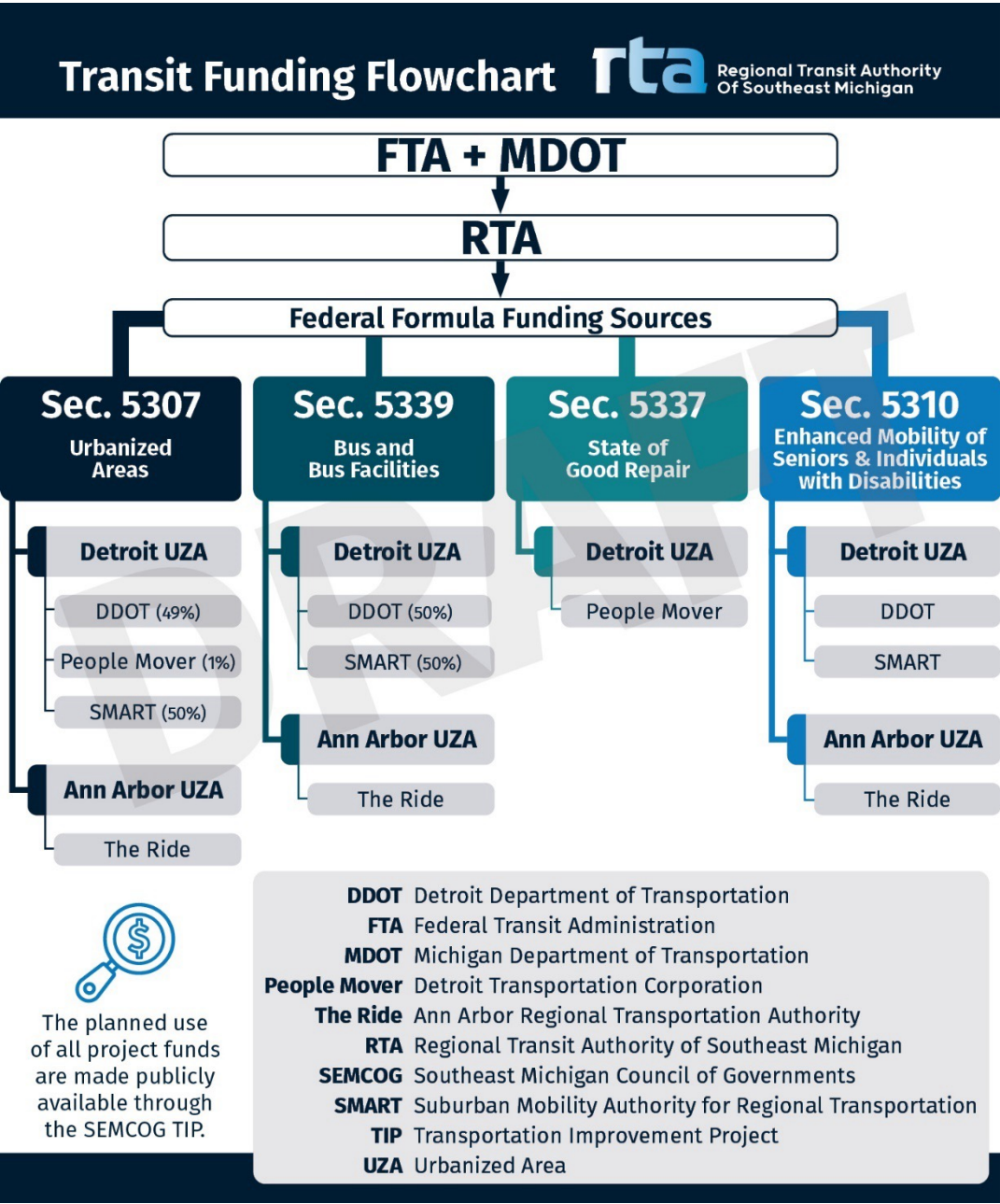
In the SEMCOG region, trunkline projects must also meet one or more of the seven core policies of the 2050 RTP. Policies and priorities for the trunkline highway network can also be set by the governor and state legislature. MDOT develops near-term projects in half-decade cycles and includes the list as part of the [MDOT Five Year Transportation Program \(5YTP\)](#). These projects go through a state-level vetting and public input process as part of the program's development process. The current 5YTP covers FY 2025 through FY 2029 and was approved by the STC in November 2024.

MULTI-MODAL PROJECT PROCESS

A multi-modal (public transit) project is recommended and submitted for inclusion in the TIP by fixed-route public transit agencies operating in the SEMCOG region, or by the MDOT Transportation's Office of Passenger Transportation (MDOT OPT) on behalf of smaller public transit agencies in the SEMCOG region. Eight fixed-route public transit agencies operate in the SEMCOG region as shown in the table below.

Eight Fixed-Route Public Transit Agencies		Acronym	Alternative Name
1	Ann Arbor Area Transportation Authority	AAATA	TheRide
2	Blue Water Area Transit Commission	BWATC	
3	Detroit Department of Transportation	DDOT	
4	Detroit Transportation Corporation	DTC	The People Mover
5	Lake Erie Transit	LETC	
6	Livingston Essential Transportation Services	LETS	
7	Regional Transit Authority	RTA	
8	Suburban Mobility Authority for Regional Transportation	SMART	

The funding to large transit agencies is primarily based on the population of the urbanized areas in which they operate and determined by FTA. If the large transit agency operates in Macomb, Oakland, Wayne, or Washtenaw counties, distribution of federal-aid transit funding may (depending on the particular program) be determined by the Regional Transit Authority of Southeast Michigan (RTA), which has authority under state law to sub-allocate various federal-aid transit funding sources within those four counties. The diagram on the following page shows the distribution of [federal-aid transit funding](#) to large transit agencies operating in the four-county RTA region.



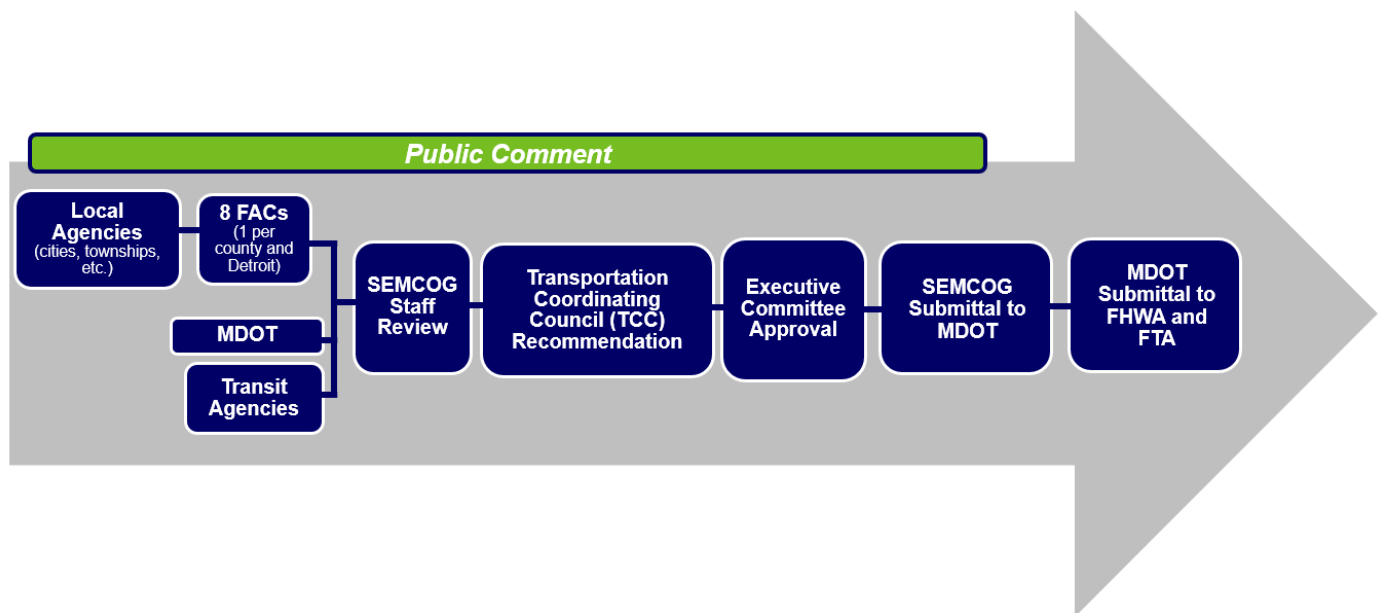
Smaller transit agencies, which primarily operate in less-densely populated areas, provide important services to local residents by providing transport for shopping, medical appointments, and other needs. These smaller transit agencies primarily receive funding through allocations from the MDOT Office of Passenger Transportation (MDOT OPT).

Whether from large or small public transit agencies, all federal-aid transit projects are selected in accordance with the core 2050 RTP policies, federal planning factors, and federal performance goals/measures, and in a manner which allows for public participation and comment. To assist the large transit agencies, SEMCOG provides funding targets (estimates) of federal-aid transit funding expected to be available to fund agency projects. MDOT OPT provides funding information for the smaller transit agencies.

EXECUTIVE APPROVAL OF PROJECTS IN THE SEMCOG TIP

FACs, transit agencies, and MDOT submit fiscally constrained projects for inclusion in the TIP based on the policies in the RTP and federal planning factors, goals, and measures.

All recommended projects from FACs, transit agencies and MDOT are submitted to TCC and they recommend the project list to SEMCOG's Executive Committee for approval. The Executive Committee then makes the final decision to include the recommended project in the TIP. FAC, TCC, and Executive Committee meetings are advertised and open to the public to both attend and comment. The graphic below is a summary of the overall TIP project selection, review, and approval process.



PUBLIC COMMENT

The FY 26-29 TIP list and document were released for public review from March 25 to April 25. One comment was received via the SEMCOG online submission portal. In addition to the TCC and Executive committee meetings in April 2025, opportunities for public comment were held at numerous FAC meetings held from August 2024 to April 2025.

OBLIGATION AND IMPLEMENTATION

All projects using federal-aid surface transportation funding progress through five stages from planning to completion:

- **Programming** – The project is added to (“programmed into”) the TIP.
 - ◊ **Project Review**– TIP projects go through MDOT Local Agency Program reviews and NEPA screening.
- **Obligation** – All preconditions for the project have been met. The federal government agrees to encumber itself for the federal share of project costs (usually about 80% of total project cost).
- **Letting** – The project is advertised for bidding by contractors.
- **Award** – The winning bid is selected and a contract is signed with the contractor.
- **Implementation** – The work specified in the contract is carried out.

The TIP is the first, critical step in this process. No project using federal-aid highway or transit funding can be obligated before it is added to the approved TIP.

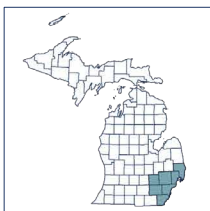
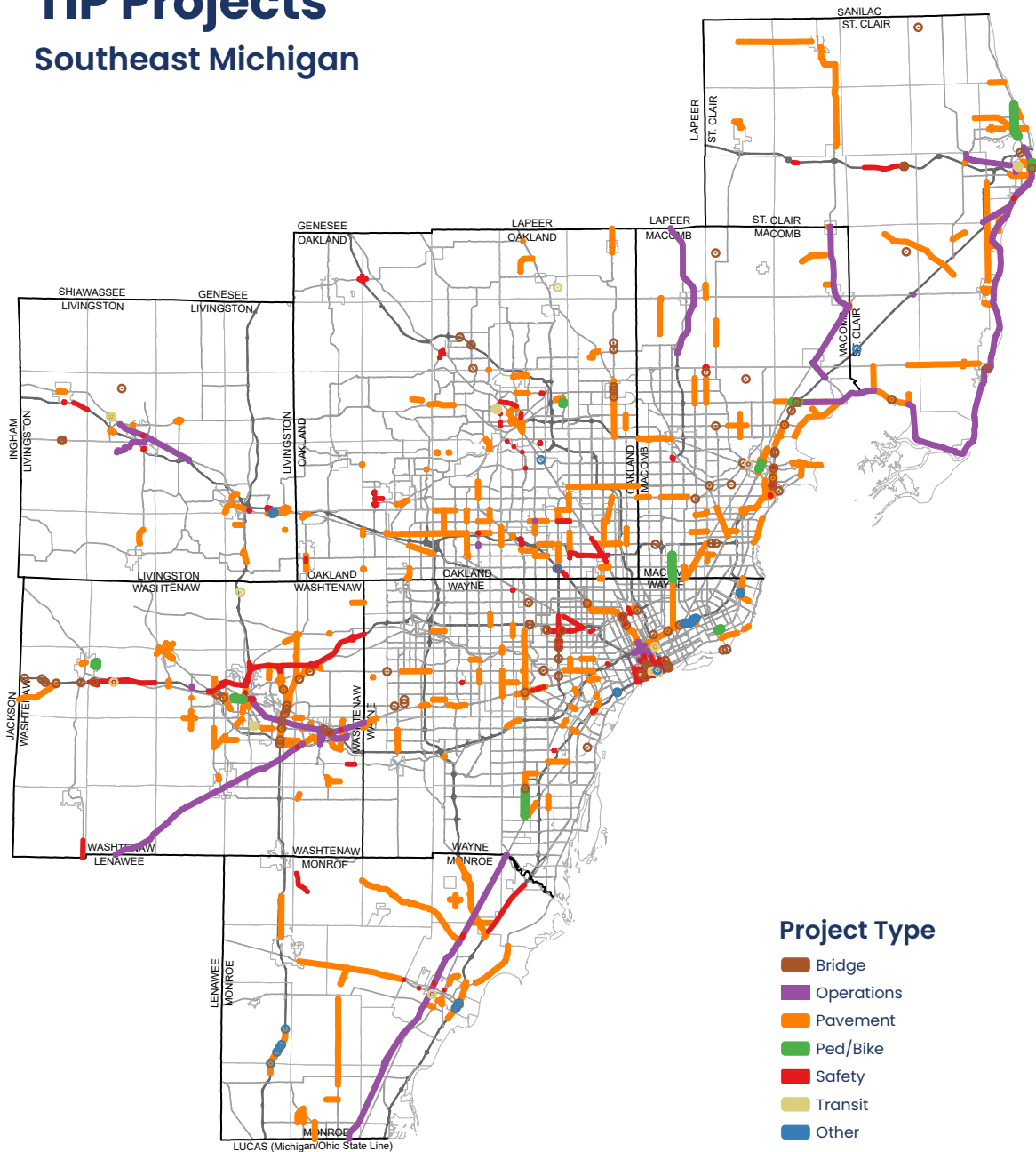


MAJOR PROJECTS IMPLEMENTED DURING THE FY 2023–2026 TIP PERIOD

The Southeast Michigan 23 to 26 TIP included \$7 billion in projects through January 2025. The table below shows the major projects delivered within the FY 2023 to 2026 TIP.

MAJOR PROJECTS IMPLEMENTED (STARTED CONSTRUCTION) DURING THE FY 2023-FY 2026 TIP (As of January 2025)						
Project Title, Limits and Description	Primary Project Location	Total Project Cost (Millions)	Construction Start Date (M/YYYY)	Estimated End Date, (M/YYYY)	Percent Complete	Delays
<u>I-96, I-275 to Huron River Reconstruction with Installation of Active Traffic Management System</u>	Oakland County	\$281.33	3/2022	11/2026	91%	None
<u>I-696, I-275 to Lahser Reconstruct</u>	Oakland County	\$229.33	10/2022	11/2026	95%	None
<u>US-23, M-36 to Spencer Milling and two-course overlay, flex route, bridge replacement & widening</u>	Livingston County	\$168.06	5/2023	9/2027	55%	None
<u>I-75, M-15 to County Line Road rehabilitation</u>	Oakland County	\$154.60	5/2023	9/2027	54%	None
<u>M-14, Sheldon to Newburgh Road <u>reconstruct</u> and bridge rehabilitation</u>	Wayne County	\$149.67	5/2024	9/2028	19%	None
<u>I-75, Erie Rd to Otter Creek Reconstruct</u>	Monroe County	\$131.57	5/2022	9/2025	93%	None
<u>Miller Rd Bridge Replacement</u>	Wayne County	\$99.90	12/2023	10/2026	58%	None

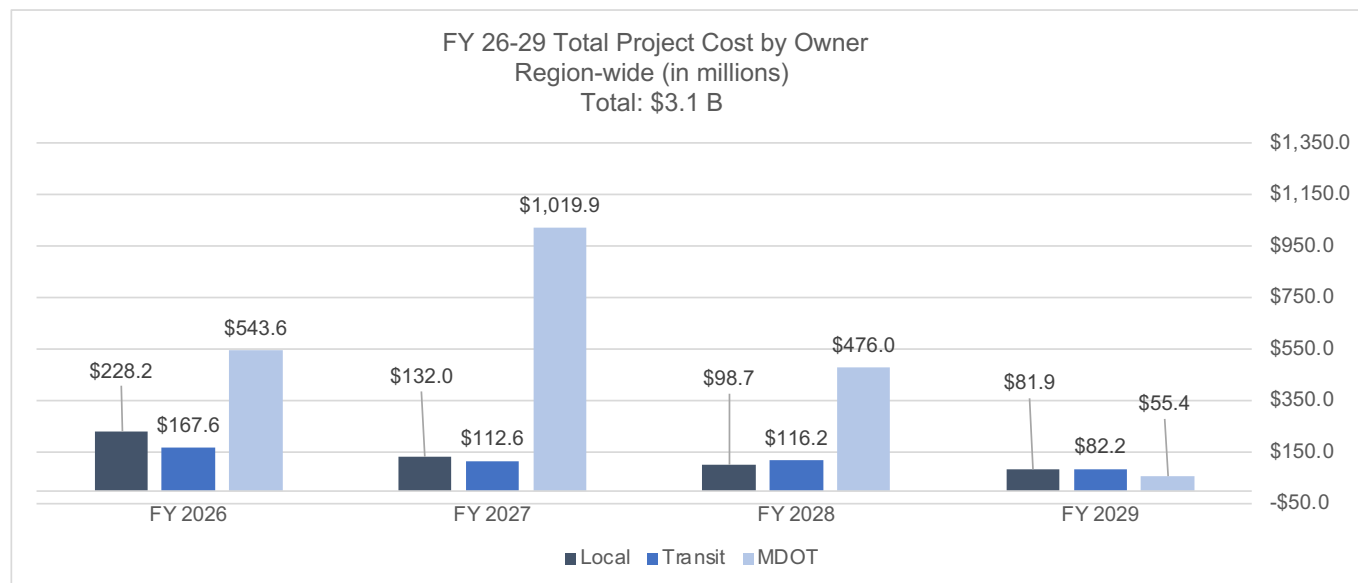
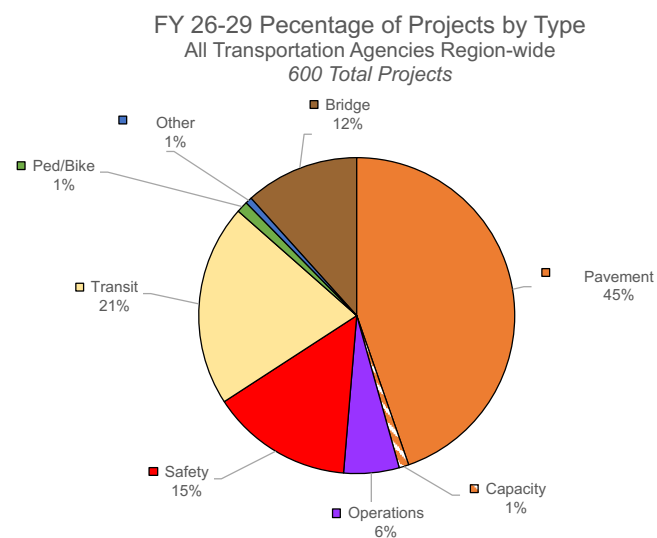
DRAFT 2026–2029 TIP Projects Southeast Michigan



FY 2026–2029 TIP PROJECT REGIONAL PROFILE

The graphs below show the region-wide FY 26–29 TIP Projects by cost per fiscal year and by project type. See the Appendix for FY 26–29 TIP Project Profiles for Transit, each FAC and MDOT.

How FY 26-29 TIP Projects Link to Vision 2050 Policies		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
336	\$2,282.1	1- Preserve
116	\$153.5	2- Safety
3	\$1.2	5- Resilience
6	\$9.8	1- Preserve, 2- Safety
129	\$489.5	1- Preserve, 3- Equitable access
2	\$2.3	1- Preserve, 2- Safety, 3- Equitable access
3	\$173.5	1- Preserve, 5- Resilience
5	\$2.4	2- Safety, 3- Equitable access
Total:		
600	\$3,114.2	



FY 2026–2029 TIP PROJECT REGIONAL PROFILE CONT.

A previous TCC directive requested notification for widening or expansion of road projects within TIP memos due to the increased future maintenance costs for the regional road system and impactful nature of the projects. The TIP contains the following capacity improvement projects, see associated line in [the project list](#) for details:

- **123138:** MDOT, Reconstruction and widening of M-153 to a boulevard from W. of Sheldon Rd. to W. of Lotz Rd (Line 558)
- **132535:** City of Troy, Widening to a boulevard on Rochester Rd from Barclay Dr to Trinway Dr. (Line 223)
- **202543:** MDOT, Road Reconstruction and Modernization of I-94 from Burns Avenue to Barrett Avenue (Line 390)
- **211347:** Oakland County, Widening to a boulevard on 12 Mile Rd, Beck Rd to Dixon Rd. (Lines 462–464 and 621)
- **211921:** Macomb County, Reconstruction and widening of Romeo Plank Rd from 21 1/2 Rd to 23 Mile Rd (Lines 21 and 369)
- **219056:** Macomb County, Reconstruction and add center left turn lane on Schoenherr Rd from 23 Mile Rd to N of 25 Mile Rd (Line 27–30)

FY 2026–2029 TIP FINANCIAL PLAN

Repairing, improving, operating, and maintaining the federal-aid eligible surface transportation system is very expensive. Even less complex projects, such as resurfacing roadways, can cost millions of dollars per mile, depending on the number of lanes, pavement condition, soil conditions, and other factors.

MDOT's current estimate of operations and maintenance (O&M) costs for one lane-mile is about \$24,000 each year. The table below shows this estimate and MDOT's annual rates of increase for anticipated future O&M costs applied to the entire federal-aid-eligible road network in Southeast Michigan.

This table is a general guide for informational purposes only. The cost of individual projects of a particular work type in the FY 2026 – 2029 TIP can vary significantly from the cost of projects of the same project type shown in this table, depending on the project's details. If you have questions regarding a particular project, [contact SEMCOG for more information](#). Be sure to include the Job Number (JN) of the project you have questions about.

Annual Estimated O&M Cost for the SEMCOG Federal Aid Network	
<i>Estimated cost of 1 lane mile per year</i>	<i>\$24,000</i>
Trunkline Network	\$217.6 M
Local Network	\$444.6 M
Total	\$662.2 M

YEAR OF EXPENDITURE (YOE)

Each TIP project's cost is programmed using amounts adjusted for inflation. This adjustment is called the project's year of expenditure (YOE) cost. SEMCOG uses the statewide standard 4.0% annual rate of cost increase. For example, this means that a \$1,000,000 project in fiscal year (FY) 2026 would be expected to cost \$1,040,000 in FY 2027; \$1,081,600 in FY 2028; and so on. This provides a method for matching available funding with transportation system needs.

PRINCIPAL SOURCES OF FUNDING FOR SURFACE TRANSPORTATION PROJECTS

The two principal sources of funding for surface transportation projects are detailed below:

1. Federal funds
2. State funds

Federal-Aid Highway Funding

Almost all federal funding programmed in the TIP is [federal-aid highway](#) or [federal-aid transit](#) funding.

The majority of federal-aid highway and federal-aid transit funding comes from taxes on motor fuel, mostly gasoline and diesel fuel. Every time you fill up the tank of your car, truck, or SUV, you pay a tax of 18.4¢ per gallon on gasoline or 24.4¢ per gallon of diesel fuel, depending on which type of fuel you are purchasing.

Federal motor fuel taxes paid across the nation are collected and deposited in the Highway Trust Fund (HTF). Most of this funding is used for highway network-related purposes, but some is transferred into the Mass Transit Account (MTA) of the HTF to fund public transportation.

Every few years, Congress passes, and the President enacts, surface transportation authorization legislation. Among other items, this legislation authorizes drawdown of the funding that has been deposited in the HTF and the MTA, how the funding will be distributed, how much funding can be drawn down annually, and eligible uses of the funding.

Among the most important items governed by a federal surface transportation authorization law are the formulas used to distribute federal-aid funding in the HTF and MTA. The Federal-Aid Highway Program (FAHP) consumes most of the HTF's funding that is not in the Mass Transit Account. The FAHP, overseen by FHWA, is a program between the federal government and the states.

Funding is apportioned (distributed using formulas in the law) to the states in the form of nine core programs. A description of each of these programs can be found in the [Vision 2050 RTP appendix](#). For the current fiscal year (FY 2025), the State of Michigan has been apportioned just under \$1.5 billion through the FAHP. Over the period of FY 2026 through FY 2029, the State of Michigan is estimated to receive approximately \$6.2 billion in federal-aid apportionments via the 9 FAHP core programs. Of that amount, approximately \$2.2 billion will be used in the SEMCOG region over the same period for eligible Local and Trunkline federal-aid highway projects.

Federal-Aid Transit Funding

Federal-aid transit funding is apportioned from the Mass Transit account, but using a different set of formulas than used for the FAHP. Federal-aid transit funds, overseen by the Federal Transit Administration (FTA), are generally apportioned with part of the funding directed toward large urbanized areas within a state, with the remainder provided to the state for allocation.

Most federal-aid transit funding is distributed by the federal government in the form of five core programs. Additional funding opportunities are available through the flex process from FHWA to FTA and the Statewide Local Bus Operating program. A description of each of these programs can be found in the [Vision 2050 RTP Appendix](#).

SEMCOG estimates that up to \$265.9 million of the federal-aid transit funds apportioned to Michigan will be used by public transit agencies in the SEMCOG region over the FY 2026 – FY 2029 TIP period.

Federal Funds – Competitive

Certain federal-aid highway and transit programs are distributed via competitive grants awarded by the US Department of Transportation (USDOT), FHWA, or FTA. Some are funded from money in the HTF or the Mass Transit Account of the HTF; others are funded using money from the General Fund of the US Treasury. Since future awards in the SEMCOG region cannot be predicted, no estimate of the total amount of competitive federal-aid funds that may be awarded between FY 2026 and FY 2029 is possible.

State Funding

In Michigan, most state funds for surface transportation come from state taxes on motor fuel and from vehicle registration fees. The Michigan state motor-fuel tax, which adjusts for inflation, is currently 30¢ per gallon for both gasoline and diesel fuel. The most recent state annual report states that in FY 2023 (10/01/2022 – 09/30/2023), the state motor fuel tax raised \$1.445 billion. Vehicle registration, the fee paid each year for new license tabs, raised \$1.504 billion in FY 2023. With the addition of other miscellaneous revenue, total gross receipts total to \$3.011 billion.

Funds raised through the state's motor fuel taxes and vehicle registration fees, plus smaller amounts from certain other transportation-related fees and taxes, as well as a \$600 million annual transfer from the state's General Fund, are deposited into the Michigan Transportation Fund (MTF). Complex distribution formulas contained in Act 51 of 1951, the state's primary surface transportation law, control the distribution of MTF funds. Some of the funding, except the \$600 million General Fund transfer, is deposited into the MTF's Comprehensive Transportation Fund (CTF) for transit-related purposes, while other funds are used to pay for certain administrative expenses and to pay principal and interest on any transportation-related debt (such as bond issues).

Remaining funding is divided between the State Trunkline Fund for state-owned roads and what is known as the "local MTF distribution" to counties, incorporated cities, and incorporated villages. The local MTF distribution is extremely important to local communities, as is the distribution of CTF funding to the public transit. Page 5 of the [House Agency Fiscal Brief MTF Distribution Formula To Local Road Agencies](#) provides a detailed illustration of the distribution of state MTF funds.

Local Funding

Local funds, such as city and village general funds, special assessments, millages, and private funds can all be used to match federal-aid highway and transit projects. Because of the way funds are classified in the TIP, some projects' funding categorized as Local may be part of the local MTF distribution received by the county, city or village that is the responsible agency for the TIP project.

Alternative Funding Sources for TIP Projects

There are a number of funding sources that are not regularly distributed for projects on the federal-aid network, but can be used to fund surface transportation projects. Lists of some of these sources are provided below.

- [Core Federal-Aid Highway Programs](#)
- [Sources of Funding for Public Transit Agencies](#)
- [USDOT Notices of Funding Opportunity](#)

ESTIMATED OPERATIONS AND MAINTENANCE (O & M) COST ON THE SEMCOG FEDERAL-AID ROAD NETWORK

While federal laws and regulations do not usually allow FAHP funding to be used for operations and maintenance (O & M) costs on any part of the surface transportation system, TIP regulations require each MPO to provide an estimate of O & M costs for the portion of the federal-aid eligible road network within its planning area. For SEMCOG, this means an O & M estimate for all roads on the federal-aid eligible network, including both locally owned roads and state trunkline routes, within the seven-county SEMCOG region.

SEMCOG estimates these O & M costs using the method described on page 105 of [Vision 2050](#). It is estimated that O & M costs over the four-year period covered by the FY 2026–2029 TIP will be approximately \$2.2 billion.

COMPARISON OF TOTAL COST OF THE FY 2026–2029 TIP TO AVAILABLE FUNDS

Project Type	Amount Programmed	Amount Available
Highway	\$2,635,680,567	\$2,635,680,567
Transit	\$478,566,675	\$478,566,675
Total	\$3,114,247,242	\$3,114,247,242

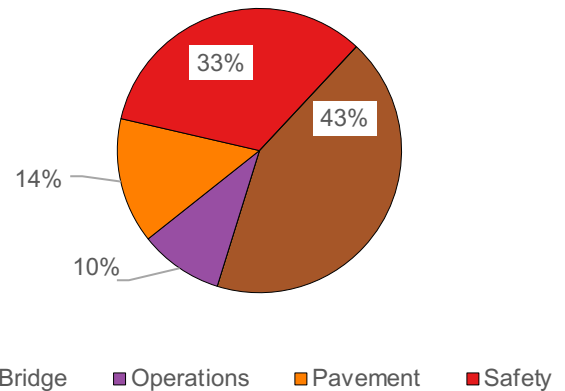
FY 26-29 SEMCOG TIP NARRATIVE APPENDIX A

The data shown below was collected during the 2024 Call for Projects held from August to December within each FAC and the large transit agencies. The MDOT data is derived from the Five-Year Statewide Transportation Program. Below is a profile for each FAC, the large transit agencies and MDOT. The profiles showcase FY 26-29 TIP Projects by Vision 2050 RTP policy, project type, and cost per fiscal year. Additional projects will be submitted to the TIP via future administrative modifications or amendments.

DETROIT FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Detroit FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
12	\$23.9	1- Preserve
9	\$15.8	2- Safety
Total:		
21	\$39.7	

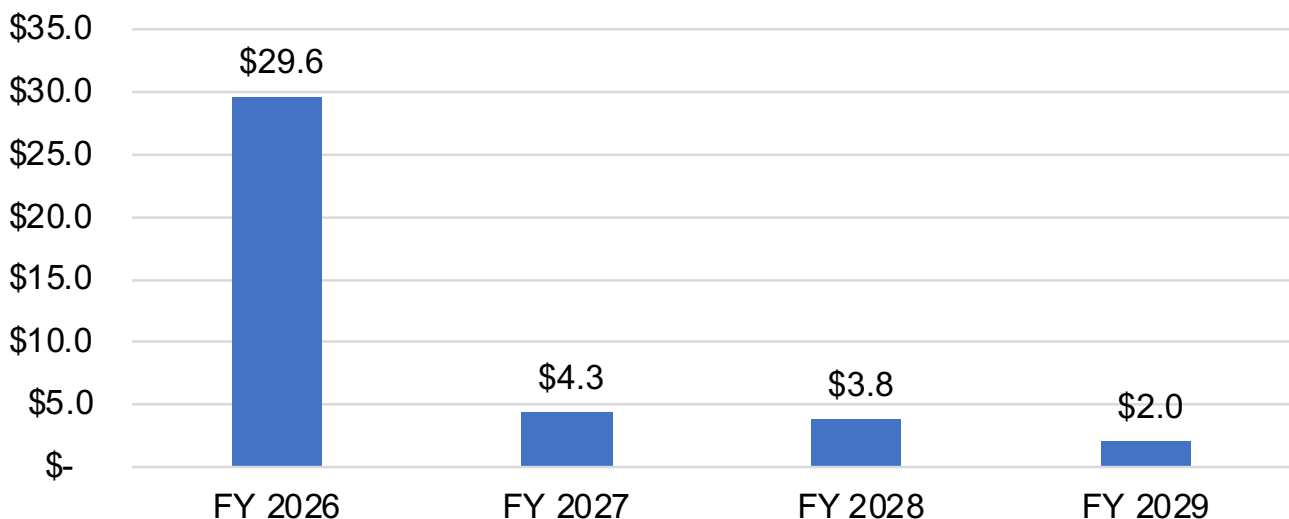
FY 26-29 Projects by Type
Detroit FAC



FY 26-29 Project Cost by Fiscal Year Detroit FAC (in millions)

Total: \$39.7 M

Includes Local, State and Federal Cost

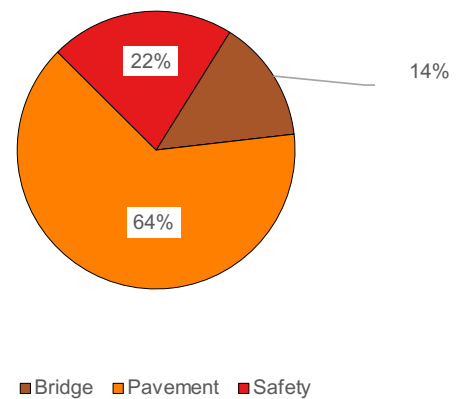


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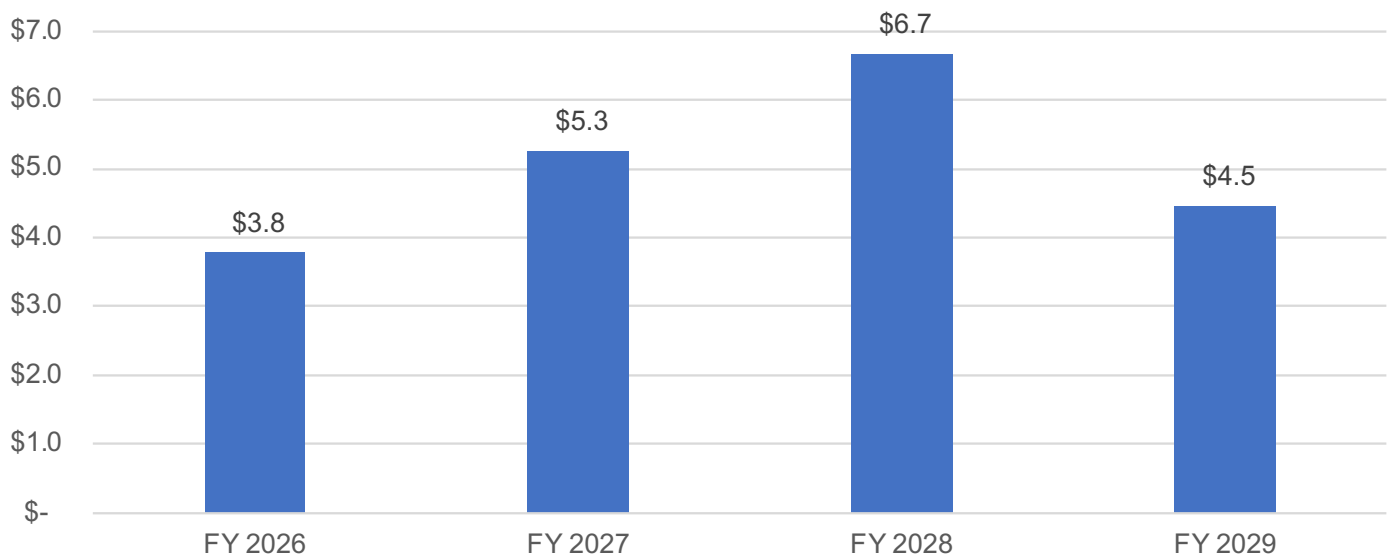
HURON VALLEY FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Huron Valley FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
11	\$16.2	1- Preserve
3	\$4.0	2- Safety
Total:		
14	\$20.2	

FY 26-29 Projects by Type
Huron Valley FAC



FY 26-29 Project Cost by Fiscal Year
Huron Valley FAC (in millions)
Total: \$20.2 M
Includes Local, State and Federal Cost

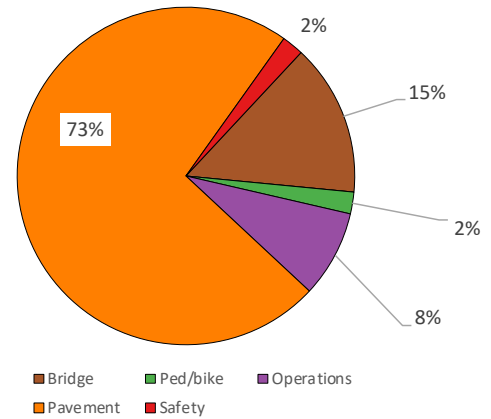


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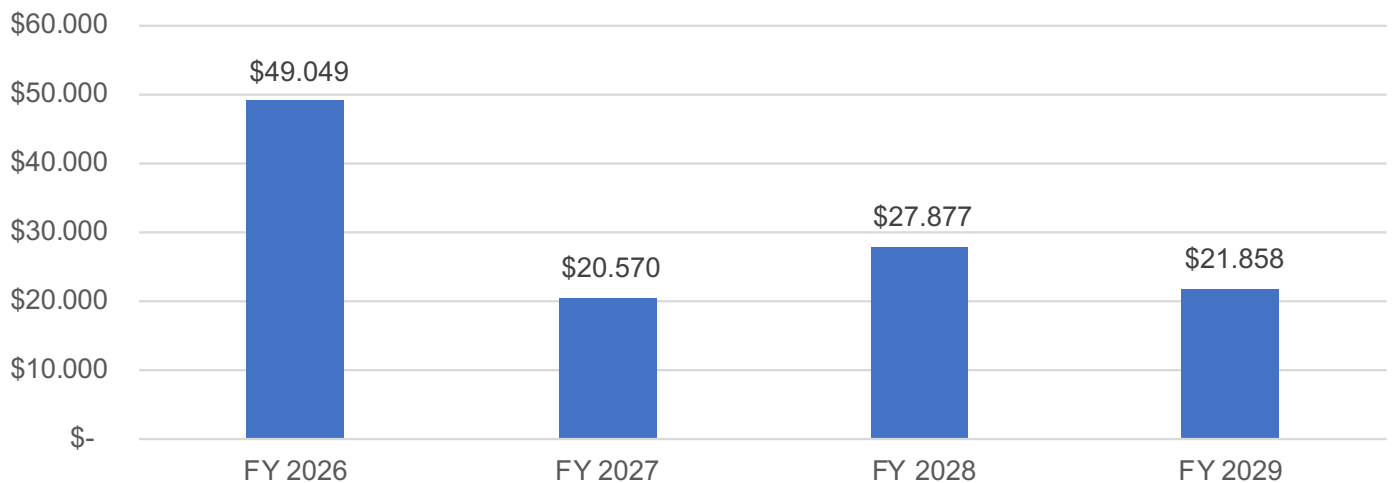
MACOMB FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Macomb FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
42	\$107.7	1- Preserve
5	\$10.4	2- Safety
1	\$1.2	1-Preserve, 3- Equitable access
Total:		
48	\$119.4	

FY 26-29 Projects by Type
Macomb FAC



FY 26-29 Project Cost by Fiscal Year
Macomb FAC (in millions)
Total: \$119.4 M
Includes Local, State and Federal Cost

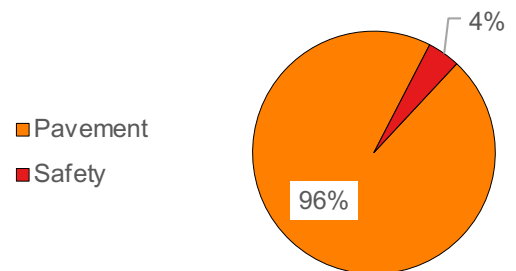


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MONROE FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Monroe FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
22	\$13.0	1- Preserve
1	\$0.5	2- Safety
Total:		
23	\$13.5	

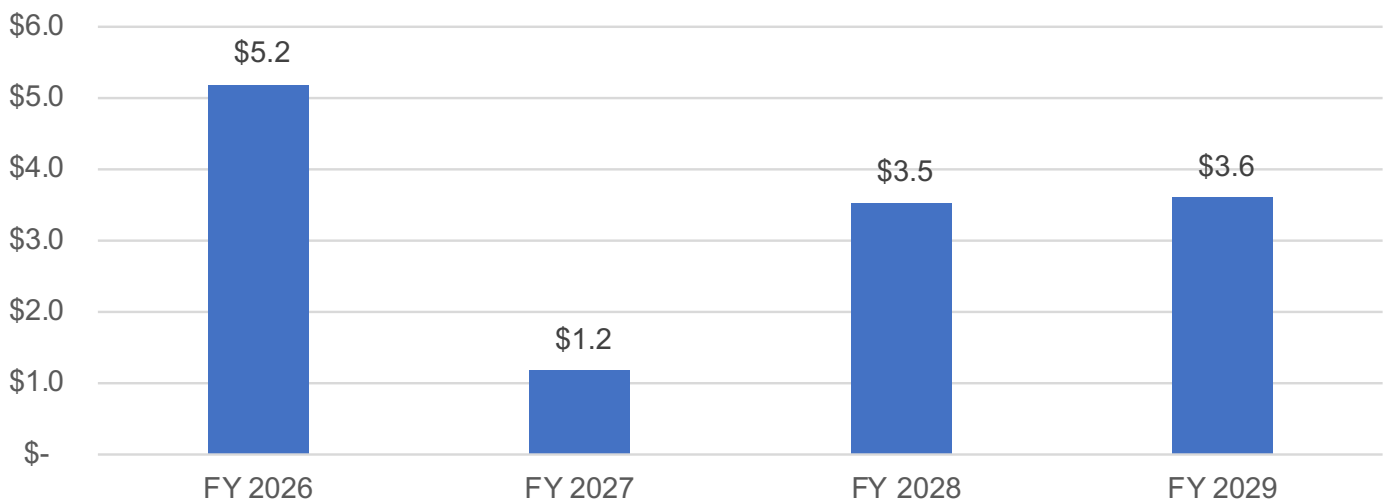
FY 26-29 Projects by Type
Monroe FAC



FY 26-29 Project Cost by Fiscal Year
Monroe FAC (in millions)

Total: \$13.5 M

Includes Local, State and Federal Cost

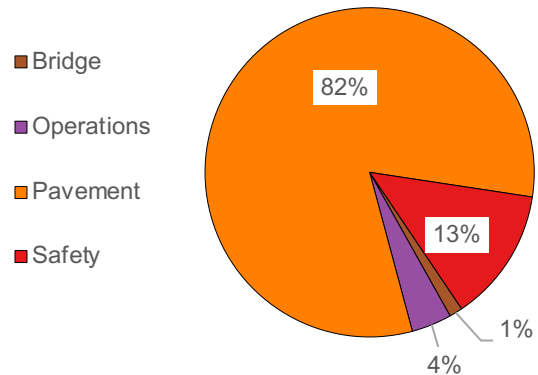


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OAKLAND FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Oakland FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
56	\$159.4	1- Preserve
9	\$10.6	2- Safety
1	\$1.2	1- Preserve, 2- Safety, 3- Equitable access
6	\$9.8	1- Preserve, 2- Safety
4	\$2.2	2- Safety, 3- Equitable access
Total:		
76	\$183.2	

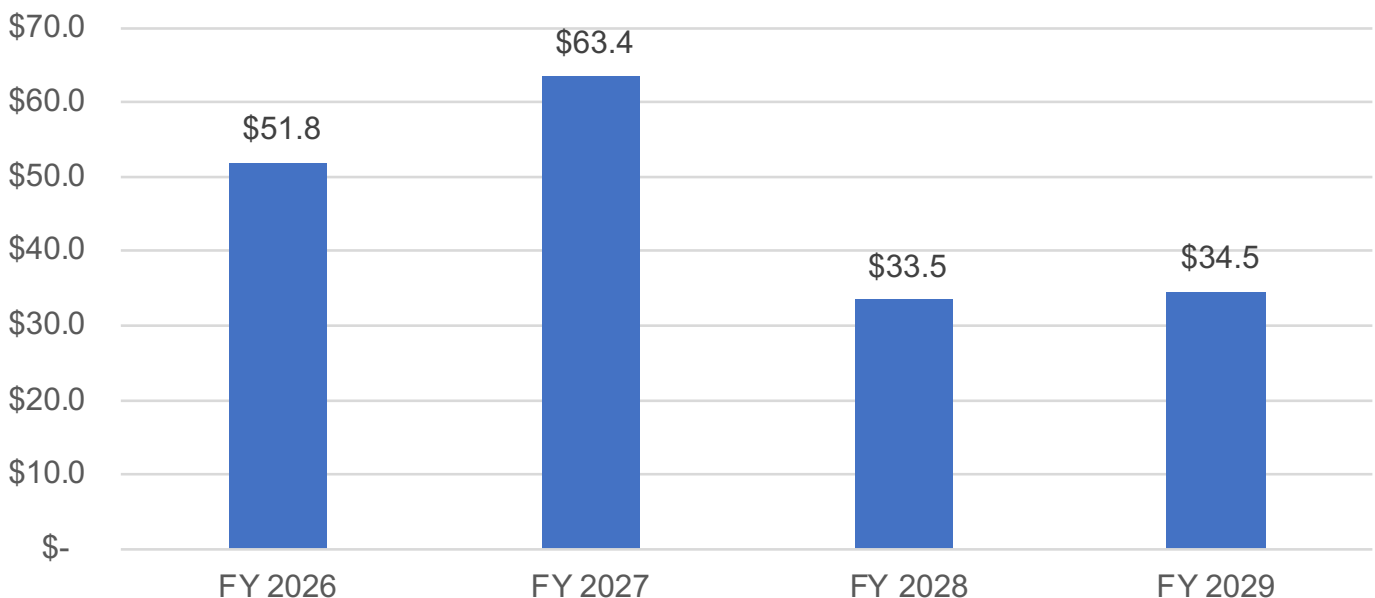
**FY 26-29 Local Projects by Type
Oakland FAC**



**FY 26-29 Project Cost by Fiscal Year
Oakland FAC (in millions)**

Total: \$183.2 M

Includes Local, State and Federal Cost

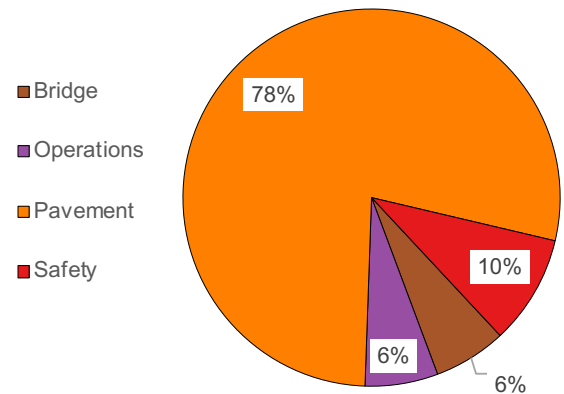


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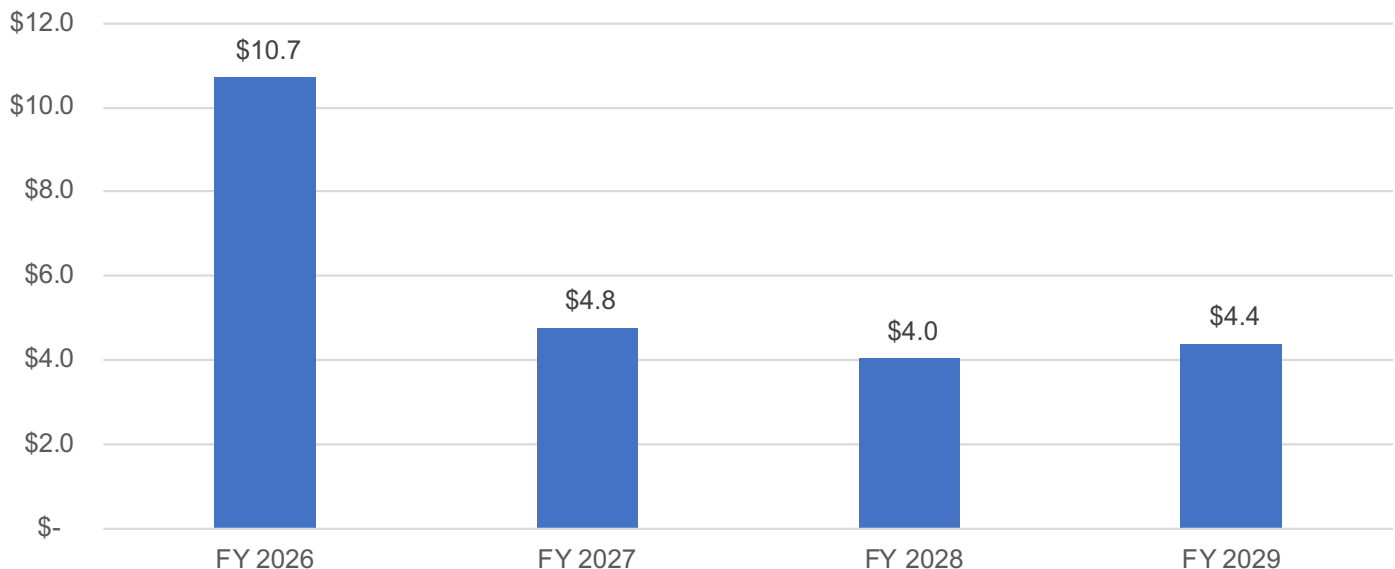
ST. CLAIR FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies St Clair FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
27	\$19.9	1- Preserve
5	\$4.0	2- Safety
Total:		
32	\$23.9	

**FY 26-29 Local Projects by Type
St. Clair FAC**



**FY 26-29 Project Cost by Fiscal Year
St. Clair FAC (in millions)**
Total: \$23.9 M
Includes Local, State and Federal Cost

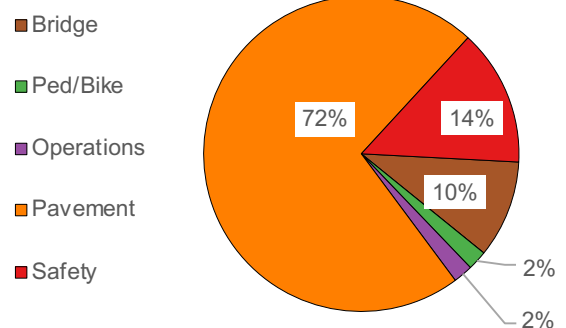


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WASHTENAW FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Washtenaw FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
41	\$60.5	1- Preserve
8	\$9.7	2- Safety
1	\$0.2	2- Safety, 3- Equitable access
Total:		
50	\$70.3	

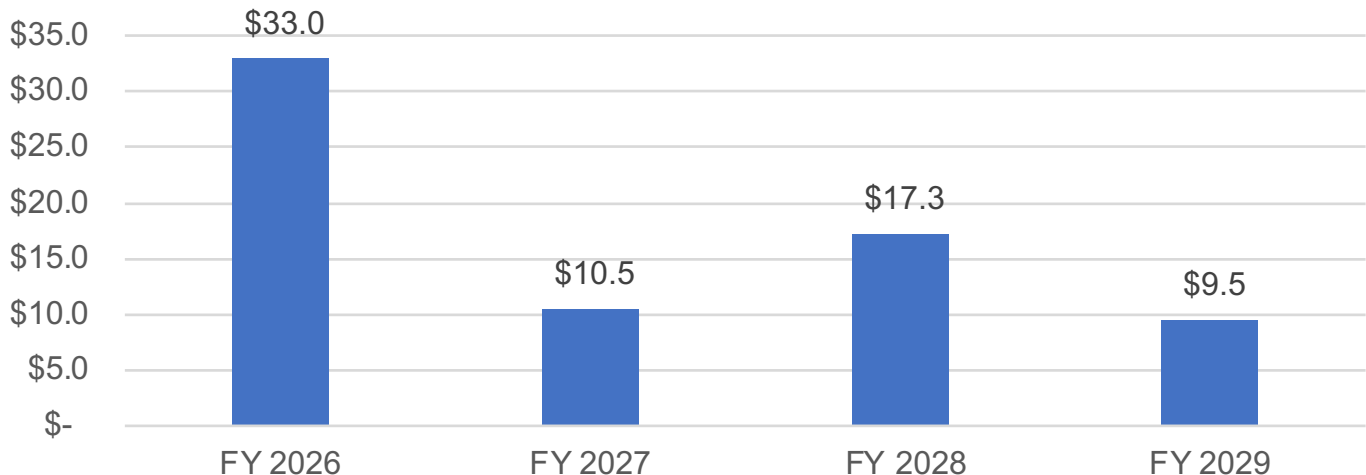
**FY 26-29 Local Projects by Type
Washtenaw FAC**



**FY 26-29 Project Cost by Fiscal Year
Washtenaw FAC (in millions)**

Total: \$70.3 M

Includes Local, State and Federal Cost

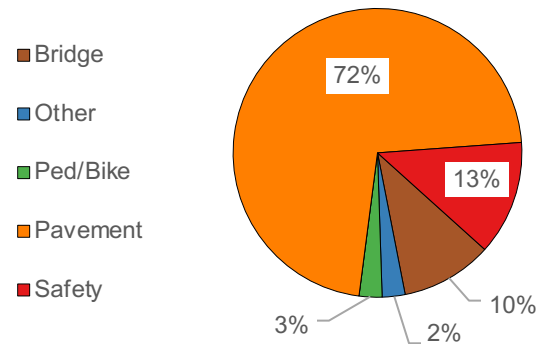


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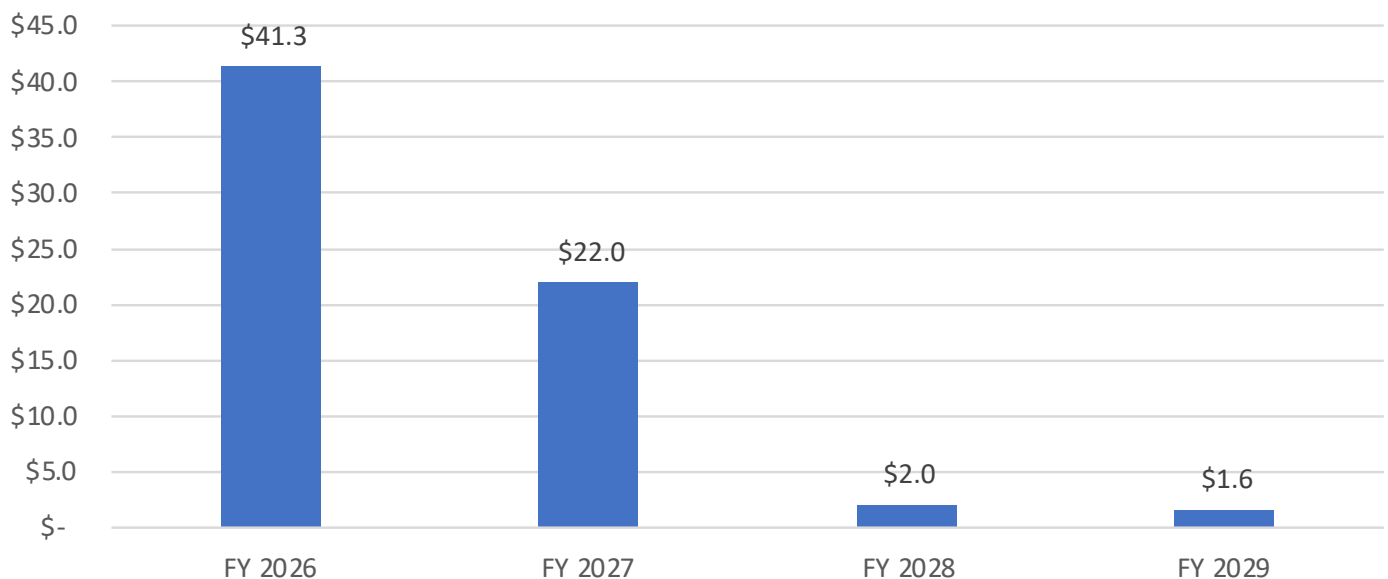
WAYNE FAC

How FY 26-29 TIP Projects Link to Vision 2050 Policies Wayne FAC		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
32	\$59.4	1- Preserve
5	\$4.6	2- Safety
1	\$0.6	5- Resilience
1	\$2.3	1- Preserve, 3- Equitable access
Total:		
39	\$66.9	

**FY 26-29 Local Projects by Type
Wayne FAC**



**FY 26-29 Project Cost by Fiscal Year
Wayne FAC (in millions)**
Total: \$66.9 M
Includes Local, State and Federal Cost

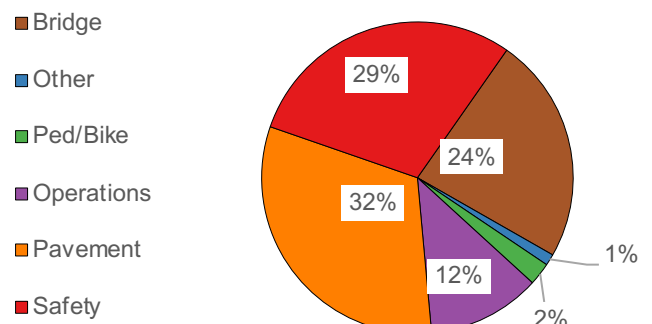


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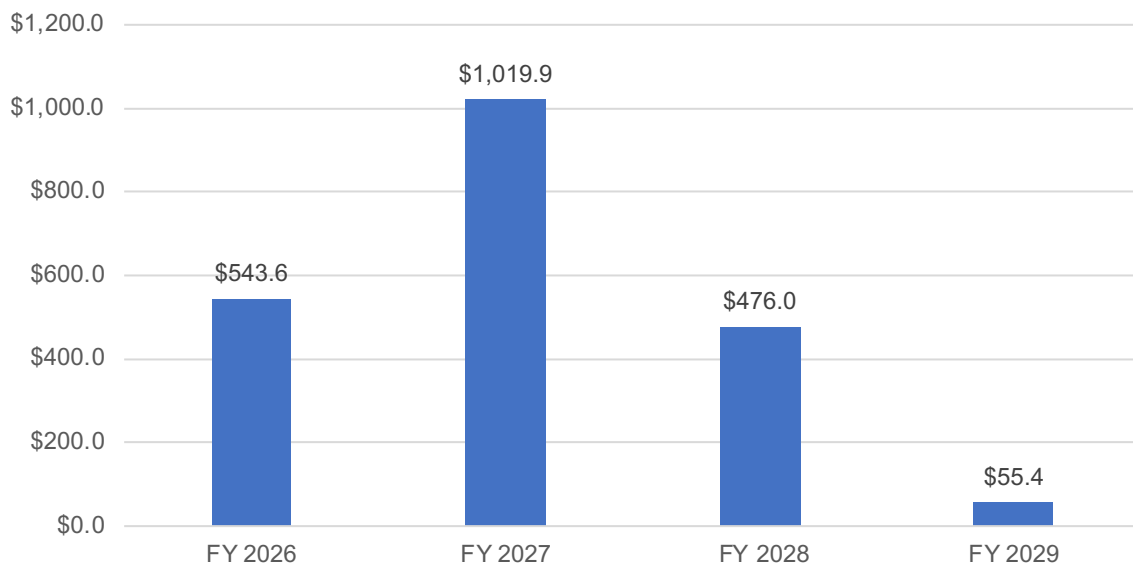
MDOT TRUNKLINE

How FY 26-29 TIP Projects Link to Vision 2050 Policies MDOT		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
93	\$1,822.2	1- Preserve
69	\$90.1	2- Safety
1	\$0.6	5- Resilience
1	\$1.1	1- Preserve, 2- Safety, 3- Equitable access
3	\$7.4	1- Preserve, 3- Equitable access
3	\$173.5	1- Preserve, 5- Resilience
Total:		
170	\$2,094.9	

FY 26-29 Trunkline Projects by Type MDOT



FY 26-29 Project Cost by Fiscal Year
MDOT Trunkline (in millions)
Total: \$2,094.9 M

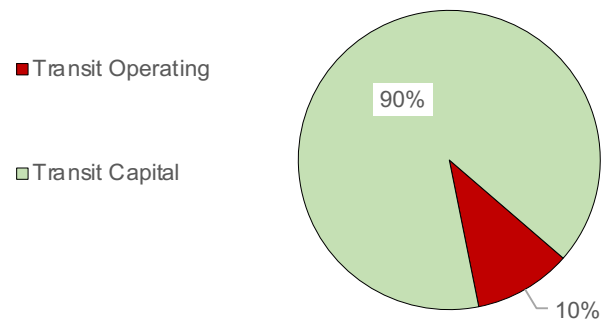


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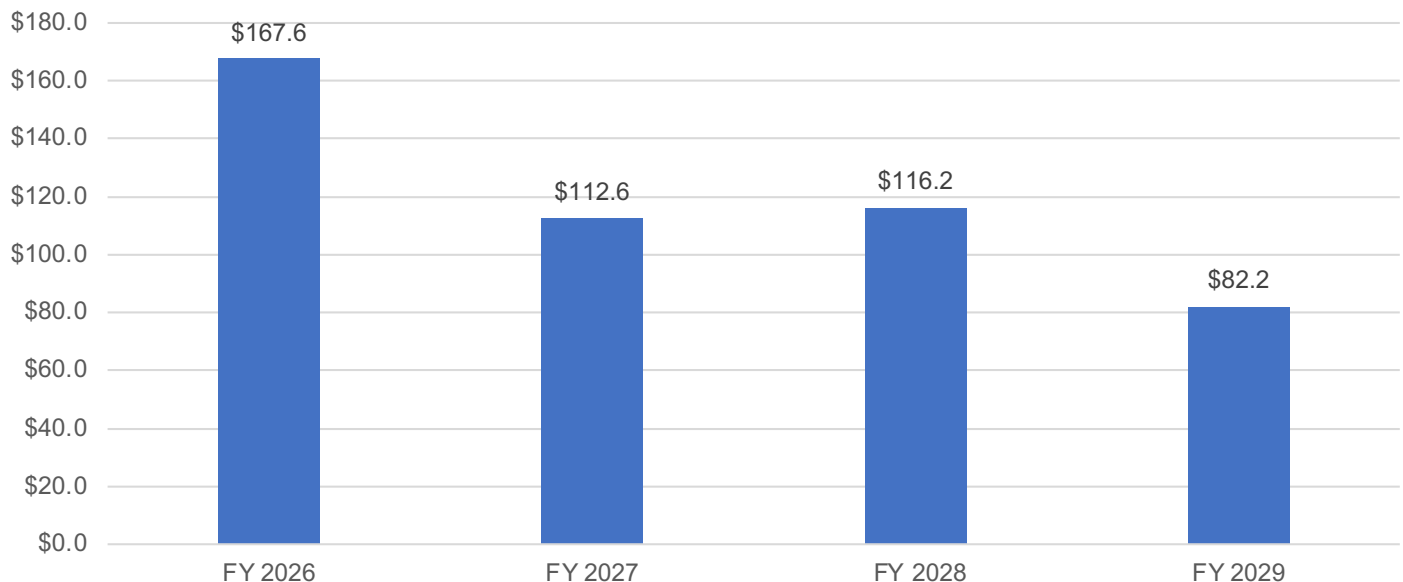
MULTI-MODAL (TRANSIT)

How FY 26-29 TIP Projects Link to Vision 2050 Policies Transit		
Qty. of Projects	Total Amount (in millions)	Vision 2050 Policy
124	\$478.6	1- Preserve, 3- Equitable access
Total:		
124	\$478.6	

FY 26-29 Multi Modal Projects by Type



FY 26-29 Project Cost by Fiscal Year
Multi-Modal (in millions)
Total: \$478.6 M



FY 26-29 SEMCOG TIP NARRATIVE

APPENDIX B

A description of the below fund sources can be found in the [Vision 2050 RTP Appendix: Highway Funding](#).

Highway Fund Source by Fiscal Year		2026	2027	2028	2029	Total Programmed	Total Available
Bridge							
<i>Federal</i>							
BFP	\$41,839,664		\$188,362,383	\$460,770	\$9,909,443	\$240,572,260	\$240,572,260
BFP and INFR				\$136,084,928		\$136,084,928	\$136,084,928
BFPI	\$3,805,040		\$2,186,352	\$10,180,140	\$4,161,900	\$20,333,432	\$20,333,432
BFPI and BOI				\$2,643,040		\$2,643,040	\$2,643,040
BFPO	\$525,000		\$2,029,000			\$2,554,000	\$2,554,000
BHT	\$15,506,000					\$15,506,000	\$15,506,000
BO	\$13,068,000		\$6,150,000			\$19,218,000	\$19,218,000
BOI	\$709,440				\$6,526,160	\$7,235,600	\$7,235,600
BRT	\$7,436,000					\$7,436,000	\$7,436,000
IM			\$25,000		\$7,891,864	\$7,916,864	\$7,916,864
NH			\$6,746,004			\$6,746,004	\$6,746,004
NHFP			\$15,260,000			\$15,260,000	\$15,260,000
ST			\$60,751,281	\$1,000,000		\$61,751,281	\$61,751,281
ST and VRU			\$6,165,001			\$6,165,001	\$6,165,001
STL					\$1,577,000	\$1,577,000	\$1,577,000
STU				\$7,000,000	\$1,250,000	\$8,250,000	\$8,250,000
<i>State</i>							
LBBI	\$9,151,330					\$9,151,330	\$9,151,330
M	\$5,981,635					\$5,981,635	\$5,981,635
Bridge Total	\$98,022,109		\$287,675,021	\$157,368,878	\$31,316,367	\$574,382,375	\$574,382,375
Environmental							
<i>Federal</i>							
CPM	\$50,000					\$50,000	\$50,000
CRU	\$625,000					\$625,000	\$625,000
PRO	\$500,000					\$500,000	\$500,000
ST	\$559,020					\$559,020	\$559,020
Environmental Total	\$1,734,020					\$1,734,020	\$1,734,020
Non-motorized							
<i>Federal</i>							
BO and EAR			\$7,120,695			\$7,120,695	\$7,120,695
NH	\$7,500		\$82,501			\$90,001	\$90,001
ST	\$229,001		\$607,252			\$836,253	\$836,253
STU			\$598,624			\$598,624	\$598,624
TA	\$1,078,520					\$1,078,520	\$1,078,520
TAU	\$2,427,393					\$2,427,393	\$2,427,393
Non-motorized Total	\$3,742,414		\$8,409,072			\$12,151,486	\$12,151,486

FY 26-29 SEMCOG TIP NARRATIVE APPENDIX B

Highway Fund Source by Fiscal Year (continued)					Total	Total
Fund Source	2026	2027	2028	2029	Programmed	Available
Operations						
<i>Federal</i>						
CM	\$3,677,265	\$11,678,667	\$7,807,678	\$3,267,465	\$26,431,075	\$26,431,075
CMG	\$3,782,428				\$3,782,428	\$3,782,428
CPM	\$8,017,500				\$8,017,500	\$8,017,500
CPMG	\$8,353,000				\$8,353,000	\$8,353,000
CRU	\$4,040,000				\$4,040,000	\$4,040,000
HSIP	\$672,308				\$672,308	\$672,308
NH	\$534,326		\$3,000,000		\$3,534,326	\$3,534,326
ST	\$2,332,000	\$300,000	\$300,000	\$300,000	\$3,232,000	\$3,232,000
Operations Total	\$31,408,827	\$11,978,667	\$11,107,678	\$3,567,465	\$58,062,637	\$58,062,637
Road						
<i>Federal</i>						
CM	\$984,000	\$4,156,350	\$5,875,416		\$11,015,766	\$11,015,766
CPMG			\$4,080,645		\$4,080,645	\$4,080,645
CRU	\$1,500,000				\$1,500,000	\$1,500,000
EAR	\$1,250,000				\$1,250,000	\$1,250,000
IM	\$24,500,000	\$14,000,000			\$38,500,000	\$38,500,000
IM and NHFI	\$69,841,408				\$69,841,408	\$69,841,408
NH	\$136,241,408	\$71,650,000	\$37,383,093	\$11,000,000	\$256,274,501	\$256,274,501
NH and EMRP	\$12,396,522				\$12,396,522	\$12,396,522
NH and INFR			\$190,901,000		\$190,901,000	\$190,901,000
NH, MNMP and NHFP		\$229,369,618			\$229,369,618	\$229,369,618
NH and NHFP			\$55,760,000		\$55,760,000	\$55,760,000
ST	\$62,778,062	\$41,949,328	\$17,133,755	\$10,535,163	\$132,396,308	\$132,396,308
ST and NHFP		\$354,991,662			\$354,991,662	\$354,991,662
ST and PRO	\$171,000,000				\$171,000,000	\$171,000,000
STL	\$5,478,338	\$6,072,106	\$5,567,139	\$4,646,439	\$21,764,022	\$21,764,022
STPF	\$4,292,500				\$4,292,500	\$4,292,500
STPR		\$2,146,250			\$2,146,250	\$2,146,250
STU	\$87,923,664	\$69,911,870	\$57,320,597	\$54,127,945	\$269,284,076	\$269,284,076
STUL	\$7,658,546	\$6,579,248	\$6,716,072	\$4,637,984	\$25,591,850	\$25,591,850
<i>State</i>						
EDA	\$2,405,230				\$2,405,230	\$2,405,230
EDC	\$2,158,288	\$20,351,570	\$2,540,320	\$23,343	\$25,073,521	\$25,073,521
EDD	\$328,250	\$870,996	\$120,221		\$1,319,467	\$1,319,467
EDF	\$1,349,329				\$1,349,329	\$1,349,329
M	\$7,170,549				\$7,170,549	\$7,170,549
Road Total	\$599,256,094	\$822,048,998	\$383,398,258	\$84,970,874	\$1,889,674,224	\$1,889,674,224

FY 26-29 SEMCOG TIP NARRATIVE APPENDIX B

Highway Fund Source by Fiscal Year (continued)					Total	Total
Fund Source	2026	2027	2028	2029	Programmed	Available
Safety						
<i>Federal</i>						
CM			\$4,571,318		\$4,571,318	\$4,571,318
CPMG	\$2,936,441				\$2,936,441	\$2,936,441
CRU	\$5,265,000	\$2,000,000	\$4,900,000	\$3,100,000	\$15,265,000	\$15,265,000
HRRR	\$458,000				\$458,000	\$458,000
HSIP	\$16,640,092	\$6,177,783	\$2,283,757	\$3,634,181	\$28,735,813	\$28,735,813
NHG		\$449,064		\$2,869,020	\$3,318,084	\$3,318,084
ST			\$822,599		\$822,599	\$822,599
STG	\$3,719,843	\$10,758,802	\$2,910,718	\$5,825,445	\$23,214,808	\$23,214,808
STU			\$1,977,099		\$1,977,099	\$1,977,099
STUL			\$251,720		\$251,720	\$251,720
SUG	\$4,779,911	\$1,800,000	\$2,000,000	\$2,000,000	\$10,579,911	\$10,579,911
VRU	\$3,684,571		\$3,062,908		\$6,747,479	\$6,747,479
VRU and MNMP		\$587,400			\$587,400	\$587,400
<i>State</i>						
M	\$210,153				\$210,153	\$210,153
Safety Total	\$37,694,011	\$21,773,049	\$22,780,119	\$17,428,646	\$99,675,825	\$99,675,825
Highway Total	\$771,857,475	\$1,151,884,807	\$574,654,933	\$137,283,352	\$2,635,680,567	\$2,635,680,567

Note: Some Trunkline projects are programmed showing more than one fund source. SEMCOG has limited access to this funding data.

A description of the below fund sources can be found in the [Vision 2050 RTP Appendix: Transit Funding.](#)

Transit Fund Source by Fiscal Year					Total	Total
Fund Source	2026	2027	2028	2029	Programmed	Available
<i>Federal</i>						
Sec. 5307	\$123,804,638	\$95,959,420	\$100,082,405	\$69,146,460	\$388,992,923	\$388,992,923
Sec. 5310	\$3,151,187	\$1,325,000	\$1,300,000	\$100,000	\$5,876,187	\$5,876,187
Sec. 5311	\$9,753,452	\$4,253,462	\$4,347,038	\$4,442,673	\$22,796,625	\$22,796,625
Sec. 5337	\$1,778,489	\$1,814,059	\$1,850,340	\$1,887,347	\$7,330,235	\$7,330,235
Sec. 5339	\$10,090,256	\$7,856,391	\$7,237,768	\$5,202,983	\$30,387,398	\$30,387,398
CPM*	\$16,061,416				\$16,061,416	\$16,061,416
CRU*	\$1,200,000				\$1,200,000	\$1,200,000
OP11	\$180,000	\$180,000	\$180,000	\$180,000	\$720,000	\$720,000
STU*	\$245,651				\$245,651	\$245,651
STUL*	\$200,000	\$100,000	\$100,000	\$100,000	\$500,000	\$500,000
<i>State</i>						
CTF	\$1,114,060	\$1,114,060	\$1,114,060	\$1,114,060	\$4,456,240	\$4,456,240
Transit Total	\$167,579,149	\$112,602,392	\$116,211,611	\$82,173,523	\$478,566,675	\$478,566,675

*Programmed to be flexed from Highway

FY 26-29 SEMCOG TIP NARRATIVE

APPENDIX B

Fund Source Abbreviations:

5307 CTF Urbanized Formula	EMRP Earmarks Re-purposed
5310 CTF Elderly And Disabled	HRRR High Risk Rural Roads HSIP
5311 CTF Non Urban Formula	HSIP Highway Safety Improvement
5337 CTF State Of Good Repair	IM Interstate Maintenance No Added Lanes
5339 CTF Bus and Bus Facilities	INFR INFRA Grants
BFP Bridge Formula Program	LBBI Local Bridge Bundling Initiative.
BFPI Bridge Formula Program on the Interstate	M Michigan Funds Michigan Betterment
BFPO Bridge Formula Program Off-System	MNMP Michigan Non-Motorized Program Set-Aside
BHT Bridge Rehab Surface Transportation	NH National Highway System
BO Bridge Not Classified Off System	NHFI National Highway Freight Interstate
BOI Bridge Off System Interstate - No Added Capacity	NHFP National Highway Freight Program
BRT Bridge Replacement Surface Transportation	NHG National Highway Safety 100% Federal
CM Congestion Mitigation Air Quality	OP11 5311 Rural Areas Operating Assistance
CMG Congestion Mitigation 100% Federal	PRO PROTECT Program
CPM CMAQ Projects To Reduce PM 2.5 Emissions	ST Surface Transportation Any Area
CPM CMAQ Projects To Reduce PM 2.5 Emissions	STG Surface Trans Safety 100% Fed For ST-Items
CPMG CMAQ Reduction Of PM 2.5 Emissions 100% Federal	STL Surface Transportation Rural
CRU Carbon Reduction Program > 200K IJJA	STPF STP Flex for the Local Program
CRU Carbon Reduction Program > 200K IJJA	STPR Surface Transportation Program- Rural
CTF Comprehensive Transportation Fund	STU Surface Trans Urban Areas > 200K Pop
EAR Federal/Congressional Spending Item (Earmark)	STUL Surface Trans Urban Areas < 200K Pop Local
EDA Econ Development Category A	SUG Surface Trans Safety 100% Fed For STU-Items
EDC Econ Development Category C	TA Transportation Alternatives Program Flex
EDD Econ Development Category D	TAU Transportation Alternatives Urban Areas > 200K Pop
EDF Econ Development Category F	VRU Vulnerable Road Users

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.336, the Michigan Department of Transportation and the Southeast Michigan Council of Governments, the Metropolitan Planning Organization for Southeast Michigan hereby certify, as part of the Transportation Improvement Program 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:

I. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

IV. 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;

V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

VI. 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;

VII. 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;

VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

X. 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;



Amy O'Leary
Executive Director
SEMCOG

E-SIGNED by TODD WHITE
on 2025-08-06 16:24:50 EDT

Todd White
Bureau of Transportation Planning Director
MDOT

7/18/2025

Date

8/6/2025

Date