February 2026

2026-2027 Work Program for Southeast Michigan

SEMCOG | SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

SEMCOG . . . *Developing Regional Solutions*

Mission

SEMCOG, the Southeast Michigan Council of Governments, is the only organization in Southeast Michigan that brings together all governments to develop regional solutions for both now and in the future. SEMCOG:

- Promotes informed decision making to improve Southeast Michigan and its local governments by providing insightful data analysis and direct assistance to member governments;
- Promotes the efficient use of tax dollars for infrastructure investment and governmental effectiveness;
- Develops regional solutions that go beyond the boundaries of individual local governments; and
- Advocates on behalf of Southeast Michigan in Lansing and Washington

2026-2027 Work Program for Southeast Michigan

Cover photo: Mound Road project, Sterling Heights, December 2023

Abstract

This *2026-2027 Work Program for Southeast Michigan* is the annual Unified Work Program for Southeast Michigan for the July 1, 2026 through June 30, 2027 fiscal year. It is intended to meet the requirements of 23CFR 450.308. It serves as the basis for all SEMCOG activities, planning work of transportation planning partners, and is the foundation of grant applications and interagency financial pass-through arrangements.

Este *Programa de Trabajo para el Sudeste de Michigan 2026-2027* es el Programa Anual de Trabajo Unificado para el Sudeste de Michigan para el año fiscal que corre desde el 1ro de julio del 2026 hasta el 30 de junio del 2027. Se pretende cumplir con los requerimientos de 23CFR 450.308. Sirve como base para todas las actividades de SEMCOG, el trabajo de planificación de los socios de planificación de transporte, y es la base de las solicitudes de subsidios y los acuerdos de un fideicomiso entre agencias.

برنامج العمل للعام 2026-2027 لجنوب شرق ميشيغان هو برنامج العمل السنوي الموحد لجنوب شرق ميشيغان للسنة المالية الممتدة من 1 تموز (يوليو) 2026 يونيو 30 آيار (يونيو) 2027.

الغرض منه هو تلبية متطلبات قانون اللوائح الفيدرالية المرقم 450.308CFR23.

وهو بمثابة الأساس لجميع أنشطة مجلس حكومات جنوب شرق ميشيغان (SEMCOG)، والتخطيط لأعمال شركاء تخطيط النقل، وهو أساس طلبات الحصول على المنح والترتيبات المالية بين الوك

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Introduction and Background

This document is SEMCOG's Annual Unified Planning Work Program for Southeast Michigan for Fiscal Year 2026-2027. It is intended to meet the requirements of 23 CFR 450.308. It serves as the basis for all SEMCOG staff work, planning work of transportation planning partners, and is the foundation of grant applications and interagency financial pass-through arrangements in Southeast Michigan.

The document contains:

- background information,
- a discussion of issues facing the region,
- a framework for regional decision making,
- specific task activities and budgets for SEMCOG,
- specific task activities and budgets for pass-through agencies, and
- related transportation planning activities.

Background

SEMCOG, the Southeast Michigan Council of Governments, is a voluntary association bringing together all levels of local government in Southeast Michigan. The Southeast Michigan region is comprised of Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne Counties. The region is 4,600 square miles and has a population of 4.8 million people.

SEMCOG is enabled by Act 281, P.A. 1945 as amended. The organization's bylaws were adopted in June of 1967, and the organization began operation in 1968. In creating SEMCOG, the preamble of the bylaws states the following:

It is hereby declared and affirmed that the local units of government in Southeast Michigan, which include cities and villages, townships, counties, intermediate school districts and community colleges, have many common concerns transcending their individual borders; that the destiny of each unit rests with the interdependent actions of the family of local governments comprising the Southeast Michigan metropolitan area; that it is vital to retain local home rule while combining resources to meet area wide challenges beyond the capabilities of individual units; that expanding the concept of voluntary cooperation among local units of government is an effective means of achieving this vital goal; and that cooperation must be fostered in two ways, by strengthening the abilities of local governments to meet individual local needs and by developing a voluntary association of local governments to meet common regional concerns.

In implementing the mission set forth in the preamble of the bylaws, these are SEMCOG's primary functions:

- Promoting informed decision making to improve Southeast Michigan and its local governments by providing insightful data analysis and direct assistance to member governments;
- Promoting the efficient use of tax dollars for infrastructure investment and governmental effectiveness;
- Developing regional solutions that go beyond the boundaries of individual local governments; and
- Advocating on behalf of Southeast Michigan in Lansing and Washington.

Further, SEMCOG has been designated by State and federal agencies to perform various planning and intergovernmental functions. These designations are:

- Under the State of Michigan designation of Planning and Development Regions pursuant to Michigan Act 281 of 1945 as amended, SEMCOG carries out multi-purpose regional planning.
- As the designated Metropolitan Planning Organization (MPO) under section 134 of the Federal Aid Highway Act as amended, SEMCOG is responsible for transportation planning. This responsibility includes coordinating the implementation of regional plans by operating agencies.
- As the designated agency under Section 208 of the Federal Pollution Control Act of 1972, SEMCOG is responsible for maintaining the regional water quality plan.
- As the designated area wide air quality planning agency under the Clean Air Act amendments of 1977, SEMCOG has responsibility for development and revisions to the State Implementation Plan to meet air quality standards.
- As the designated Economic Development District (EDD) by the U.S. Economic Development Administration (EDA), SEMCOG serves as the multi-jurisdictional entity focused on leading locally-based, regionally driven economic development planning processes that leverage the involvement of the public, private, and non-profit sectors to establish a strategic blueprint for regional collaboration.

Regional Realities: The Issues Facing Southeast Michigan

Southeast Michigan's economy has made significant progress since the Great Recession of 2007-2009, as well as the most recent downturn from the Covid pandemic in 2020. Over time, the region regained stability and momentum, experiencing population growth and declines in unemployment. Despite these gains, the region now faces a persistent, multi-sector workforce shortage, mirroring trends seen across the nation.

Demographic change presents another challenge. Between 2010 and 2024, Southeast Michigan's population grew by 2.9%, an increase of 138,000 people. However, low birth rates and higher death rates due to an aging population - along with limited in-migration – are contributing to a tightening labor force and highlight the importance of strategies that attract and retain residents.

Economic pressures also shape the region's outlook. From a 10 year peak in 2021, to December 2025, domestic automobile sales have decreased from more than $18.2 million annually to approximately $16.5 million, reflecting global competition, supply chain constraints, and changing consumer behavior. At the same time, rapid advancements in artificial intelligence are reshaping the domestic auto industry. AI-driven design, engineering, manufacturing, and supply-chain optimization are accelerating the shift toward electric and autonomous vehicles, transforming required skill sets and driving new demand for highly trained workers in software, data science, and automation. This technological transition presents both opportunities for growth and challenges for a labor force still adjusting to evolving industry needs.

Looking ahead, the trajectory of Southeast Michigan's economy will depend on broader national conditions, as well as on the region's ability to adapt to the auto industry's technological transformation. Local investments in human capital, workforce training, and economic diversification will be crucial for leveraging emerging sectors poised for long-term prosperity.

With its fundamentals in place, the overarching goal of SEMCOG's long-range forecast of population, households, and jobs is to provide an understanding of the region's future economic and demographic outlook and the coming challenges facing the region. The forecast for the region provides the base data for SEMCOG's long-range planning activities. The long-term socio-economic forecast is a 30-year outlook for future demographic and socioeconomic changes in communities across the region. It provides the best base for integrated planning for transportation, water, sewer, and other infrastructure planning vital to the region's future success.

According to SEMCOG's current economic and demographic outlook for Southeast Michigan through 2050, growth will be sustained. However, growth will occur at a moderate pace for the region's population and labor market over the next 30 years, much more subdued than what we saw prior to the extended downturn in the first decade of the 21st century. There are several challenges on the horizon, not the least of which is the prospect of substantial labor shortages. A shortage of people with skills that mesh with the evolving knowledge- and information-based economy will be spurred by the dramatic aging of the population as the baby boomer generation enters retirement years. Accelerating growth in the over-65 population and relatively low in-migration rates for young adults will put a cap on the region's ability to expand, compounded by any policies that significantly limit the number of documents to be issued for immigration into the United States. It is particularly critical for the region to step up investment in its human capital and, given the local economy's vulnerability to the vagaries of the auto industry, it is also important to seek out greater economic diversification into areas that show promise for future growth and prosperity. The 2055 forecast and scenarios will reinforce and shed new light on these critical issues facing the region.

Demographic trends

The fundamental driver in determining longer-term prospects for the region is the amalgam of its demographic trends. These trends create a constraining factor on labor force size and growth, as well as an influence on the extent and distribution of consumer purchases. Between 1990 and 2001, the region's population grew at an average rate of 0.49% per year. Between 2001 and 2011, it declined 0.31% per year. Census 2020 indicates that the SEMCOG region's population is almost back to its 2001 peak of over 4.8 million. Although the region lost population again after the 2020 Census, the region's population is expected to grow modestly in the long term. By 2050, it will reach 5.1 million. Population growth in the United States after 2020 will be only about half what it was between 1990 and 2000. Population growth in Southeast Michigan post-2020 will be weaker than that, growing about 0.22% per year over the next 30 years. Underlying many of the population trends is the dramatic aging of the population. This is the case for the United States as a whole, but Southeast Michigan has a greater proportion of baby boomers than the nation. The number of Southeast Michigan residents aged 24 and younger is expected to decline by 92,310, or -6.3%, between 2020 and 2050; the population aged 25-64 only increases by 2.3%. Meanwhile, the region's population aged 65 and older grows by 37.3% over this period. Much of this growth occurs in the population aged 85 and older, which increases by 139%.

The prime-working-age-population cohort, those aged 25-64, is expected to shrink from 52.6% of the region's population to 50.9% between 2020 and 2050. For a statistic where a one-percentage-point change is notable, this represents a significant transformation in the age distribution of the region's population. Components contributing to sluggish population growth among the working-age population – the relatively low rate of in-migration of young adults and the aging of a disproportionately large share of the population into the typical retirement years – will put an increasing strain on the supply of available labor in Southeast Michigan.

Employment

Total employment is recovering and will grow to over 3.2 million by 2050. The future path of employment in the region is the net result of the outlooks for the industries that make up the local economy. From 2019-2050, total employment is forecast to grow by an average of 0.29% per year in the SEMCOG region, but there is a wide variation in the performance of the constituent industries. The strongest growth is in the private education and health services industry category, dominated by the health care segment and expected to expand at a rate of 0.73% per year. The major knowledge economy service industries (information, finance and insurance, professional services, and company management) also have a comparatively rapid employment growth of 0.56% per year from 2019-2050. At the other side of the spectrum is manufacturing, where employment is forecast to decline on average by 0.28% per year. This does not mean that the output of local manufacturing firms will decline. But, because productivity growth in manufacturing is relatively high, employment declines despite the expansion of output.

Income

Income is another important dimension of Southeast Michigan's economic profile. Personal income per capita in the SEMCOG region had historically been substantially higher than in the United States overall. In 2000, personal income per capita for the region was 13.7% higher than for the United States. Detroit's auto-centered economy then collapsed and, by 2009, personal income per capita in Southeast Michigan had fallen to 5.6% below the national average. During the ensuing recovery from the Great Recession, the local economy outperformed the national economy so that personal income per capita in the SEMCOG region rose to be essentially on par with the nation. Growth in income per capita will be slightly stronger than the nation in the future so that by 2050, personal income per capita in Southeast Michigan is expected to exceed that of the United States by a smaller margin – 4.9%. Despite these gains, personal income per capita in Southeast Michigan relative to that of the country does not return to its 2000 peak over the forecast horizon, or to any value reached in the 1990s. It appears that the retrenchment in Southeast Michigan during the first decade of the 2000s lowered the region's standard income relative to the nation for the lifetime of the current generation. Meanwhile, ensuring shared prosperity remains a high priority. SEMCOG is updating the Shared Prosperity analysis using the latest American Community Survey (ACS) micro data and will continue to analyze changing trends and present the new data through an online interactive tool.

Government fiscal capacity

Another challenge in Southeast Michigan is the fiscal capacity of local governments. Michigan's decade-long recession resulted in dramatic erosion of residential and nonresidential real estate values, causing our region's local governments' taxable value and state equalized value (SEV) to drop sharply. Despite the positive gains in the last few years, Southeast Michigan still has a long road to recovery in SEV and taxable value if measured by inflation-adjusted value. When adjusted for inflation, taxable value is still 20% below 2007 peak. In more recent years, expenses have challenged revenue growth, as inflation has been greater than the 5% cap on taxable value growth. Such uncertainties make SEMCOG and local governments continue to rethink how they deliver infrastructure and public services to residents and businesses.

Framework for Regional Decision Making

These economic, demographic, and local government fiscal trends provide context and the need for the important comprehensive planning, intergovernmental coordination, and local government assistance and capacity-building work at SEMCOG. The activities of this work program focus on these three pillars to meet our 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.*

In order to meet this vision for Southeast Michigan, this work program focuses on the activities of SEMCOG, local governments, and our planning partners in supporting and creating:

- Unique places that offer various housing choices for a large and diverse population.
- An educated and trained workforce that supports a multi-sector economy and provides opportunities for all.
- Healthy, clean lakes, streams, air, and a connected system of trails, parks, and natural areas that support recreational and cultural amenities.
- Safe, efficient, and coordinated infrastructure systems that embrace advances in technology and focus on access for all.
- Effective local government and engaged citizenry.

The 2050 Regional Transportation Plan for Southeast Michigan (RTP) Vision 2050 was developed with this vision in mind. This plan included seven policies expressing the underlying regional values that set the framework for developing planning activities, transportation projects, and performance management included in the RTP.

The FY 2026-2027 Work Program addresses both the diversity and complexity of Southeast Michigan, the State's largest metropolitan area, and the significant role the region plays with the international border and as center of the nation's automotive industry.

This work program focuses on the adopted policies and includes implementation of the Vision 2050 Regional Transportation Plan and FY 2026-2029 Transportation Improvement Program. It includes connections and integrations with the State of Michigan's long-range transportation plan, Michigan Mobility 2045. This work program also includes implementation of other significant and integrated planning efforts such as the Comprehensive Economic Development Strategy for Southeast Michigan; Water Infrastructure Plan for Southeast Michigan; Transportation Safety

Plan for Southeast Michigan; Bicycle and Pedestrian Mobility Plan for Southeast Michigan; Green Infrastructure Vision for Southeast Michigan; and Parks and Recreation Plan for Southeast Michigan. The work program features SEMCOG's efforts on infrastructure coordination and resiliency, focusing on data acquisition and coordination of underground utilities with transportation infrastructure. It also includes additional work on environmental resiliency and the transition to an activity-based model.

Work items also reflect and implement the requirements included in the Infrastructure Investment and Jobs Act. A significant emphasis of this work program is on ensuring that our transportation systems provide multi-modal travel options, with a core emphasis on traffic safety, freight and goods movement, an asset management approach to quality roads and bridges, public involvement, transportation data, and other data for robust planning and modeling. A growing need to address the urgent challenges of flooding through our stormwater infrastructure is also a significant focus of this work program. SEMCOG will also continue working with and supporting the Regional Transit Authority (RTA) for Southeast Michigan.

The specific projects to be accomplished as a part of this work program reflect the various authorities, responsibilities, and resources available to SEMCOG and its regional partners:

- Detroit Department of Transportation (DDOT)
- Detroit Transportation Corporation (Detroit People Mover)
- St. Clair County Transportation Study (SCCOTS)
- Suburban Mobility Authority for Regional Transportation (SMART)
- Toledo Metropolitan Area Council of Governments (TMACOG)
- Washtenaw Area Transportation Study (WATS), including Ann Arbor Area Transportation Authority (AAATA)
- Regional Transit Authority for Southeast Michigan (RTA)
- Michigan Department of Transportation (MDOT)

A discussion of the major work of SEMCOG's regional partners follows.

Detroit Department of Transportation

Planning activities of the Detroit Department of Transportation (DDOT) in FY 2026-2027 will be conducted in the areas of plan development, plan monitoring, service planning, plan implementation, and program administration.

- Plan development activities will include creating new planning documents and studies to provide a framework for prioritizing and implementing future service changes and enhancements; capital program development, including new technology support, maintenance of an updated and fiscally constrained capital project plan; Rosa Parks Transit Center renovation activities; and policy review and market research to ensure that DDOT follows best practices.
- Plan monitoring activities will incorporate all data collection, analysis, monitoring, and reporting activities required to support DDOT's internal operations and FTA data reporting requirements.
- Service planning activities will consist of developing and implementing plans to enhance the fixed-route local transit network, including origin and destination, route-by-route, and demographic research.

- Plan implementation activities will support implementation of all DDOT service plans and will include public outreach and engagement activities required to inform service planning activities and guide infrastructure investments.
- Program administration activities will include submittal of DDOT's projects to SEMCOG for development of an updated Transportation Improvement Program (TIP) and Unified Work Program (UWP) for each fiscal year, as well as grants management and project oversight activities.

Detroit People Mover

The mission of the Detroit Transportation Corporation is to provide safe, reliable, efficient, and accessible rail transportation services that will serve to enhance business development and quality-of-life functions in Detroit by augmenting pedestrian travel and supporting both private conveyances and other modes of public transportation. The Detroit Transportation Corporation, City of Detroit, is owner and operator of the Detroit People Mover. The Detroit People Mover is a fully automated light rail system developed as part of a planned regional transit system.

In FY 2026-2027, the Detroit Transportation Corporation will focus on service monitoring, data collection, development of a Mobility Plan outlining a long-term vision, shorter-term strategies, and detailed next steps, collecting and reporting of transit data management metrics, and conducting a customer satisfaction survey.

St. Clair County Transportation Study

St. Clair County is part of the Detroit Metropolitan Statistical Area (MSA). SEMCOG is designated to serve as the Metropolitan Planning Organization (MPO) for St. Clair County. The St. Clair County Transportation Study (SCCOTS) oversees the transportation planning process within the St. Clair County Metropolitan Planning Commission.

The SCCOTS program provides participating local units of government and transportation agencies access to pass-through federal and State transportation funds. Other services offered to local governments, transportation agencies, and the citizens and businesses they serve include assistance, advice, and education on transportation issues, projects, and programs. The SCCOTS program is also involved with transportation-issue advocacy at the regional, State, and national levels.

Transportation policy and funding decisions made by SCCOTS committees are forwarded to SEMCOG for further action. SCCOTS activities and programs complement and enhance those of SEMCOG.

Michigan's MPOs, the FHWA, and MDOT have implemented a Memorandum of Understanding (MOU) designed to administer the transportation planning process in Michigan. To implement this document locally, an additional MOU codifies the relationship between SEMCOG and SCCOTS.

The Unified Work Program (UWP) provides details of the SCCOTS planning process and work scheduled for FY 2026-2027. The UWP groups the types of activities needed to maintain, update, report, implement, and administer the SCCOTS transportation planning process. This process is coordinated with SEMCOG's regional planning program.

Suburban Mobility Authority for Regional Transportation

The Suburban Mobility Authority for Regional Transportation (SMART) provides transit services for people to connect to work, school, medical appointments, shopping centers, entertainment, and cultural events.

SMART was originally created in 1967 under Public Act 204 as the Southeastern Michigan Transportation Authority (SEMTA). In 1989, Public Act 481 of 1988 amended Public Act 204, reorganizing SEMTA without the City of Detroit; SEMTA was renamed the Suburban Mobility Authority for Regional Transportation (SMART). The authority is overseen by a board of directors, which governs policies, financial resources, and the chief executive's performance.

In FY 2026-2027, SMART will focus on regional data collection and analysis; planning for community, fixed-route and connector services; plan implementation; public participation planning; and UWP monitoring and administration.

Toledo Metropolitan Area Council of Governments

The Toledo urbanized area, as defined by the U.S. Census, includes a portion of southern Monroe County, Michigan. As mandated by Congress in Titles 23 and 49 U.S.C., the Toledo Metropolitan Area Council of Governments (TMACOG) is the designated Metropolitan Planning Organization that directs, coordinates, and administers the transportation planning process in Erie, Bedford, and Whiteford Townships of Monroe County. This planning effort is performed together with SEMCOG and local elected officials as a part of the continuing, cooperative, and comprehensive transportation planning process for the Toledo urbanized area. As FHWA apportionments to the governor of Ohio are limited to geographic boundaries of the state, pass-through funding is received from SEMCOG to conduct the planning process for the portion of the Toledo urbanized area located in Michigan.

Although almost all the work elements in TMACOG's annual work program include planning activities in Southeast Michigan, pass-through funding is only requested for three elements requiring a higher level of coordination with SEMCOG's planning program. The three work program elements relate to the long-range plan, freight planning, and nonmotorized bike/pedestrian plan activities.

Washtenaw Area Transportation Study/Ann Arbor Area Transportation Authority

For more than 40 years, the federally mandated continuing, coordinated, and comprehensive (3C) urban transportation planning process in Washtenaw County has occurred at two levels. The Washtenaw Area Transportation Study (WATS) is primarily responsible for conducting transportation planning and maintaining the federal eligibility of communities and transportation providers within Washtenaw County.

The Washtenaw Area Transportation Study's membership covers approximately half of the county's townships; the Cities of Ann Arbor, Chelsea, Dexter, Milan, Saline, and Ypsilanti; the Village of Manchester; the Ann Arbor Area Transportation Authority; the University of Michigan; Eastern Michigan University; the Washtenaw County Board of Commissioners; the Washtenaw County Road Commission; and the Ann Arbor Downtown Development Authority.

Local participation in WATS began in 1965. In 1974, WATS reorganized as an inter-municipal committee under Act 200 of the Michigan Public Acts of 1957. All voting member units and agencies of government approved common resolutions of support to accomplish the reorganization. Three Memorandums of Understanding, including a Pass-Through of Funds Agreement, exist between WATS and SEMCOG. As a result, the Washtenaw Area Transportation Study functions as an independent sub-study within SEMCOG's Unified Work Program (UWP).

WATS focuses on a holistic approach to transportation planning. This includes integrating transportation and land use planning, while engaging a diverse group of members, stakeholders, and the public.

The UWP provides details of the WATS and AAATA (The RIDE) planning process and work scheduled for FY 2026-2027. For WATS, the UWP is presented in five elements that include plan monitoring, plan development and detailing, planning services, plan implementation, and program administration. For The RIDE, the UWP includes monitoring the 2045 Long-Range Plan implementation, development of short-term service plans of existing and recommended services, data collection, and grants management.

Regional Transit Authority for Southeast Michigan

The Regional Transit Authority of Southeast Michigan (RTA) was established in December 2012 under the legal authority of Michigan Public Act (PA) 387. As described in its articles of incorporation, the RTA was organized to:

- establish and direct public transportation policy within a four-county region,
- apply for and distribute operating and capital assistance grants to operators of public transportation within the mission of the RTA to manage and secure transportation resources that significantly enhance mobility options, improve quality of life for residents,
- and increase economic viability for the region. To accomplish this mission, the RTA plans for and coordinates public transportation in the four-county region of Macomb, Oakland, Washtenaw, and Wayne, including the City of Detroit.

In FY 2026-2027, the RTA will focus on the coordination of services and planning for all transit providers in its four-county region, administration of planning activities for community engagement, marketing, technical assistance, securing funding, and continued implementation of current projects and programs.

Michigan Department of Transportation

The Michigan Department of Transportation (MDOT) element provides for development and implementation of the Unified Work Program (UWP); technical assistance and staff participation in all relevant UWP items; and coordination with applicable federal, State, regional, and local transportation programs. The total annual budget for MDOT staff time for administration of SEMCOG’s UWP for transportation activities; coordination with the Washtenaw Area Transportation Study, the St. Clair County Transportation Study, and the Toledo Metropolitan Area Council of Governments is accounted for in their proposed tasks.

This will be achieved by active administration and participation in work development of the UWP and its revisions. Federal legislation and regulations require transportation programs to use a multi-modal perspective, focus on connectivity between the transportation systems and geographic areas, place a greater emphasis on intergovernmental agency cooperation, and enable a greater use of available tools. Technical assistance through MDOT staff participation will be provided at all appropriate steps in the overall transportation planning process. All working papers, reports, and required submittals will be reviewed by MDOT prior to their transmittal to the Federal Highway Administration; Federal Transit Administration; Environmental Protection Agency; or other federal, State, or local agencies.

Southeast Michigan Council of Governments

SEMCOG, as the regional Metropolitan Planning Organization (MPO), has the lead responsibility to ensure that the regional transportation planning process is carried out in accordance with federal and State regulations. The agencies referenced above have important roles in the transportation planning process. Their relationship with SEMCOG and their roles in the transportation planning process are identified through a series of Memorandums of Understanding (MOU).

State and federal agencies are critical to the success of regional planning efforts. These agencies participate in and fund many SEMCOG activities. As specific work projects are described, the source of funding is identified.

SEMCOG Work Tasks

This section contains detailed work task descriptions – purpose and outcome, method, and products. The tasks are organized by functional elements that reflect staff organizational groups. These elements are:

- Data Collection and Analysis
- Plan and Policy Development
- Plan Implementation
- Direct Management and Special Projects
- Support Services

For annual projects aligned with the federal fiscal year (October 1–September 30), two project numbers are shown. One reflects the carryover period from July 1 through September 30, and the other covers the period from October 1 through June 30.

The Financial Summary tables present revenues by funding agency and expenditures by object for each task and element. The following is a summary of funding sources programmed that support the tasks contained in this portion of the work program.

Element 1: Data Collection and Analysis

This element includes collecting, analyzing, and mapping data to increase understanding of the region. This core data and information is the basis of plan development and implementation activities.

26160/27160 – Asset Management Data Collection

27115 – Data Collection, Management, and Distribution

27130 – Demographic/Socio-economic Forecasts

27142 – Monitoring Transportation Performance and Reliability

26160/27160 – Asset Management Data Collection

Funding Source: TAMC State
Budget: $311,000

Purpose/Outcome

Coordinates with State and local transportation agencies to collect condition data on the region's roads. It promotes the practice of asset management, collecting physical inventory and managing current conditions based on strategic goals and sound investments for roads and bridges. SEMCOG works with the State of Michigan's Transportation Asset Management Council (TAMC) to carry out activities required by Public Act 499 of 2002. Activities include passing funds through to other transportation agencies to help with collection of pavement condition data.

Method

This project includes the following asset management-related activities:

- Participate in, promote, and host annual Pavement Surface Evaluation and Rating (PASER)/Investment Reporting Tool (IRT) training seminars and Fall Conference.
- Coordinate and participate in annual condition rating on federal-aid roads in region.
- Ensure rating teams have the necessary tools (laptop, software, GPS, etc.) to complete data collection activities.
- Provide technical assistance to local agencies in using the TAMC reporting tools.
- Coordinate collection of road condition data for local (non-federal aid) streets if eligible and if budget allows.
- Assist local governments with developing multi-year programs using asset management principles through SEMCOG University webinars and direct consultation.
- Perform analysis of bridge and other asset data (e.g., road culverts, traffic signals).
- Assist local governments in developing asset management plans (e.g., PA 325 compliance plans) consistent with State requirements.
- Coordinate TAMC asset management planning with the Michigan Infrastructure Council and the Water Asset Management Council.
- Integrate PASER ratings and asset management into project selection criteria.
- Coordinate with MDOT in review and development of performance measures and targets.
- Share asset management and pavement condition data with partners and the public through SEMCOG's website and other media and communications methods.

Products

- PASER data for Federal Aid System submitted to TAMC via the IRT.
- PASER and/or culvert data for Non-Federal Aid System submitted to TAMC via the IRT.
- Regular activities reports submitted with invoices to TAMC Coordinator.
- Annual Report of Asset Management program activities and a summary of annual PASER condition data.
- Status report of Public Act 51 agency Asset Management activities and plans within Southeast Michigan.

27115 – Data Collection, Management, and Distribution

Funding Source: FHWA/FTA
Budget: $2,248,142

Purpose/Outcome

Provides for ongoing collection, development, management, analysis, and support of data used in regional planning. Quality, up-to-date data are essential to the credibility of all technical work, planning applications and models used by SEMCOG. The project will result in well-organized and efficient data infrastructure and tools for staff and other data users to access, analyze, and display data.

Method

This project includes a wide range of data-related activities:

- Collection, processing, and analysis of data sets
- Maintenance of geospatial technologies and data
- Upgrading software and licenses as necessary
- Data visualization for SEMCOG website
- Systems for distributing and sharing data with members, planning partners, and the public
- Integration of data sets to facilitate transportation planning analysis

Products

- Management of geospatial technologies and data
- Website pages, data modules and data visualization development and maintenance
- Summary of data sets collected, processed, and analyzed (including the following):
  - Demographic data and population estimates by community
  - Development data - Residential and non-residential data
  - Employment and economic data
- Land use data

27130 – Demographic/Socio-Economic Forecasts

Funding Source: FHWA/FTA
Budget: $1,800,679

Purpose/Outcome

Produces the Regional Development Forecast (RDF). The RDF is a critical input for a wide range of SEMCOG planning activities, particularly transportation. By combining advanced modeling techniques and the latest socio-economic inputs, the regional forecast model produces long-term development forecasts for employment, households, population, and land uses.

Method

Production of socio-economic forecasts is accomplished through several interrelated activities:

- Maintaining and continually updating the model systems
- Collecting and processing data needed to support and validate model results
- Conducting model runs and evaluating results
- Sharing model results with data users

Products

- Regional Development Forecast system improvements and documentation
- Socio-economic data inputs
- Model run outputs and analysis
- 2055 Socio Economic Forecast results for various geographies
- Transportation Accessibility analysis and report

27142 – Monitoring Transportation Performance and Reliability

Funding Source: FHWA/FTA
Budget: $500,186

Purpose/Outcome

Collecting, processing, and analyzing data about the region's transportation systems to track performance.

Method

This project includes data collection, analysis, outreach, and education on the region's transportation systems. Activities include:

- Maintaining the Traffic Count Database System and regional traffic count database.
- Collecting and submitting data items for the Highway Performance Monitoring System (HPMS) database, in conjunction with MDOT's HPMS coordinator. Staff will review and update the HPMS sample segments provided by MDOT in a specific format that contains sample data items that need to be updated.
- Providing support to MDOT in the cross-agency coordination effort to plan for, gather, and report roadway characteristics on the non-MDOT road network (federal aid and non-federal aid) to meet federal reporting requirements.
- Purchase traffic data to continue supporting the improvement of the travel demand model and advance our planning processes.
- Collecting multimodal count data for planning purposes and implementing the region's Bicycle and Pedestrian Mobility Plan.
- Refining website and tools for data sharing.
- Collecting, mapping, and analysis of transportation system data.

Products

- Web content updates and additions
- Updated traffic count file
- Report on the region's transportation system performance
- Updated HPMS file
- Updated Seasonal Factor file

Element 2: Plan & Policy Development

This element includes the development of regional plans and policies to guide regional investment decisions. The work focuses on evaluating how investment choices align with established regional performance metrics.

24287 – Air Quality Planning (Ongoing)

24290 – Regional Flooding Study (Ongoing)

25207 – Household Survey (Ongoing)

26204/27204 – MDOT Project Coordination & Assistance

25284 – Michigan Infrastructure Council (Ongoing)

27206 – Travel Management

27216 – Household Survey Model Update

27220 – Guiding Regional Investment

27225 – Safe and Accessible Roadways

27226 – Freight and Economic Vitality Planning

27289 – Transportation and Environment Planning

24287 – Air Quality Planning (Ongoing)

Funding Source: Federal – EPA
Budget: $161,563

Purpose/Outcome

Through this grant, SEMCOG is implementing the regional air quality plan for the eight-county (includes Lapeer County) Southeast Michigan region, supporting compliance with federal air quality requirements and informing regional transportation and land use decision-making.

Method

SEMCOG has contracted with a consultant to support implementation of the regional air quality plan, including preparation of an updated regional air emissions inventory and completion of required EPA reporting.

Product

- EPA Status Reports
- Final Report

24290 – Regional Flooding Study (Ongoing)

Funding Source: Federal - FHWA
Budget: $298,972

Purpose/Outcome

Southeast Michigan has experienced several extreme weather events, and flooding disasters in the region have caused significant and repeated impacts to regional transportation infrastructure. Combining those impacts with flooding damage on public property and to public infrastructure, the economic impacts are in the billions of dollars. Projections of future rainfall vary greatly, but the trends of increasing frequency and intensity of extreme rain events are anticipated to continue. Investments in stormwater infrastructure will never keep pace with these extreme events.

This project will develop a Regional Flooding Study to establish priorities and projects for strengthening multimodal resilience of surface transportation in Southeast Michigan.

Method

- Southeast Michigan Flood Risk Tool Culvert Data Collection
- Prioritized culvert inventory data collection asset details
- Integration of new data into the existing Flood Risk Tool enabling the identification of culverts causing the greatest flooding effect to regional roadways
- Flood Risk Tool update and inclusion in the Regional Flooding Study
- Updated Flood Risk Tool with new culvert data identifying roadway flooding locations having the greatest impact on communities
- Update assessment of communities most impacted by flooding
- Regional map highlighting potential locations for large-scale nature-based solutions, including coastal and inland areas

- Public engagement element with Task Force and focus group members
- Task Force and Engagement
- Public engagement sessions facilitated by SEMCOG to procure meaningful feedback from communities on the approach to address flooding impacts
- Bi-monthly Task Force meetings to procure feedback from stakeholders on program alignment, project identification, community outreach strategies, and programmatic resilience approaches for communities
- An interactive website that provides a summary of data collected, a link to the updated Flood Risk Tool, details the Task Force charge and efforts, and identifies and maps potential transportation and stormwater projects to address localized flooding
- A digital tool or resource guide for communities to utilize to develop a programmatic approach for flooding in their community

Products

- Flood Risk Tool Update
- Regional Flooding Study

25207 – Household Survey (Ongoing)

Funding Source: FHWA/FTA
Budget: $50,000

Purpose/Outcome

This project involves designing, collecting, processing, and analyzing household travel survey data to understand the region's travel patterns to update the region's travel demand models, improve transportation project and demographic analysis, and support various planning and engineering activities.

Method

This project includes sample design, data collection, and analysis of the region's household travel surveys. Activities include:

- Sample design
- Public awareness plan development and implementation
- Survey instrument design and implementation
- Household travel survey data collection and quality controls
- Data weighting and analysis
- Participation in MDOT Household Travel Survey

Products

- Travel survey technical methodologies, including survey design, public awareness plan, survey instrument, quality control of data collection, procedural manual of survey expansion, etc.
- Travel survey datasets
- Travel characteristic report and highlights

26204/27204 – MDOT Project Coordination & Assistance

Funding Source: SPR
Budget: $200,000

Purpose/Outcome

Coordination with the Michigan Department of Transportation (MDOT) to provide data and technical assistance on select projects in Southeast Michigan. These collaborative efforts will provide:

- Technical assistance (e.g., data collection and analysis, travel modeling, etc.) on trunkline corridors and surrounding areas that are influenced or impacted by the study
- Technical assistance and coordination for using SEMCOG's and MDOT's dynamic traffic assignment model

Method

- Coordination meetings with MDOT planning and engineering staff from Lansing, Metro, University, and Bay regions, as well as Transportation Service Centers
- Participating in MDOT studies and initiatives (incl. Environmental assessments and Environmental Impact Studies, Planning and Environmental Linkages studies, reevaluations, construction staging and detour analysis, road safety audits on trunkline routes, and Pure Michigan Byways and corridor studies)
- Corridor study pre-work for MDOT/local government coordination
- Implementation of corridor plans
- Assist MDOT with the analysis of traffic data
- Fulfill requests from MDOT for data
- Assist and perform scenario planning and travel demand modeling analysis on trunkline corridors
- Assist MDOT with project-specific work, which may include technical assistance in environmental topics, stormwater management, modeling, and/or bicycle and pedestrian mobility
- Coordinate with consultants using the SEMCOG travel demand models for trunkline projects
- Participate and incorporate State resiliency strategies and plans into SEMCOG's regional initiatives
- Coordinate with the Michigan Infrastructure Office, including assisting with technical assistance to communities in applying for infrastructure funding

Products

- Memorandum documenting technical assistance activities
- Technical memos documenting specific assistance using the travel demand models and analyses

25284 – Michigan Infrastructure Council (Ongoing)

Funding Source: State (Michigan Infrastructure Council)
Budget: $199,503

Purpose/Outcome

The Michigan Infrastructure Council (MIC) provides financial assistance to help strengthen statewide infrastructure asset management practices to improve the long-term financial position of local governments engaged by the Department of Treasury (Treasury).

The MIC works through the Transportation Asset Management Council and the Water Asset Management Council to implement the MIC 30-year strategy, which includes growing infrastructure asset management across the State. The MIC recognizes the value of regions to support these goals and is partnering with funding and support to implement statewide infrastructure priorities. Education, training, and infrastructure coordination are the primary activities. This is in alignment and a continuation of the MDOT Infrastructure Collaboration project that developed an update to the regional transportation planning process. It includes an updated project portal for infrastructure coordination opportunities across public and private infrastructure sectors. Additionally, this expands on the concept of coordinated asset management planning. The MIC portal is a tool to upload/share online existing capital improvement project plans. While large agencies have staff and GIS capacity to work and connect directly with the MIC portal, smaller and underserved communities may not even have capital improvement projects mapped in a GIS framework. Providing training opportunities and best practice examples to local agencies will also strengthen these asset management priorities at the local level.

Method

- Develop and manage a geographic information system (GIS) that is integrated with the MIC Project Portal (MIDIG)
- Collection of capital improvement plans from public infrastructure owners within the SEMCOG region
- Training and education efforts associated with GIS, using the MIC Project Portal, and infrastructure data collection best practices and standards
- Develop processes and policies associated with delivering integrated infrastructure projects (i.e., Dig once) identified within the MIC Project Portal
- Facilitation of periodic regional coordination meetings to discuss SEMCOG analysis of data and opportunity identification
- Provide asset management training and resources to local communities including the MIC AM Champions program and MIC Asset Management Readiness Scale
- Identifying TAMC/MDOT updates needed in IRT data and reporting to provide to MIDIG to allow for "planned projects"

Products

- Local agency capital improvement projects added to MIDIG
- Training and education opportunities (webinars, workshops, etc.)
- Regional coordination efforts through the transportation planning process

27206 – Travel Management

Funding Source: FHWA/FTA
Budget: $1,786,620

Purpose/Outcome

Focuses on managing travel in Southeast Michigan. The work ranges from multimodal travel demand modeling to maintaining and updating the regional Congestion Management Process (CMP) and analyzing various operations strategies. This multimodal approach includes various modes of travel, including transit as well as walking and biking.

Method

Specific activities in this project include:

- Continue identifying and defining the areas of responsibility for the maintenance, operation, and application of the SEMCOG, WATS, and SCCOTS travel demand models
- Maintain and improve SEMCOG's existing E8 Plus and activity-based travel demand model, including:
    - Maintaining the network and updating the input data for the analysis of 2050 RTP/TIP amendment using the E8 Plus trip-based model
    - Collecting and/or analyzing various travel data including traffic counts, big data, etc. for model calibration and verification
- Evaluating and making operational improvements to activity-based model (ABM)
    - Processing household survey data for model estimation, and performing model estimation, calibration, and validation using the latest observed traffic data
- Continue the transition from the E8 to the ABM as SEMCOG primary planning model with testing and building familiarity and expertise using the platform
- Provide assistance and evaluate projects for various transportation scenarios and operation strategies.
- Implement and maintain SEMCOG's congestion management process (CMP), including:
    - Use of various data/tools (e.g., travel demand forecast model, dynamic traffic assignment model (DTA), real-time speed/traffic counts, probe data, etc.)
    - Estimate the future and horizon year congestion deficiencies in the region and recommend strategies to mitigate it-including multimodal and operational options
    - Report and share information on the status of congestion in the region with Federal-Aid Committees and other planning partners to assist with the planning and programing of projects that contribute to a more efficient transportation system
    - Refine a process for rightsizing infrastructure that documents the needs for possible capacity changes
    - Analyze the benefits of implemented mitigation strategies using information from SEMCOG's annual TIP survey results and by performing before/after travel time studies; incorporate the results back into the SEMCOG CMP
    - Monitor federal system performance and travel time reliability performance measure results

    - Coordinate with MDOT in the review and development of performance measure targets

Products

- Monitor, maintain, evaluate, enhance, and apply the travel demand forecast models
- Monitor, maintain, evaluate, enhance, and implement the congestion management plan
- Collect and analyze travel data, including various surveys or big data solutions to enhance SEMCOG's travel model performance

27216 – Household Survey Model Update

Funding Source: FHWA/FTA
Budget: $450,000

Purpose/Outcome

This project focuses on processing 2025 Household Travel Survey data for model estimation, calibrating personal travel behavior, and updating regional travel models to fully integrate the survey data. The goal is to ensure that regional models remain current, accurate, and reliable.

Method

To fully integrate the survey data and maintain SEMCOG's regional models, the following tasks will be undertaken:

- Process and prepare household survey data for model estimation, followed by estimation and calibration of person travel models.
- Incorporate new ActivitySim features developed by the ActivitySim Consortium that are not yet included in SEMCOG's current Activity-Based Model.
- Calibrate and validate person travel and commercial vehicle travel models using the latest observed transportation datasets.
- Convert all model-related GISDK scripts from TransCAD 8 to TransCAD 10 to ensure compatibility with the updated software platform.

Products

- Travel Survey Data Processing Memo: Includes travel behavior analysis and model calibration targets.
- Regional Model Estimation and Calibration Technical Memo: Includes model specifications and validation reports.
- Updated Model User Guide, Model Codes and Scripts.

27220 – Guiding Regional Investment

Funding Source: FHWA/FTA
Budget: $1,343,510

Purpose/Outcome

A principal function of SEMCOG is to guide effective and efficient investment of transportation infrastructure dollars. To accomplish this, the actions of the region's many local governments and regional, State, and federal agencies must be aligned. This alignment is facilitated through actively managing the Regional Transportation Plan (RTP), implementing the Transportation Improvement Program (TIP), and coordinating with other infrastructure sector service providers. Coordination activities also include integration with the State of Michigan's long-range transportation plan, Michigan Mobility2050, and the FHWA/FTA Planning Factors.

Method

Through this project, the RTP and TIP are developed, monitored, maintained and coordinated with other planning activities:

- Implementation of the RTP (Vision 2050) by working on transportation accessibility, freight planning, corridor planning, and other policies identified in the RTP
- Additional Vision 2050 implementation includes identifying emerging transportation trends and priorities and infrastructure coordination.
- Plan development and data updates for next RTP (2055)
- Develop, monitor, and manage the fiscal constraint and programming of the TIP, using MDOT's JobNet project database management systems
- Hold and document RTP and TIP public participation, involvement, and outreach efforts, including use of virtual tools and in-person workshops to ensure participation from the public and stakeholders
- Monitor, support, and implement policies and actions of the RTP within the TIP. Assist regional transportation agencies and local agencies to understand updates in federal rules and MDOT Local Agency Programs processes.
- Freight planning in coordination with economic development and emerging technologies
- Implement the 2025 Transportation Access to Core Services with local communities and partners, and integrate findings into the implementation process for the 2050 RTP
- Create an annual listing of projects that were obligated, let for bid, under construction, and/or completed during the previous fiscal year
- Maintain a systems performance report updated with each RTP, that documents how transportation projects helped to work towards meeting performance targets
- Develop and maintain publicly accessible information on projects listed in the RTP and TIP
- Apply performance-based planning methods through tracking performance measures, setting performance targets, and evaluating RTP and TIP effectiveness in contributing to target attainment
- Convene regional infrastructure providers to better coordinate asset management planning activities, including broadband, underground, and electric utilities
- Support data integration into the capital improvement project tool to strengthen coordination across infrastructure providers

- Coordinate regional infrastructure planning to assure efficient programming and scheduling of transportation projects considering other service provider schedules and needs
- Assist Federal-Aid Committees with understanding and utilizing the Transportation Improvement Program (TIP) process and competitively selecting and prioritizing projects to help implement approved regional plans and programs
- Administration of and support for specific transportation programs
- Develop, maintain, and apply tools for various elements of transportation planning
- Perform financial and demographic analyses for Federal-Aid Committees, SEMCOG technical and policy committees, and others as needed
- Participate with MDOT on any state plan updates. Promote and coordinate strategies to address flooding challenges

Products

- Maintain and implement Vision 2050 Regional Transportation Plan, including periodic amendments
- Maintain the FY 2026 to FY 2029 Transportation Improvement Program, including periodic amendments
- Maintain RTP and TIP project information on a publicly available website
- Documentation of planning activities to improve regional infrastructure and the multimodal transportation system for all communities and families.
- Develop and maintain funding and performance targets and other financial information as needed

27225 – Safe and Accessible Roadways

Funding Source: FHWA
Budget: $927,509

Purpose/Outcome

Improve the safety, comfort, and connectivity of the transportation system in Southeast Michigan by partnering with local governments and transportation stakeholders to develop plans and implement projects to support an accessible multi-modal network for all ages and abilities. Development, promotion, and education of local communities and the public are key components of implementing safe and accessible roadways.

Method

SEMCOG will work with a broad range of agencies, communities, and organizations to support a safe and accessible multi-modal network in Southeast Michigan, including implementation of regional plans, including the Southeast Michigan Transportation Safety Plan, Bicycle and Pedestrian Mobility Plan, Vision 2050, as well as the 2025 Transportation Access to Core Services report. Activities include:

- Plan and coordinate multi-modal and accessible roadways planning at the local and corridor levels, including walking and biking and active transportation assessments

- Further refine, implement, and educate local communities on the Multimodal Tool for Southeast Michigan to support safe and accessible roadways planning at the local level
- Ensure integration of multimodal principals is incorporated into regional and local planning efforts, and corridor plans
- Provide local technical assistance to support safe and accessible transportation planning and implementation, utilizing the results of the Transportation Access to Core Services report
- Data analysis and local technical assistance for Location Analysis and Visitation for the region's corridors and main streets
- Coordinate and provide planning assistance in alignment with eligible funding sources, including the Transportation Alternatives Program (TAP); provide project assistance for TAP projects that integrate multimodal and accessibility principles
- Maintain and update regional data and maps, including sidewalks, bicycle infrastructure, and transit
- Continue SEMCOG's multi-modal count program, sharing data on the website and with communities in the region
- Participate in State and local multimodal coordination groups, including leading the joint SEMCOG and MDOT Southeast Michigan Active Transportation Committee
- Maintain and support the actions of the Bicycle and Pedestrian Mobility Plan to identify gaps, increase safety, and provide planning support and data resources to local governments and downtown/main streets, and begin work on updating the Plan

Products

- Technical and policy assistance on various multimodal and transportation accessibility planning efforts
- TAP program delivery of multimodal projects
- Technical assistance for local agencies in addressing safety needs and planning for accessible roadways by providing data, information/analysis, education, training (SEMCOG Universities), and performing audits and other technical assistance as requested
- Participation in various operations planning coordination meetings and conferences
- Monitor the benefits of implemented projects and their impact on mobility
- Updates to SEMCOG Databases and maps including the SEMCOG Transportation Safety Hub, Bicycle and Pedestrian Mobility Map Hub, the Traffic Volume Map, the Bicycle and Pedestrian Counts Map, and Open Data Portal

27226 – Freight and Economic Vitality Planning

Funding Source: FHWA/FTA
Budget: $395,117

Purpose/Outcome

SEMCOG will pursue the convergence of transportation, infrastructure, land use, and economic development. Among the key strategies identified are developing and promoting high-quality places, revitalizing commercial corridors and Main Streets, cultivating a globally competitive business environment, broadening and strengthening the regional economic and talent base, investing and safeguarding critical infrastructure, enhancing preparedness for disruptions and promoting Southeast Michigan as a leading freight and logistics hub.

Method
Specific activities focusing on freight and economic development in this project include:

- Support for regional and local economic development planning and implementation efforts – including corridor revitalization and integration of multimodal transportation principles for economic development
- Support for the implementation of strategies that foster community and economic development
- Coordination with infrastructure and environmental priorities including utilities, transportation, and broadband
- Identify strategies for addressing labor shortages in key sectors
- Identify and support the expansion or augmentation of economic clusters
- Collect, maintain, and analyze data related to economic development, labor force participation, workforce development, and freight
- Collaborate and coordinate freight planning and implementation activities in development of a regional freight plan, including the Statewide Long-Range Transportation Plan, and the 2050 RTP
- Collaborate and coordinate border planning and implementation activities
- Coordinate freight planning activities that support economic development initiatives with local, regional, state, national, and/or bi-national partners

Products

- Assist local partners in planning and implementing transportation and economic development.
- Develop and adopt a regional freight plan through engagement with a regional freight task force, and transition to an ongoing freight working group to support implementation of the freight plan.
- Maintain, update, and validate freight system data, assets, and inventory.
- Identify and study regional freight activity centers in Southeast Michigan.
- Study community impacts of freight movement in Southeast Michigan and identify major risks, hazards, and deficiencies in the region.
- Analyze freight commodity flows in the region.

27289 – Transportation and Environment

Funding Source: FHWA/FTA
Budget: $455,402

Purpose/Outcome

Federal policies in transportation planning continue to emphasize integration of transportation and the environment. Additionally, there is a growing connection between federal agencies on environmental priorities, including FHWA, EPA and NOAA integrating transportation, air and water. This is reflected in SEMCOG's planning framework. Through this project, SEMCOG will continue evolving the convergence of transportation and environmental needs. Focus areas include air quality, stormwater management and flooding, water quality, and infrastructure.

Method

Activities toward achieving SEMCOG's transportation and environmental outcomes include:

- Monitor and develop plans to attain and maintain national air quality standards
- Develop the MOVES inputs using up-to-date local information and inventory transportation emissions
- Conformity to ensure that federal funding and approval are given to highway and transit projects that are consistent with (conform to) the air quality goals established by a State air quality Implementation Plan (SIP)
- Collaborate with affected agencies (USEPA, FHWA, FTA, EGLE, and MDOT) to make technical and policy recommendations regarding transportation conformity issues
- Evaluate and estimate air pollution estimates using existing data and new tools to support regional transportation planning
- Plan for and collaborate on emission-reduction strategies and alternative approaches
- Support initiatives to improve air quality and make progress in meeting air quality standards
- Work cooperatively with the Southeast Michigan Air Quality Study workgroup to support air quality activities
- Support for regional and local infrastructure flooding planning activities
- Update Flood Risk Tool with new assets, land cover, and flooding data
- Integrate flood risk tool priorities into ongoing transportation planning activities
- Acquire additional data resources to support environmental, resiliency and air and water quality planning
- Work with the Michigan Infrastructure Council to utilize the new capital improvement project portal for regional infrastructure planning
- Implement the updated transportation planning framework with the infrastructure coordination element
- Assist local jurisdictions with developing and expanding water and transportation asset management programs and capital improvement projects
- Evaluate stormwater management opportunities
- Implement use of the transportation and environment tools
- Collaborate with local agencies to address invasive species, especially along the transportation network

- Organize and facilitate SEMCOG training workshops addressing priority environmental topics such as infrastructure, natural resources, water resources, invasive species, resiliency, and air and water quality
- Coordinate asset management planning with the Michigan Infrastructure Council, the Water Asset Management Council, and the Transportation Asset Management Council
- Implement the Water Resources Plan for Southeast Michigan, the Water Infrastructure Planning Guide, and provide continued support for local agency State of Michigan permit compliance
- Participate in regional materials management planning activities, especially on the impacts of freight and transportation routing
- Continue work in stormwater and air pollution initiatives to support development of State and regional plans

Products

- Updated environmental and transportation data
- Maintenance of the air quality modeling system (MOVES)
- Air quality conformity analysis for the Regional Transportation Plan and the Transportation Improvement Program
- Documentation of activities to attain and maintain national air quality standards and to track air pollutants
- Activities addressing priorities of the Michigan Infrastructure Council, including asset management, infrastructure coordination and education
- Activities addressing environmental priorities reflected in the Water Resources Plan for Southeast Michigan, the Water Infrastructure Planning Guide and local agency-related permit activities
- Activities supporting flooding initiatives and planning
- Summary documentation of use of transportation and environment tools
- Participation in development of materials management plans
- Activities addressing projects that reduce air pollution, including implementing regional plans

Element 3: Plan Implementation

This element includes activities focused on implementing adopted plans and policies. It encompasses a broad range of actions necessary to translate plans into implementation, including providing technical assistance to local governments and agencies, coordinating with partners and stakeholders, and collaborating with State and federal agencies to shape programs that address regional needs.

23318 – Great Lakes Restoration Initiative (GLRI, Ongoing)

24315 - GLRI Urban Stormwater (Ongoing)

24327 – DNR Spark Grants Technical Assistance (Ongoing)

24370 – Safe Streets Road Safety Audit Program (Ongoing)

24375 - MI Infrastructure Office Technical Assistance (Ongoing)

24380 - Safe Streets Implementation (Ongoing)

25348 – Materials Management (Ongoing)

25358 – Drinking Water Monitoring (Ongoing)

25361 – State of Michigan Community Alternative Fuel Toolkit (Ongoing)

27314 – Local Capacity Building

27330 – Public Transit

27340 – Assisting MDOT with Corridor Strategies

27344 – Safety and Security

27350 – Education and Workforce Development

27355 – Water Resource Policy & Planning

23318 – GLRI (Ongoing)

Funding Source: Federal - EPA
Budget: $344,705

Purpose/Outcome

The Southeast Michigan Great Lakes Restoration Initiative (GLRI) Infrastructure Partnerships included a competitive subaward grant program to implement stormwater management projects that specifically reduce runoff volume into Lake Erie. The program awarded stormwater management infrastructure projects with an emphasis on selecting projects in areas with a more direct benefit to the Great Lakes. Once implemented, the projects will achieve 3-8 million gallons of annual runoff reduction in local communities and counties within the Lake Erie Watershed. SEMCOG will facilitate meaningful public participation including feedback on conceptual plans and provide opportunities for direct input by citizens. SEMCOG will serve as the grant administrator and will monitor progress of grantees and the benefits of project implementation.

Method

The work will conclude this fiscal year with sub-awardees completing project installation and final reporting to EPA.

Products

- Steering Committee Meetings
- Subaward Process
- SEMCOG Project Oversight and Technical Assistance
- Contractual Technical Support
- Grant Reporting

24315 – GLRI Urban Stormwater (Ongoing)

Funding Source: Federal – EPA

Budget: $722,387

Purpose/Outcome

SEMCOG will administer a subaward grant program within the Southeast Michigan seven-county region. This program will allocate funds to implement stormwater management infrastructure projects that specifically reduce stormwater runoff volume, reduce untreated stormwater runoff, and help build and connect Southeast Michigan's natural areas and networks. This work includes projects such as shoreline softening, bioretention, rain gardens, permeable pavement, wetland restoration, and riparian restoration. The subaward program will award between 12-15 projects to local agencies, including local communities and counties. SEMCOG will partner with the Center for Watershed Protection (CWP) to provide technical assistance to help identify opportunities within communities, assistance in completing the subaward applications, administering the project, coordinating with engineering consultants and helping facilitate community outreach and engagement. SEMCOG will offer engineering consulting assistance to those sub-awardees who request that service as part of the application process. Through this strategic subaward process, SEMCOG will help communities develop resilience strategies that serve the communities' needs, and support actions identified in the GLRI Action Plan.

Method

The work will include development of an application process and subgrant program to allocate funding in Southeast Michigan for stormwater management infrastructure implementation to reduce runoff and support nature-based infrastructure development. SEMCOG and the Center for Watershed Protection will provide individualized outreach to these representatives via emails, phone calls, and in-person meetings to encourage participation in the subaward program, help identify potential project locations and offer technical assistance and evaluation for the program. The project team will convene a small Steering Committee to outline criteria for evaluating projects.

SEMCOG and their consultants will work to provide project oversight and technical assistance throughout the duration of the grant award, to ensure that projects are implemented effectively and on time. SEMCOG and the project team will provide engagement and learning opportunities throughout the duration of the grant, to help community staff learn and engage in these critical topics.

Products

- Identifying Impacted Communities and Community Outreach
- Steering Committee Meetings
- Subaward Process
- SEMCOG Project Oversight and Technical Assistance
- Contractual Technical Support
- Grant Reporting
- Biannual cohort meetings with sub awardees.
- Workshops for sub awardees communities on green infrastructure maintenance

24327 – DNR Spark Grants Technical Assistance (Ongoing)

Funding Source: SPR - Michigan Department of Natural Resources
Budget: $62,526

Purpose/Outcome

Serve as the Michigan Spark Grant Technical Assistance Partner and support applicants to the Spark Grant Program. Carry out a work plan that involves coordinating with communities and DNR staff regarding the grant application, project review, and administrative processes of the Spark Grant Program. Be a liaison between the DNR staff and local communities, and provide a public face and voice that promotes opportunities and coordinates support as part of DNR’s comprehensive efforts in marketing for the program in the region. While acknowledging finite resources and practical limitations, the Technical Assistance Partner supports a comprehensive effort to grow a community’s capacity and effectiveness in pursuing and implementing projects through the Michigan Spark Grant Program.

Method
Responsibilities identified through a partner agreement with DNR include the following tasks:

- Administration and direct staff support
- Community outreach, public input, and convening to build awareness around the Michigan Spark grant program
    - Includes the distribution of information, one-to-one contact with community representatives, and hosting informational sessions
- Grant application development, including assistance in assembling essential material for grant submissions, and actual grant writing for all application materials (narrative, budget, etc.)
- Evaluation of submitted grants and providing individual application feedback
- Development of contractual templates and bidding packages for associated community professional services (design, engineering, construction, financial tracking, etc.)
- Grant management and compliance assistance, including required reporting, budget monitoring, and the support of completing community projects within the required timeframes
- Coordination meetings to occur no less than monthly
- Program evaluation

Products

- Project and expenditure reporting
- Programmatic data reporting

24370 – Safe Streets Road Safety Audit Program (Ongoing)

Funding Source: Federal - FHWA
Budget: $127,714

Purpose/Outcome
This project implements the Safe Streets and Roads for All program by supporting infrastructure, operational, and behavioral initiatives to prevent deaths and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, and other vulnerable road users who are much more likely to suffer an injury or fatality in a traffic crash than occupants of a motor vehicle. Project activities will create safer communities by using principles of the safe systems approach and innovative practices and technologies.

Method
The range of activities includes:

- Implementation of projects and strategies identified in the Southeast Michigan Transportation Safety Plan and 2050 Regional Transportation Plan for Southeast Michigan
- Coordination with local road agencies and resources to implement infrastructure projects

- Development of a regional Road Safety Audit program, including vulnerable road user-focused RSAs
- Purchase and utilization of a data analysis tool to improve transportation safety evaluation through advanced network screening, diagnosis, economic analysis, and crash modification evaluation
- Evaluation and expansion of the regional safety public education campaign
- Coordination with USDOT on project implementation and administration

Products

- Implementation of regional RSA programs
- Coordination with partner agencies for local project implementation
- Documentation of grant administration

24375 – MI Infrastructure Office Technical Assistance (Ongoing)

Funding Source: State
Budget: $10,000

Purpose/Outcome

Provide support through application review, letters of support, and data analysis to communities applying for Michigan Infrastructure Office Technical Assistance Center (TAC) for federal infrastructure funding.

Method

- Work with local communities to identify projects that they are interested in applying for federal funding for that fit their local needs
- Review project proposals and scope of applications for MIO TA
- Host workshops and develop resources to support grant education, identification, and prioritization

Products

- Documentation of assistance provided to local communities for grant identification and applications for MIO TA

24380 – Safe Streets Implementation (Ongoing)

Funding Source: Federal - FHWA
Budget: $2,676,410

Purpose/Outcome

This project implements the Safe Streets and Roads for All program by supporting infrastructure, operational, and behavioral initiatives to prevent deaths and serious injuries on roads and streets involving all roadway users, including pedestrians, bicyclists, and other vulnerable road users who are much more likely to suffer an injury or fatality in a traffic crash than occupants of a motor vehicle. Project activities will create safer communities by using principles of the safe systems approach and innovative practices and technologies.

Method

The Safe Streets Now: making Southeast Michigan roads safer for people of all ages and abilities task will implement demonstration projects throughout the SEMCOG region that utilize countermeasures focused on vulnerable road users (VRU) to inform the prioritization of strategies in SEMCOG's current Transportation Safety Plan.

The Quick-Build Demonstration Project program will activate quicker implementation, allowing for safety benefits to be realized sooner. The Quick-Build program will allow for multiple countermeasures and strategies to be field-tested to analyze which countermeasures are most effective in the SEMCOG region and in individual communities. The exact location and detailed scope of demonstration projects will be determined through collaboration with partner agencies.

Anticipated countermeasures include, but are not limited to, separated bike lanes, cycle tracks, bulb-outs, chicanes, speed humps, pedestrian refuge islands, enhanced crosswalk pavement markings, and other traffic calming features. Materials will be temporary in nature and include items such as paint, bollards, plastic delineator posts, planter boxes, rubber curbs, precast concrete parking stops, and bolt-down lane separator systems.

Products

- Documentation of educational workshops, engagement, and outreach in support of the Safe Streets Southeast Michigan program
- Data analysis and technical assistance in identifying locations for demonstration projects
- Development of an application process for quick-build demonstration projects
- Documentation of quick-build demonstration projects implemented
- Document performance of the projects relative to targeted safety improvements, such as lowering speeds and reduction of crashes

25348 – Materials Management Plan

Funding Source: Local
Budget: $41,464

Purpose/Outcome

At request of the seven counties in the Southeast Michigan region – Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw and Wayne Counties – the Southeast Michigan Council of Governments (SEMCOG) is supporting the counties in their Materials Management Planning efforts. Materials Management Plans (MMP) are required by amendments to Part 115, Solid Waste Management, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended (Part 115), specifically Subpart 11, Materials Management Plans.

Method

Responsibilities include the following tasks:

- Facilitate recurring work group meetings with materials management planning staff from each county
- Participate on county materials management planning committees
- Develop educational campaign materials
- In-person workshops

Products

- Educational videos
- Physical and digital educational materials

25358 – Drinking Water Monitoring

Funding Source: State of Michigan, Dept of Environment, Great Lakes and Energy
Budget: $1,221,745

Purpose/Outcome:

For nearly twenty years, SEMCOG has been helping to support 12 local communities and the Great Lakes Water Authority along the Huron-to-Erie corridor with a collaborative drinking water monitoring program. This voluntary program includes monitors at the drinking water intakes of the treatment plants in the region that provide drinking water to almost half the State's population. This monitoring effort serves as an early warning system along the 80-mile Huron-to-Erie corridor, which not only has industry on both sides of the international border but also supports significant freight movement (over 20 million tons in 2019 alone) and has multiple pipelines crossing between Canada and the United States. The early warning allows any treatment plant operator to quickly shut down the drinking water intakes if there is a change in the water conditions entering that plant due to something like a spill or discharge.

Over the last decade, SEMCOG has been working to identify funding to continue ongoing equipment maintenance and upgrades to the system in addition to real-time web-based monitoring. State budget appropriations included $1.5 million to fund five years of the Huron-to-Erie Corridor Drinking Water Monitoring Program. This investment is very small compared to the value of protecting public health that the program provides in the event of a major spill or discharge along that corridor.

Method

Activities include:

- Contracting with an engineering consultant to help facilitate planning and implementation of this project
- Review equipment needs and purchase / upgrade drinking water monitoring equipment
- Conduct regular maintenance and calibration
- Facilitate collaborative discussions with partners to engage and address challenges and plan for future needs
- Develop a public-facing website of the program

Products

- Summary of collaboration activities with drinking water partners

- Summary of review of existing equipment and new equipment needs
- Summary of installation, calibration and maintenance of new equipment
- Public-facing website of the Huron to Erie Drinking Water Monitoring Program

25361 – State of Michigan Community Alternative Fuel Toolkit

Funding Source: State of Michigan, Department of Labor and Economic Opportunity
Budget: $148,485

Purpose

Work and coordinate with the State of Michigan to provide ongoing maintenance and expansion of the Statewide Community Alternative Fuels Toolkit to cover additional information on Zoning Ordinances and infrastructure at multifamily housing.

Method

The maintenance and enhancements will include coordination with the Office of Future Mobility & Electrification (OFME) to ensure tools, resources, case studies, funding opportunities, and other aspects of the Toolkit are considered and updated.

Products

- Documentation of the maintenance and enhancements of the Toolkit
- Expansion of the Statewide Community Toolkit to include Zoning Ordinances – Standard Model and Multifamily Toolkit webpage

27314 – Local Capacity Building

Funding Source: FHWA/FTA
Budget: $1,664,177

Purpose/Outcome

Increase the capacity of local governments, partner organizations, agencies, and the public to participate in the development and implementation of regional plans, policies, and programs related to active transportation, tourism, commercial corridors, natural resources, water resources, materials management, and the connection between mobility, accessibility and housing. Implementation of many of these activities will also assist in making progress in meeting environmental standards and requirements, addressing resiliency and air pollution.

Method

Implementing SEMCOG plans is dependent on the actions of others, particularly local governments. These regional plans and policies must be understood and promoted so that they can be translated into actions that can be implemented locally. These local actions help move the region forward. Activities aimed at capacity building include:

- Implementing regional plans, including the Bicycle and Pedestrian Mobility Plan, Water Resources Plan, Transportation Safety Plan, and Parks and Recreation Plan; including technical assistance to communities
- SEMCOG University workshops and other training programs
- Maintain and update planning and demographic analysis tools in transportation planning
- Engage and coordinate planning initiatives through various committees and task forces
- Assistance in developing local projects that promote walking and biking, safe routes to school, and other eligible projects under the Transportation Alternatives Program (TAP)
- Showcasing and promoting best practices including asset management, coordinated parks, recreation and trails planning, resiliency, access to core services, and freight and materials management transport
- Engagement and coordination of new Civic Advisory Committee
- Implement SEMCOG's nature-based planning initiatives to support sustainability through managing flooding on our roadways, fostering resilience, improving community health, and protecting natural assets
- Technical assistance and information to implement recommendations of SEMCOG data, maps, and other interactive and dynamic planning resources
- Develop and analyze data and trends related to the connection between transportation and housing, with an emphasis on providing technical assistance to communities to address gaps in availability and access, as well as impacts on quality of life and community stability
- Strategy development on land use, active transportation, resiliency, and other local regulations in support of regional plan implementation
- Assist local governments and education organizations with efficiency, effectiveness, and collaboration efforts, including the implementation of SEMCOG's Transportation Access to Core Services analysis
- Implement a planning assistance program that provides local communities with resources to plan activities that complement and implement SEMCOG plans
- Coordinate across local agencies, infrastructure providers and environmental partners to collaboratively address air quality, water quality, natural resources, materials management and resiliency
- Implementation and capacity-building for the MIDIG portal; local asset management and coordinated infrastructure improvements across multiple sectors and jurisdictions
- Technical assistance for water resource and water quality permit activities
- Technical assistance and participation in materials management planning activities
- Develop interactive mapping and online web tools
- Technical assistance in Pure Michigan Byways, corridor planning, tourism, placemaking along commercial corridors and "main streets", active transportation, and other mobility activities
- Coordinate with local governments and provide data analysis and technical assistance in planning for transit-oriented development and housing initiatives

Products

- Documentation of training programs provided
- Summary of capacity-building and technical assistance activities

27330 – Public Transit

Funding Source: FHWA/FTA
Budget: $433,495

Purpose/Outcome

Supports activities that improve transit in Southeast Michigan. Implementing better public transit includes working with the region's transit operators and the Regional Transit Authority (RTA) to implement the adopted regional transit vision. Transit activities are also integrated throughout various other tasks including Guiding Regional Investment, Security and Safety, and Travel Management.

Method

SEMCOG will work with the transit operators, including the RTA, MDOT Office of Passenger Transportation, the Federal Transit Administration, and a broad range of agencies, communities, and organizations to support transit improvements in Southeast Michigan. Activities include:

- Work with and support the RTA in planning activities that address federal requirements or support MPO requirements.
- Work with RTA Civic Advisory Committee as SEMCOG introduces new Civic Advisory Committee.
- Work with the RTA toward the implementation of its updated transit master plan.
- Provide technical assistance to the RTA and the various fixed and non-fixed route operators in the region, such as modeling scenarios and geospatial analyses.
- Work with the RTA and operators to address issues related to the lasting impacts of the pandemic and in supporting SEMCOG's vision.
- Incorporate transit services from the Flint MTA, Windsor Transit, and TARTA into the planning and forecast modeling process.
- Support activities to implement recommendations of the 2050 Regional Transportation Plan for Southeast Michigan and Transportation Access to Core Services analysis.
- Coordinate transit-related safety issues in the implementation of the Transportation Safety Plan for Southeast Michigan.
- Promote land use and local governmental actions supportive of transit.
- Maintain and update the mode choice components of the travel demand forecast models (ABM and trip-based).
- Work with the RTA and transit providers to prepare for the next transit on-board survey and boarding/alighting counts for the region's model and planning processes.

- Work with the RTA and transit providers on the implementation of the Coordinated Human Services Transportation Plan.
- Coordinate the update and monitoring of state of good repair and safety performance measure targets with MDOT and transit providers.
- Coordinate with OPT regarding funding programmed into the TIP and if funding needs to be flexed to the FTA.

Products

- Document technical and policy assistance on various transit planning efforts
- Participate in mobility management coordination activities with the RTA, transit agencies, and other providers
- Provide letters of support for grants and other funding opportunities
- Maintain regional transit system map, system data, and model network
- Participate in transit promotion and planning activities
- Share best practices and information on transit to promote informed actions by decision makers and the public

27340 – Assisting MDOT with Corridor Strategies

Funding Source: SPR

Budget: $200,000

Purpose/Outcome

SEMCOG will partner and assist MDOT Metro Region to identify, plan, and create strategies for key corridors in the region for future planning, data collection, and short-term studies. This will include strategic background analysis and engagement with communities who often need guidance and direct assistance with how to navigate issues on MDOT arterials.

Method

- SEMCOG will work with MDOT Metro Region, utilizing the BTP Corridor Plan Priority list as a guide, to study areas that are of most interest and priority for SEMCOG and MDOT. A focus will be on the primary non-freeway trunklines due to their connections between local roads and the arterial MDOT system. This work will include the review of key corridors and develop strategies for a project scoping/development approach prior to any necessary reconstruction. This would include utilizing system planning requirements via the MDOT scoping manual.
- This pre-planning will help MDOT align with other regional priorities including infrastructure coordination led by MIC/TAMC/WAMC for cost effective approaches for the underground infrastructure.
- Through collection of capital improvement plan data in these corridors, SEMCOG will assist in determining if water/sewer assets in cities, villages or townships may be of concern within the future consideration of any future projects. Some of the datasets utilized include:

- Traffic analysis
- Review of MDOT asset data: pavement, bridges, signals etc.
- Review of MIDIG portal and other capital improvement projects
- Geometric issues
- SEMCOG excess capacity analysis

Products

- Corridor strategies and pre-planning work to support MDOT Metro Region for project development for non-freeway arterials. These strategies will be based on data reviews that provide options for next steps for MDOT and future focus areas.
- Provide an assessment of future planned MDOT arterial projects, in the TIP and beyond, and contrast to capital improvement projects within the project areas to assist with project planning for the Metro Region. Specifically, helping to identify pre-construction activities to be included in the future MDOT 10-year Program document, which may include short-term RSAs or other safety measures, data collection or more detailed monitoring, and preparation for future corridor plans or traffic studies.

27344 – Safety and Security

Funding Source: FHWA/FTA
Budget: $452,870

Purpose/Outcome

Improves the safety and security of the transportation system in Southeast Michigan by partnering with local governments and traffic safety stakeholders to develop plans and implement projects that reduce injuries and save lives. Traffic operations planning is a key component of enhancing safety and security of roadways along with public engagement and education.

Method

SEMCOG will work with a broad range of agencies, communities, and organizations to support safety improvements in Southeast Michigan, including implementation of the Southeast Michigan Transportation Safety Plan. Activities include:

- Promote and implement the updated Southeast Michigan Transportation Safety Plan and Traffic Safety Manual
- Continue coordination of the Southeast Michigan Transportation Safety Action Committee to work collaboratively to develop updates and implement elements of the plan
- Collect and analyze traffic crash data
- Develop and update transportation safety tools for use by local agencies, including tools for multimodal, and accessibility planning that support transportation safety
- Plan and coordinate safety initiatives, including regional safety audits
- Continue implementation of the regional safety public education and engagement campaign Safe Streets Southeast Michigan, which includes multiple communication and promotion tools to educate all road users of the laws, facilities, and best practices for safe travel
- Interagency safety/security coordination, training, and exercises

- Participate in various operations and safety coordinating committees with regional and statewide partners
- Monitor and maintain the regional ITS Architecture
- Maintain traffic control devices and equipment, speed data, and posted speeds databases
- Continue the annual process of developing, adopting, implementing, and monitoring region-specific targets for the Safety and Transit Safety Performance Measures

Products

- Technical and policy assistance on various safety planning efforts
- Maintain and update transportation safety planning tools, including the SEMCOG crash database, SEMCOG website, mapping tools, etc.
- Technical assistance for local agencies in addressing their safety needs by providing data, information/analysis, training (SEMCOG Universities), and performing safety audits and other technical assistance as requested
- Implementation and expansion of the Safe Streets Southeast Michigan education campaign for regional and local education and planning activities
- Monitor and update Regional ITS Architecture as appropriate
- Participation in various operations planning coordination meetings and conferences
- Monitor the benefits of implemented safety projects and their impact on safety performance measures and related targets

27350 – Education and Workforce Development

Funding Source: Local
Budget: $65,020

Purpose/Outcome

This project responds to the economic transitions occurring in Southeast Michigan by ensuring that the future workforce has the education and skills needed to succeed in the knowledge economy and in-demand sectors. SEMCOG will provide a forum for K-12 and community college representatives to develop strategies for addressing workforce and education challenges. This includes sharing best practices, developing policy positions, and working collaboratively with local governments, community-based organizations, and workforce development partners in the region. The emphasis will be on addressing the talent strategies identified in the Economic Development Strategy for Southeast Michigan by preparing and connecting talent to in-demand occupations and addressing barriers to employment and workforce participation. This project will connect education members with regional plans that improve the economy, quality of life, placemaking, and safety for students and education institutions. In addition, there will be a focus on preparing the public sector workforce through K-12 and community college programs.

Method

Activities include:

- Forums to share best educational practices
- Technical assistance and data to assist education members with planning and decision-making

- Participation in education-related committees and activities
- Research into key issues related to talent development and workforce participation, including Artificial Intelligence, changing in-demand skills and barriers to workforce participation.
- Development of materials for marketing career opportunities
- Focus groups bringing together employers, job seekers, workforce development, and education partners

Products

- Policy positions for Executive Committee action
- Convening of workshops and forums to share case studies and promote best practices
- Summary of assistance provided to education, workforce and other talent partners
- Analysis and promotion of public sector careers

27355 – Water Resources Policy, Planning & Education

Funding Source: Local
Budget: $345,429

Purpose/Outcome
Develops and implements water resources policy, activities, and programs. Southeast Michigan's water resources are among its most valuable natural assets. SEMCOG works to protect and restore waterways through collaborative partnerships resulting in a high-quality environment for residents, business, and recreation.

Method
SEMCOG will undertake a range of activities, with emphasis based on relevance to local communities and partner agencies, opportunities for intergovernmental collaborative decision-making, and partnerships for environmental stewardship and policy. Activities include:

- Assist and partner in watershed and infrastructure planning and implementation.
- Implement the Water Resources Plan for Southeast Michigan and the Water Infrastructure Planning Guide.
- Seek out funding and resources to support local priorities.
- Seek opportunities and strategically align projects and partnerships for water resource and infrastructure funding.
- Support continued development of the regional infrastructure asset management program, coordination, and planning.
- Participate in the Michigan Infrastructure Council and WAMC activities and priorities.
- Support regional and local resiliency and flooding planning and implementation activities. Develop specific tasks and activities to address and plan for future resiliency challenges.
- Provide policy input into legislative and regulatory activities affecting Southeast Michigan, including participation in state and federal associations.

- Facilitate cooperative local government efforts to improve water quality and coordinate infrastructure improvements through the Southeast Michigan Partners for Clean Water and other regional infrastructure groups.
- Develop and implement education opportunities on water resource topics through the annual One Water program and through partnerships with State and local governments and Michigan Sea Grant.
- Align and integrate water resources, resiliency, and environmental priorities across other topic areas, including economic development, infrastructure, transportation, and data analysis.
- Update the Flood Risk Tool analysis, Flood Risk Tool Dashboard and integrate these into TIP planning process.
- Promotion of Flooding in Southeast Michigan application to track flooding to inform Flood Risk Tool.
- Develop and implement procedures and approaches that support local agency compliance activities across drinking water, wastewater, and stormwater.

Products

- Participation in water- and infrastructure-related committees and activities
- Summary of water quality- and infrastructure-related assistance and services to local governments
- Documentation of activities to institutionalize infrastructure coordination and asset management planning in the region
- Policy input on legislative and regulatory proposals
- Development of resiliency activities, guidance, and analyzes to support local implementation
- Summary of water resource education activities and actions
- Activities that implement SEMCOG plans

Elements 4 & 5: Direct Management and Special Projects

This element includes management of the transportation program, management and operation of the Metropolitan Affairs Coalition, and operation of the rideshare program.

26410/27410 – Commuter Connect

27420 – Local Planning Support

26456/27456 – Air Quality Planning & Education

26550/27550 – EDA Planning Partnership

27555 – EDA Disaster Recovery and Readiness

26560/27560 – MAC Economic Development

26561/27561 – MAC Public Policy

26564/27564 – MAC Building One Community

26565-7/267565-7 – MAC Communications, Development, & Coordination

27510 – DOT Program Management

27520 – Strategic Engagement

27525 – Advocacy and Elected Official Involvement

26410/27410 – Commuter Connect

Funding Source: SPR - CMAQ
Budget: $360,000

Purpose/Outcome

By promoting transportation alternatives, this project helps make the region's transportation system more efficient by reducing congestion, energy consumption, travel costs, and air pollution. Addressing the region's commuting needs requires innovative strategies that support hybrid work arrangements for some workers while also providing regular and reliable services and options for workers who work on site.

Method

Through this project, SEMCOG will:

- Market and maintain the Commuter Connect program in Southeast Michigan, including outreach to local governments, employers, and the public.
- Operate SEMCOG's Commuter Connect transportation management system that promotes and provides carpool, vanpool, public transit, and nonmotorized travel matching and trip-planning options.
- Promote and operate the Emergency Ride Home Program.
- Provide incentives and promote events encouraging commuting alternatives, including rideshare, transit, walking, biking, and telecommuting.
- Facilitate activities of the Transportation Choices group, which includes transit and mobility providers and other stakeholders and advocates from throughout the region.
- Coordinate with SEMCOG's congestion management process, TIP development, and air quality analysis and education programs.
- Work with employers to understand needs of workers, including the role and importance of broadband in meeting current and future commuting trends.
- Explore ways to use the Commuter Connect database to better understand key factors in modal shift decisions.
- Working with communities and employers educating them on the program and how it can benefit them with a goal of creating customized programs for them (Employer Portal, etc.).
- Enhance coordination with Bike and Pedestrian and Safe Streets Initiative including messages and promotion along with Commuter Connect promotions and events like Detroit Greenway's Bike to Anywhere Day and the City of Detroit's Bike Month.
- Coordinate with the Regional Transit Authority to promote the enhanced Transit App, outreach on Transit Accessibility, and research and collaboration with identify other resources to identify additional transportation resources for Commuter Connect site and app for increased efficiency and usefulness.
- Review, survey, and improve Emergency Ride Home Program to make the program more accessible and improve the ease of access and reimbursement.
- Review and improve rewards system to ensure the rewards are available and easy to use.
- Update Enterprise vanpool program to their new model addressing hybrid work schedules.

Products

- Reports documenting use of Commuter Connect matching database
- News releases and social media
- Outreach to businesses, community organizations, schools, and local governments
- Events and challenges (e.g., Commuter Challenge) along with Transportation Choices partners
- A dynamic website that promotes different alternative commute options and services available to support them
- Working with communities and employers educating them on the program and how it can benefit them with a goal of creating customized programs for them (Employer Portal, etc.)

27420 – Local Planning Support

Funding Source: Local
Budget: $235,349

Purpose/Outcome

Allows SEMCOG to plan for and support critical and timely issues that communities face to advance and support SEMCOG's mission and implement regional policies and plans.

Method

- SEMCOG will respond to timely and relevant local needs through research, data analysis, working groups, and communication. Initiatives researched will complement SEMCOG Unified Work Program
- Launch and implement Peer Community initiative in which communities of all sizes, types, and capacity can share challenges and successes and SEMCOG can align resources and technical assistance
- Support for growing local needs for regional considerations, including materials management planning, data center siting and emerging technologies assistance, and stormwater management and emergency response issues
- Other coordination meetings and related costs not eligible for grant reimbursement

Products

- Documentation of work performed on local planning, research and technical assistance
- Meetings summaries

26456/27456 – Air Quality Planning and Education

Funding Source: SPR - CMAQ
Budget: $50,000

Purpose/Outcome

Activities from this task will help make progress towards meeting air quality standards. The program encourages voluntary actions to improve air quality and reduce congestion in Southeast Michigan.

Method

This task will include public education efforts that focus on delivering clean-air messages through an updated air quality alert program in a variety of ways:

- Via print, electronic, online, and social media
- By attending various types of events – through businesses, communities, schools, etc.

This task also includes support for working collaboratively with State and local partners to convene regular meetings with the air quality work group, review data, support analyses and help develop required compliance activities for the region and those for those activities that reduce congestion in the region.

Products

- Air quality communication via print materials including tip cards, displays, and media advisories and electronic, online, and social media
- Summary of other activities to support air quality policy and compliance activities and/or congestion reduction

26550/27550 – EDA Economic Development Planning Partnership

Funding Source: Federal – EDA & MAC
Budget: $140,000

Purpose/Outcome

To enhance economic activity in the region, moving from recovery to opportunity and prosperity.

Method

- Coordinating the Economic Development Council to guide the maintenance and implementation of the Comprehensive Economic Development Strategy
- Increasing prosperity in Southeast Michigan and SEMCOG's planning work, including:
    - Continue engagement of communities of all types and sizes to get input into economic development and capacity needs
    - Development, maintenance, and promotion of data analysis and mapping tools and resources, including socio-economic trends, high-frequency economic dashboard, and tracking change tool
    - Supporting placemaking and economic development
    - Increasing participation in postsecondary education and training

Products

- Documentation of meetings and activities of the Economic Development District Committee
- Activities to implement the region's Economic Development Strategy

27555 – EDA Disaster Recovery and Readiness

Funding Source: Federal – EDA & MAC
Budget: $50,000

Purpose/Outcome

To enhance economic activity in the region, moving from recovery to opportunity and prosperity, there is an urgent need to diversify the regional economy. Diversification would address the region's ability to bounce back from major shocks such as changes to critical industries, business models, transformation, plant closures and external and environmental disruptions and changes in economic policies. Strengthening our workforce development infrastructure and talent upskilling are also essential for diversification and growth.

Method

- Identify potential sectors for growth in collaboration with key regional stakeholders with a focus on future-proof industries and national security.
- Research successful economic diversification in other regions for strategies, lessons learned and impact.
- Convene a regional Economic Diversification Task Force to provide input and guidance towards development of a plan for diversification. Detailed interviews with stakeholders.

Products

- Activities to develop a Regional Economic Diversification Strategy

26560/27560 – MAC Economic Development

Purpose/Outcome

Development and implementation of strategies in Southeast Michigan's Comprehensive Economic Development Strategy (CEDS).

Method

The 2026 Comprehensive Economic Development Strategy (CEDS) for Southeast Michigan will be presented to the MAC Board in February 2026 for approval and recommendation to the SEMCOG General Assembly for adoption. The new CEDS includes strategies to:

- Align Talent Development with Workforce Needs
- Promote Upward Economic Mobility

Products

Activities to implement the region's Economic Development Strategy. These may include:

- Creating a campaign to promote opportunities for upskilling for career development in healthcare (and other in-demand occupations) through video(s) and messaging.
- Promote careers in the essential economy through policies, best practices, and collaboration with education, business, and labor partners.
- Symposiums on key trends, technologies, and challenges impacting the regional economy. These may include issues such as the role of Artificial Intelligence and data centers on economic development, mental health in the workforce, and the future of air mobility.

26561/27561 – MAC Public Policy

Purpose/Outcome

Develop and communicate MAC common-ground positions to leadership in Lansing and Washington, D.C., the media, and opinion leaders. Pursue opportunities to promote policies that respond to current economic and political challenges and regional and State priorities, inform the public, and encourage action.

Method

MAC's Policy Platform Committee will guide development of two documents for public policy – the 2027-2028 MAC Legislative Action Priorities and MAC's Advocacy Foundation:

- ***The Legislative Action Priorities*** will be narrowly focused on a few topics that MAC will proactively work to influence during the 2027 and 2028 legislative sessions. Primary focus will be on economic development as there will be a new Governor and SEMCOG and MAC will approve a new regional economic development strategy. This will be an important time in which to develop and promote MAC's regional priorities for State economic development policies, tools, resources, and assistance for regional/local economic development activities.

- ***MAC's Advocacy Foundation*** will include the wide range of public policies supported by MAC and will be the basis for legislative engagement, beyond the Action Priorities, as opportunities arise during the 2027 and 2028 legislative sessions.

MAC will implement the policy platform and publish information and activities related to this work in our online newsletter, on our website, and on social media.

MAC will engage regional leadership on policy priorities, including convening issue advisory teams; creating opinion papers; co-sponsoring "Pulse of the Region" citizen surveys; sponsoring issues forums; and utilizing media releases, guest commentaries, and letters to the editor to share consensus positions

Products

- Presentations/board updates on policy issues
- Convene MAC Legislative Roundtables
- Position papers on active issues
- Activities related to promoting MAC policy agenda

26564/27564 – MAC Building One Community

Purpose/Outcome

Promote efforts that encourage and strengthen leadership and cooperation to contribute to a stronger, more cohesive, and prosperous region.

Method

- Shining Light Regional Cooperation Awards - MAC will collaborate with the Detroit Free Press on the annual Shining Light Regional Cooperation Awards. Key elements will include: a public nominating and selection committee process; seeking sponsors and opportunities with local media to promote the event and honorees; supporting student involvement; and using the program as a vehicle to encourage regional cooperation and highlight MAC and its mission. MAC will seek to expand the prominence of the awards and the honorees. Initiatives may include a nominations kick-off reception, tours of honoree organizations, social media campaigns highlighting the honorees and their current activities and initiatives.
- Collaboration and Partnerships - MAC will continue to develop new and strengthen existing partnerships to help maximize the effectiveness and impact of policy, economic development, and education priorities. These include civic organizations such as Detroit Regional Chamber, Citizens Research Council, Business Leaders for Michigan, Detroit Regional Partnership, Detroit Public Television, and SEMCOG.
- Civility - MAC will continue to build one community through a focus on civility. This may include board discussions and presentations on valuing and modeling civility as well as recognizing its importance in a year with elections that will determine future policy priorities at the local, state and federal levels.

Products

- Shining Light Regional Cooperation Awards
- Tours of Honoree organizations

26565-7/27565-7 – MAC Communications, Development & Coordination

Purpose/Outcome

Conduct management, development, planning, and communications activities in support of MAC’s mission.

Method

- General administration (Board meetings and engagement, financial management, Audit and Nominating functions, Board committees)
- Fundraising and development activities (renew annual/seek new funding sources, prepare funding requests and applications, manage corporate and foundation grants and other revenue sources)
- Communications and website management (maintain MAC website, social media channels, and contact management database in coordination with SEMCOG)

Products

- Board and committee agendas, minutes, and correspondence
- Financial administration including budget and audit
- Fundraising and Development activities
- Communication materials, website, and other media materials

27510 – DOT Program Management

Funding Source: FHWA/FTA
Budget: $168,741

Purpose/Outcome

Ensures that SEMCOG's transportation program is managed effectively and coordinates transportation planning occurring in the region.

Method

Among the activities needed to ensure the efficient and effective planning process are:

- Implementing recommendations of the federal certification process
- Coordinating with national partnership organization for planning technical assistance, policy guidance, and peer-to-peer exchanges (e.g. National Association of Regional Councils (NARC), Association of Metropolitan Planning Organization (AMPO)
- Managing institutional arrangements between SEMCOG, MDOT, and USDOT agencies
- Managing institutional arrangements between SEMCOG and pass-through funding agencies
- Legal and audit activities related to DOT activities
- Continual monitoring of the federal transportation planning process
- Systems development and operation required for program management and operation
- Evaluating the institutional structure for transportation planning in Southeast Michigan

Products

- Agreement and contracts that provide for pass-through of federal or State transportation funding
- Documentation of compliance with legal and administrative requirements of the transportation program
- Monthly progress reporting system that allows for monitoring of performance of DOT-funded activities
- Completion report for DOT-funded activities
- Coordination and assistance to pass-through agencies in administering transportation funds

27520 – Strategic Engagement

Funding Source: Local
Budget: $100,000

Purpose/Outcome

Allows SEMCOG to strategically engage with members and staff to support SEMCOG's mission.

Method

- SEMCOG will respond to strategic engagement initiatives through research, working groups, and communication. Initiatives researched will complement SEMCOG Unified Work Program
- Direct advocacy, educational materials, media and government relations, research, and legal fees to work to implement the SEMCOG policy platform which could include rulemaking, legislation, procedures/policies, and ballot initiatives
- Professional development and mentoring services
- Staff engagement activities as well as staff and member branded merchandise.
- Other meetings and related costs not eligible for grant reimbursement
- Updating data and initiatives to meet SEMCOG's vision

Products

- Documentation of work performed on strategic engagement initiatives
- Meetings and strategic gatherings to support member and staff engagement

27525 – Advocacy and Elected Official Involvement

Funding Source: Local
Budget: $290,243

Purpose/Outcome

State and federal governments play an important role in implementing SEMCOG's plans and policies. Provides for activities aimed at strengthening partnerships with State and federal governments. Through this project, SEMCOG seeks to involve diverse interests of both elected officials and stakeholders from around the region in planning and advocacy activities.

Method

This project enhances participation in SEMCOG through elected official and citizen reimbursements.

- Travel cost reimbursement for mileage, parking, or transit travel to participate in SEMCOG meetings
- Payment of a per diem to elected officials representing SEMCOG at a non-SEMCOG meeting
- Other meeting- and related costs that are not eligible for grant reimbursement

- This project includes advocacy activities that are primarily carried out by contract representation at both the State and federal levels, including ballot initiatives
    - It also includes development of the legislative platform
    - SEMCOG works in partnership with the contractor, using their professional expertise to further SEMCOG's mission

Products

- Participation in SEMCOG meetings by a broad range of elected officials and stakeholders
- Legislative platform and advocacy efforts on priority legislative issues for Southeast Michigan
- Discussion and participation in legislative work groups and with State and federal legislators and their staff
- Information and research on pertinent State and federal issues

Element 9 Support

This element contains organizational support activities for the operation of SEMCOG and is an allocation to direct elements 1 through 5. Among these are the committee structure, communication activities, and necessary management activities.

27908 – Engaging Regional Stakeholders

27910 – General Program Management

27920 – Enabling Regional Decision Making

27908 – Engaging Regional Stakeholders

Purpose/Outcome

Provides opportunities for engagement with a broad range of regional stakeholders on regional plans, policies, and programs. These activities promote shared understanding of regional priorities and strengthen implementation of adopted plans.

Method

Engaging regional stakeholders is accomplished through several vehicles. These communication tools facilitate effective engagement:

- Publications
- Website maintenance
- Social media activities
- Promotional and educational videos, photography, and other media productions
- Blog articles
- Media relations
- Presentations to a broad range of stakeholders
- Participating in State and national work groups and organizations
- Participating in regional civic organizations
- Maintaining SEMCOG's branding efforts
- Convening the Southeast Michigan Communicators Network

Products

- Electronic and print publications, including: Regional Update e-newsletter, reports, and blog articles
- News releases, media advisories, etc.
- Graphic design and printed materials supporting SEMCOG work initiatives, including logos, displays, and QR codes
- Website updates
- Social media communications and tracking
- Videos
- Quarterly meetings of the Southeast Michigan Communicators Network

27910 – General Program Management

Purpose/Outcome

Provides for the efficient internal operation of SEMCOG, including routine functions which contribute to progress toward completion of the work program.

Method

Efficient and effective program management is accomplished through the following interrelated and ongoing systems:

- Human resource policies and administration, including staff training, performance reviews, internal teams, and salary and benefit administration
- Organization-wide coordination through regular staff and supervisory meetings and weekly written communications
- Inter-grant program budget coordination and management including processing amendments
- Management of progress reporting system
- Maintenance of agency finance policies and procedures
- Coordination of procurement activities

Products

- Administration memoranda and correspondence
- Monthly progress reports and expenditure summaries
- Annual work program completion report
- Annual work program and budget
- Human resource administration

27920 – Enabling Regional Decision Making

Purpose/Outcome

SEMCOG's collaborative policy-building process is essential to developing regional plans and policies. SEMCOG policy actions guide organizational activities and result in plans that meet State and federal regulations and guide local decision making. The result is more effective governmental services.

Method

Policy development and local government participation in planning and implementation through:

- Robust database to enable and track communication with elected officials, appointed officials, and staff of local governments, agency representatives, stakeholders, media, and the public interested in regional issues
- Committees, advisory councils, and task forces addressing key regional issues
- Issue-area affiliation groups, including Environmental
- Regional policy development, monitoring, and reporting
- Maintenance of regional governing structure and voting system
- Ensuring SEMCOG delegates and alternates have the information they need to fully participate and access SEMCOG information and services
- Ongoing surveys and evaluations

Products

- Products/tools designed to increase participation in planning, policy, and decision-making and increase capacity of local governments
- Creation and publication of the membership lists, meeting notices, and agendas for the General Assembly, Executive Committee, standing committees, and task forces
- Member recognition and engagement programs
- Bylaws and voting system updates

SEMCOG 2026-2027 UWP Timeline

		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Element 1	**Data Collection and Analysis**												
26160/27160	Asset Data Collection												
27115	Data Collection, Management and Distribution												
27130	Demographic/Socio Economic Forecasts												
27142	Monitoring Transportation Perform/Reliability												
Element 2	**Plan and Policy Development**												
24287	Climate Action Plan												
24290	Protect - Regional Resiliency Plan												
25207	Household Survey												
26204/27204	MDOT Project Coordination												
25284	Michigan Infrastructure Council												
27206	Travel Management												
27216	HHS Model												
27220	Guiding Regional Investments	---O----				-----O------	-----O------				-----O------	-----O------	
27225	Safe & Accessible Roadways												
27227	Economic Vitality												
27289	Environmental Sustainability												
	Continuous activity												
----<>----	Exec or GA actions												
------O------	TCC/Exec Comm or GA meetings												

		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Element 3	**Plan Implementation**												
23318	GLRI												
24315	GLRI EJ												
24327	DNR Sparks												
24370	Safe Streets Road Safety Audit Program												
24375	Michigan Infrastructure Technical Assistance												
24380	Safe Streets Implementation												
24348	Materials Management												
26361	EV Hub												
27314	Local and Public Capacity Building	---- O----	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -	----- O----- -
27330	Public Transit												
27340	Corridor Planning												
27344	Safety and Security												
27350	Education and Workforce development												
27355	Water Policy, Planning, & Education												
	Continuous activity												
----<>----	Exec or GA actions												
------O------	TCC/Exec Comm or GA meetings												

		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Element 4&5	**Direct Management and Special Projects**												
26410/27410	Commuter Connect												
27420	Local Planning Support												
26456/27456	Air Quality Planning & Education												
26550/27550	EDA Planning Partnership												
27555	EDA Disaster Planning												
26560-99/27560-99	Metropolitan Affairs Coalition (MAC)						----<>----						
27510	DOT Program Management												
27520	Strategic Engagement												
27525	Advocacy and Elected Official Involvement												
Element 9	**Support Services**												
27908	Engaging Regional Stakeholders												
27910	General Program Management												
27920	Enabling Regional Decision Making												
	Continuous activity												
----<>----	Exec or GA actions												
------O------	TCC/Exec Comm or GA meetings												

2026-2027 Budget Overview

	Adopted 2025-2026	Proposed 2026-2027	Variance	% Change
REVENUE				
Federal Revenue	3,453,311	3,890,926	437,615	13%
State Revenue	809,484	1,890,733	1,081,249	134%
State Admin. Federal Revenue	11,639,975	11,406,542	-233,433	-2%
Other Revenues	783,069	781,666	-1,403	-0.2%
Local Dues Revenue	2,843,736	2,978,548	134,812	5%
Interest/Other	225,000	270,000	45,000	20%
Total Revenue	**19,754,575**	**21,218,415**	**1,463,840**	**7%**
EXPENDITURES				
Salary	6,012,356	6,263,222	250,865	4%
Fringe	4,509,267	4,640,788	131,520	3%
Contracts	6,096,146	6,827,925	731,779	12%
Travel	205,434	256,925	51,491	25%
Supplies	1,165,971	1,224,412	58,441	5%
Other	1,765,400	2,005,144	239,744	14%
Total Expenditures	**19,754,575**	**21,218,415**	**1,463,840**	**7%**

Source Grant Revenues

		Audited 2024-2025	Approved 2025-2026	Proposed 2026-2027	% Change
Federal Grants					
DET-	City of Detroit (USDOT)	0	50,000	0	-100%
DOC-	Economic Development Strategy	37,618	70,000	70,000	0%
DOC-	EDA Disaster	0	0	50,000	100%
EPA-	Climate Action Plan	302,419	81,670	161,563	98%
EPA-	GLCPGP (GLEJ24)	31,167	405,600	722,387	78%
EPA-	Green Infrastructure (GLRI23)	333,445	314,325	344,705	10%
FHWA-	Protect - Regional Res Plan	78,788	458,355	298,972	-35%
USDOT-	Safe Streets Road Safety Audit	231,883	183,191	102,171	-44%
USDOT-	Safe Streets Implementation	0	1,890,170	2,141,128	13%
Total Federal Grants		**1,015,321**	**3,453,311**	**3,890,926**	13%
State Grants					
EGLE-	Drinking Water Monitoring	577	154,964	1,221,745	688%
MDLEO-	EV Hub	0	82,255	148,485	81%
MDOT-	Asset Management	386,271	311,000	311,000	0%
MIC-	MI Infrastructure Council	25,998	251,265	199,503	-21%
MIO-	MI Infrastructure Tech. Assist.	10,000	10,000	10,000	0%
Total State Grants		**422,846**	**809,484**	**1,890,733**	**134%**

		Audited 2024-2025	Approved 2025-2026	Proposed 2026-2027	% Change
State Admin. Federal					
CMAQ-	Air Quality Planning & Education	38,062	40,000	40,000	0%
CMAQ-	Commuter Connect	364,104	360,000	360,000	0%
MDLEO-	Smart Cities & Electric Fleets	2,316	0	0	0%
MDNR-	DNR Sparks	41,297	63,663	62,526	-2%
MDOT-	Corridor Planning	0	200,000	200,000	0%
MDOT-	Climate Resiliency Feasibility Assessments	22,954	168,448	0	-100%
MDOT-	Consolidated Planning	9,658,680	9,912,137	10,134,766	2%
MDOT-	Consolidated Planning TM2	0		0	0%
MDOT-	Household Survey	1,027,749	695,725	40,925	-94%
MDOT-	Household Survey Model	0	0	368,325	100%
MDOT-	Infrastructure Collaboration	19,969	0		0%
MDOT-	MDOT Project Assist & Coord	71,062	200,000	200,000	0%
MDOT-	Multimodal Tool	83,623	0	0	0%
Total State Admin. Federal Grants		**11,329,814**	**11,639,975**	**11,406,542**	-2%
Other Grants/Match					
MAC-	Metropolitan Affairs	186,544	177,325	179,452	1%
MAC-	Metropolitan Affairs (EDA Match)	37,618	70,000	70,000	0%
MAC-	Metropolitan Affairs - ERB	0	35,200	0	-100%
OTHER-	Materials Management	13,077	0	41,464	100%
OTHER-	CWP Green Infrastructure Assessments	31,143	9,795	0	-100%
OTHER-	Planning Assistance Grants (Match)	64,931	90,750	90,750	0%
OTHER-	Safe Streets Implementation (Match)	0	400,000	400,000	0%
Total Other Grants		**333,313**	**783,069**	**781,666**	-0.2%

	Audited 2024-2025	Approved 2025-2026	Proposed 2026-2027	% Change
Local Revenue Breakdown				
Memberships	2,871,098	2,843,736	2,978,548	5%
Interest & Other	575,654	225,000	270,000	20%
Total Local Income Available	**3,446,753**	**3,068,736**	**3,248,548**	6%
Less Local Programmed	2,589,297	3,068,736	3,248,548	5.86%
Uncommitted Local	**0**	**0**	**0**	
Unrestricted Fund Balance	**0**	**0**	**0**	
Excess of Available Revenue over Programmed	**857,456**	**0**	**0**	

Grant Local Revenue Allocation

		Grantor	Other Match*	Local	Total
Federal Grants					
DOC-	EDA Strategy	70,000	70,000	0	140,000
DOC-	EDA Disaster	50,000	0	0	0
EPA-	Climate Action Plan	161,563	0	0	161,563
EPA-	GLCPGP (GLEJ24)	722,387	0	0	722,387
EPA-	Green Infrastructure (GLRI23)	344,705	0	0	344,705
FHWA-	Protect - Regional Res Plan	298,972	0	0	298,972
USDOT-	Safe Streets Road Safety Audit	102,171	0	25,543	127,714
USDOT-	Safe Streets Implementation	2,141,128	0	135,281	2,276,409
Total Federal Grants		**3,890,926**	**70,000**	**160,824**	**4,071,750**
State Grants					
EGLE-	Drinking Water Monitoring	1,221,745	0	0	1,221,745
MDLEO-	EV Hub	148,485	0	0	148,485
MDOT-	Asset Management	311,000	0	0	311,000
MIC-	MI Infrastructure Council	199,503	0	0	199,503
MIO-	MI Infrastructure Tech Assist.	10,000	0	0	10,000
Total State Grants		**1,890,733**	**0**	**0**	**1,890,733**

		Grantor	Other Match*	Local	Total
State Admin. Federal Grants					
CMAQ-	Air Quality Plan. & Edu	40,000	0	10,000	50,000
CMAQ-	Commuter Connect	360,000	0	0	360,000
MDNR-	DNR Sparks	62,526	0	0	62,526
MDOT-	Corridor Planning	200,000	0	0	200,000
MDOT-	Consolidated Planning	10,134,766	90,750	1,950,933	12,176,449
MDOT-	Household Survey	40,925	0	9,075	50,000
MDOT-	Household Survey Model	368,325	0	81,675	450,000
MDOT-	MDOT Proj Assist & Coord	200,000	0	0	200,000
Total State Admin. Federal Grants		**11,406,542**	90,750	**2,051,683**	**13,548,975**
Other Grants/Match					
MAC-	Metropolitan Affairs	179,452	0	0	179,452
MAC-	Metro Affairs (EDA Match)	70,000	0	0	70,000
OTHER-	Materials Management	41,464	0	0	41,464
OTHER-	Planning Assist Grants (Match)	90,750	0	0	90,750
OTHER-	Safe Streets Implem (Match)	400,000	0	0	400,000
Total Other Grants		**781,666**	**0**	**0**	**781,666**
Local Projects		**1,036,041**	**0**	**0**	**1,036,041**
Uncommitted local		**0**	**0**	**0**	**0**
Total Revenue		**19,005,908**	**0**	**2,212,507**	**21,218,415**

*Other Match shows the source of the local match and the grant the match will be applied to.
Local match is covered by subrecipients for any pass-through funding received.

SEMCOG's Cost Allocation Plan

Period July 1, 2026 to June 30, 2027

Cost Allocation Plans provide a method for distributing both direct and indirect costs that cannot be directly attributed to any single funding source without undue effort. Such costs are allocated at SEMCOG via four allocation pools. The pools are Support Services, Indirect Costs, Data Processing, and Fringe Benefits.

These Cost Allocation Plans were developed under the procedures in 2 CFR 200 and are submitted to the U.S. Department of Transportation and the Michigan Department of Transportation.

The following pages of this document are the proposed Cost Allocation Plans for the Fiscal Year 2026-2027 starting July 1, 2026, and certified by the Executive Director.

Amy O'Leary

Amy O'Leary, Executive Director

Support Services

Cost Allocation Plan

This element contains direct costs incurred to support the management activities of SEMCOG that, due to their nature, are more cost effectively handled by an allocation plan rather than individual task direct charges.

The budget reflects a negotiated provisional Support Services rate allocated to each grant contract and contains those costs allowable under 2 CFR 200.

Support Services is applied to all direct cost objects except contract and data processing.

Certain technical assistance contracts in element 5 pay directly for support service type activity by SEMCOG and are exceptions to this allocation. This element contains direct costs incurred to support the management activities of SEMCOG that, due to their nature, are more cost effectively handled by an allocation plan rather than individual task direct charges.

The SEMCOG provisional Support Services rate for fiscal year 2026-2027 is 28%.

Total Elements 1-5 with Fringe	16,096,000
Less:	
Contracts in Element 1-5	6,628,925
MAC Total	179,452
DP in Element 1-5	432,000
Total Direct Cost Base	**8,855,623**
Budgeted Support Services Pool	2,491,995
Divided by Direct Cost Base	8,855,623
Provisional Support Service Rate	**28%**

Support Services, Continued

Support Services are those costs necessary to successfully carry out SEMCOG's regional planning and intergovernmental coordination functions.

Support Services contains numerous agency support activities necessary for the effective operation of SEMCOG. These include SEMCOG's committee structure, communications activities, and information distribution services. Also included are local government and community liaison activities.

The size of the Support Services allocation is consistent with the overall budget.

Expenditures by Object	**Proposed 2026-2027**
Salary	1,044,438
Contracts	35,000
Travel	127,000
Data Processing	45,000
Supplies	259,884
Subscriptions/Memberships	62,000
Miscellaneous Other	46,000
Meeting Expenses	110,500
Fringe	762,173
Total	**2,491,995**

Expenditures by Project	**Proposed 2026-2027**
Engaging Regional Stakeholders	1,317,206
General Program Management	177,577
Enabling Regional Decision Making	997,212
Total	**2,491,995**

Fiscal Year	**Expenditures**	**% of Base**
26-27 Proposed	2,491,995	28%
25-26 Budget	2,364,748	28%
24-25 Actual	2,284,619	29.2%

Data Processing

Cost Allocation Plan

This allocation pool contains those costs incurred to maintain and access data processing operations at SEMCOG. Costs are charged to the data processing pool that covers system operations. Expenses include purchases, lease, and depreciation associated with computer processing equipment and related peripheral equipment; maintenance agreements; supplies; system wide software, training documents, and related materials; and the salary and fringe benefit costs of staff supporting the system.

Data processing costs will be allocated to projects based on a proportionate share of computer usage adjusted monthly to actual usage.

Expenditures by Object	Proposed 2026-2027
Salary	167,289
Travel	2,000
Supplies	240,000
Dues/Membership	1,500
Miscellaneous Other	6,744
Fringe	125,467
Total	**543,000**

Indirect

Cost Allocation Plan

Indirect Costs are those costs incurred for a joint purpose benefiting more than one project or grant objective.

The budget reflects a negotiated provisional indirect cost rate allocated to each grant contract and contains those costs allowable under 2 CFR 200.

The SEMCOG provisional Indirect rate for fiscal year 2026-2027 is 22%

Direct Work Element Costs	13,025,306
Plus: Allocated Direct Fringe Benefit Costs	3,070,694
Plus: Allocated Support Service Costs	2,630,420
Minus: Direct Work Element Contractual Costs	-6,628,925
Direct Cost Base	**12,097,495**
Budgeted Indirect Cost Pool	2,630,420
Divided by Direct Cost Base	12,097,495
Provisional Indirect Cost Rate	**22%**

Indirect Continued

Expenditures by Object	Proposed 2026-2027
Salary	909,939
Contracts	163,500
Travel	4,400
Meeting and conferences	5,000
Auto Rental & Maintenance	27,000
Furniture/Computer Expense	36,000
Printing	20,000
Office Supplies	12,000
Mail Services	1,628
Maintenance Expense	147,000
Insurance	15,000
Dues/Memberships	4,000
Other	92,000
Electronic Communication & Utilities	62,000
Leases	380,000
Data Processing	66,000
Meeting Expense	2,500
Fringe	682,453
Total	**2,630,420**

Fiscal Year	Expenditures	% of Base
26-27 Proposed	2,630,420	22%
25-26 Budget	2,531,867	22%
24-25 Actual	2,381,195	22.5%

Fringe Benefits

Cost Allocation Plan

The SEMCOG provisional Fringe Benefit rate for fiscal year 2026-2027 is 75%.

SEMCOG salaries are budgeted for actual time worked to most appropriately allocate costs to project and grantor agencies. Full-time Fringe Benefits include paid time off, holiday, and administrative leaves.

SEMCOG provides Fringe Benefits to employees that are comparable with benefits provided by other governmental units and average private sector employers.

	Proposed 2026-2027
Salaries	6,263,222
Fringe Benefits	
FICA	435,000
Medicare	100,000
Retirement	1,875,000
Dental Insurance	100,000
Vision	11,000
Group Life & Disability Insurance	90,000
Health Insurance	810,000
HRA expenses	40,000
Unemployment Compensation	5,000
Worker Compensation Insurance	12,000
Paid Time Off	720,000
Holiday Leave	270,000
Administrative Leave	10,000
Other Benefits	162,788
Total Fringe Benefits	**4,640,788**

Fiscal Year	Expenditures	% of Base
26-27 Proposed	4,640,788	75%
25-26 Budget	4,509,267	75%
24-25 Actual	4,317,510	78.85%

Element Tables

ELEMENT SUMMARY						
BUDGET	**ELEM 1**	**ELEM 2**	**ELEM 3**	**ELEM 4**	**ELEM 5**	**TOTAL**
Revenues	**TOTAL**	**TOTAL**	**TOTAL**	**TOTAL**	**TOTAL**	
MDOT-FTA/FHWA	4,549,007	4,908,159	2,550,542		168,741	12,176,449
MDOT Grantor	3,723,362	4,185,671	2,087,619		138,115	10,134,766
Local	825,645	722,488	372,173		30,627	1,950,933
Other Match			90,750			90,750
MDOT-FTA/FHWA - PL C/O		500,000				500,000
MDOT Grantor		409,250				409,250
Local		90,750				90,750
State Admin Federal		200,000	262,526	410,000		872,526
State Admin Federal Grantor		200,000	262,526	400,000		862,526
Local				10,000		10,000
Federal Direct		460,535	3,871,216		190,000	4,521,751
Federal Grantor		460,535	3,310,392		120,000	3,890,926
Local			160,825			160,825
Other Match			400,000		70,000	470,000
STATE	311,000	199,503	1,380,230			1,890,733
STATE Grantor	311,000	199,503	1,380,230			1,890,733
OTHER			41,464		179,452	220,916
OTHER Grantor					179,452	179,452
Local			410,449		390,243	800,692
TOTAL	**4,860,007**	**6,268,197**	**8,516,427**	**645,348**	**928,436**	**21,218,415**
Expenditures						
Salary	1,247,732	1,454,945	1,104,686	161,242	172,951	4,141,556
Fringe	935,799	1,081,045	803,206	120,932	129,713	3,070,694
Contracts	200,000	1,130,000	4,920,000	58,925	320,000	6,628,925
Travel	17,100	24,000	15,925	500	34,000	91,525
Supplies	291,400	127,500	14,000	75,000	-	507,900
Other	513,000	641,000	393,300	19,600	88,500	1,655,400
Support	814,528	883,257	616,593	103,957	73,660	2,491,995
Indirect	840,448	926,450	648,717	105,193	109,612	2,630,420
TOTAL	**4,860,007**	**6,268,197**	**8,516,427**	**645,348**	**928,436**	**21,218,415**

ELEMENT 1					
Project Number	**26160/27160**	**27115**	**27130**	**27142**	**ELEM 1**
Project Description	**Asset Mgt**	**Data Collect Mgt & Distribution**	**Demo/Sci Forecast**	**Mont Reg Perform & Reliability**	**TOTAL**
Grant Number	**TAS26/TAS27**	**CPG27**	**CPG27**	**CPG27**	
Budget					
Revenue					
MDOT-FTA/FHWA		2,248,142	1,800,679	500,186	**4,549,007**
MDOT Grantor		1,840,104	1,473,856	409,402	**3,723,362**
Local		408,038	326,823	90,784	**825,645**
State Match					
Other Match					
MDOT-FTA/FHWA - PL C/O					
MDOT Grantor					
Local					
Other Match					
State Admin Federal					
State Admin Fed Grantor					
Local					
DOT - Federal					
DOT Grantor					
EDA - Federal					
EDA Grantor					
OTHER Match					
Federal Direct					
Federal Grantor					
Local					
Other Match					
EPA - Federal					
EPA Grantor					
STATE	311,000				**311,000**
STATE Grantor	311,000				**311,000**
Local					
OTHER					
OTHER Grantor					
Local					
Local					
TOTAL	**311,000**	**2,248,142**	**1,800,679**	**500,186**	**4,860,007**
Expenditures					
Salary	37,543	610,619	488,539	111,030	**1,247,732**
Fringe	28,157	457,964	366,404	83,273	**935,799**
Contracts	200,000	-	-	-	**200,000**
Travel	600	14,500	1,000	1,000	**17,100**
Supplies	-	221,400	45,000	25,000	**291,400**
Other	6,000	145,000	262,000	100,000	**513,000**
Support	18,564	393,255	313,024	89,685	**814,528**
Indirect	20,135	405,403	324,713	90,197	**840,448**
TOTAL	311,000	2,248,142	1,800,679	500,186	**4,860,007**

ELEMENT 2						
Project Number	**24287**	**24290**	**25207**	**26204/27204**	**25284**	**27206**
Project Description	**Climate Action Plan (6/30/2027)**	**Protect - Regional Res Plan (9/30/2028)**	**HH Survey (6/30/2026)**	**MDOT Project Assist & Coordn (ongoing)**	**MI Infra Council (9/30/2026)**	**Travel Mgt**
Grant Number	**CPR24**	**PRRP24**	**HS25**	**PC26/PC27**	**MIC25**	**CPG27**
Budget						
Revenue						
MDOT-FTA/FHWA						1,786,620
MDOT Grantor						1,462,349
Local						324,272
State Match						
Other Match						
MDOT-FTA/FHWA - PL C/O			50,000			
MDOT Grantor			40,925			
Local			9,075			
Other Match						
State Admin Federal				200,000		
State Admin Fed Grantor				200,000		
Local						
DOT - Federal						
DOT Grantor						
EDA - Federal						
EDA Grantor						
OTHER Match						
Federal Direct	161,563	298,972				
Federal Grantor	161,563	298,972				
Local						
Other Match						
EPA - Federal						
EPA Grantor						
STATE					199,503	
STATE Grantor					199,503	
Local						
OTHER						
OTHER Grantor						
Local						
Local						
TOTAL	**161,563**	**298,972**	**50,000**	**200,000**	**199,503**	**1,786,620**
Expenditures						
Salary	21,275	36,216	-	70,518	36,411	476,149
Fringe	15,956	27,162	-	52,888	27,308	346,947
Contracts	80,000	200,000	50,000	-	100,000	-
Travel	-	-	-	-	-	3,500
Supplies	-	-	-	-	-	100,000
Other	15,000	-	-	6,000	-	228,000
Support	14,625	17,746	-	34,554	17,841	309,847
Indirect	14,708	17,847	-	36,040	17,943	322,177
TOTAL	161,563	298,972	50,000	200,000	199,503	1,786,620

ELEMENT 2 Continued						
Project Number	**27216**	**27220**	**27225**	**27226**	**27289**	**ELEM 2**
Project Description	**HHS Model**	**Guiding Regional Investment**	**Safe & Accessible Roadways**	**Freight and Economic Vitality Planning**	**Trans and Environment Planning**	**TOTAL**
Grant Number	**HHM27**	**CPG27**	**CPG27**	**CPG27**	**CPG27**	
Budget						
Revenue						
MDOT-FTA/FHWA		1,343,510	927,509	395,117	455,402	**4,908,159**
MDOT Grantor		1,099,663	927,509	323,403	372,747	**4,185,671**
Local		243,847	0	71,714	82,656	**722,488**
State Match						
Other Match						
MDOT-FTA/FHWA - PL C/O	450,000					**500,000**
MDOT Grantor	368,325					**409,250**
Local	81,675					**90,750**
Other Match						**0**
State Admin Federal						**200,000**
State Admin Fed Grantor						**200,000**
Local						
DOT - Federal						
DOT Grantor						
EDA - Federal						
EDA Grantor						
OTHER Match						
Federal Direct						**460,535**
Federal Grantor						**460,535**
Local						
Other Match						
EPA - Federal						
EPA Grantor						
STATE						**199,503**
STATE Grantor						**199,503**
Local						**0**
OTHER						**0**
OTHER Grantor						**0**
Local						
Local						
TOTAL	**450,000**	**1,343,510**	**927,509**	**395,117**	**455,402**	**6,268,197**
Expenditures						
Salary	-	405,424	226,564	53,639	128,750	**1,454,945**
Fringe	-	304,068	169,923	40,229	96,563	**1,081,045**
Contracts	450,000	100,000	75,000	75,000	-	**1,130,000**
Travel	-	4,000	2,500	8,000	6,000	**24,000**
Supplies	-	-	25,000	-	2,500	**127,500**
Other	-	92,000	122,000	111,000	67,000	**641,000**
Support	-	213,778	152,876	49,523	72,468	**883,257**
Indirect	-	224,240	153,647	57,726	82,122	**926,450**
TOTAL	450,000	1,343,510	927,509	395,117	455,402	**6,268,197**

ELEMENT 3						
Project Number	**23318**	**24315**	**24327**	**24370**	**24375**	**24380**
Project Description	**GLRI (12/31/2026)**	**GLCPGP (7/31/2028)**	**DNR Sparks (12/31/26)**	**Safe Streets Road Safety Audit Program**	**MI Infra Tech. Assist.**	**Safe Streets Implement**
Grant Number	**GLRI23**	**GLEJ24**	**DNRS24**	**SS24**	**MIO24**	**SSI24**
Budget						
Revenue						
MDOT-FTA/FHWA						
MDOT Grantor						
Local						
State Match						
Other Match						
MDOT-FTA/FHWA - PL C/O						
MDOT Grantor						
Local						
Other Match						
State Admin Federal			62,526			
State Admin Fed Grantor			62,526			
Local						
DOT - Federal						
DOT Grantor						
EDA - Federal						
EDA Grantor						
OTHER Match						
Federal Direct	344,705	722,387		127,714		2,676,410
Federal Grantor	344,705	722,387		102,171		2,141,128
Local				25,543		135,282
Other Match						400,000
EPA - Federal						
EPA Grantor						
STATE					10,000	
STATE Grantor					10,000	
Local						
OTHER						
OTHER Grantor						
Local						
Local						
TOTAL	**344,705**	**722,387**	**62,526**	**127,714**	**10,000**	**2,676,410**
Expenditures						
Salary	16,359	44,785	13,732	10,141	-	117,187
Fringe	12,269	33,588	10,299	7,606	-	87,891
Contracts	300,000	600,000	25,000	100,000	10,000	2,200,000
Travel	-	-	-	-	-	-
Supplies	-	-	-	-	-	-
Other	-	-	-	-	-	100,000
Support	8,016	21,944	6,729	4,969	-	85,422
Indirect	8,062	22,070	6,767	4,998	-	85,910
TOTAL	344,705	722,387	62,526	127,714	10,000	2,676,410

ELEMENT 3 CONTINUED						
Project Number	**25348**	**25358**	**25361**	**27314**	**27330**	**27340**
Project Description	**Materials Mgt (12/31/2026)**	**Drinking Water Monitoring (6/30/27)**	**EV Hub 6/30/27**	**Local Capacity Building**	**Public Transit**	**Corridor (10/1/26-9/30/27)**
Grant Number	**MMP25**	**DWM25**	**EVH25**	**CPG27**	**CPG27**	**CP27**
Budget						
Revenue						
MDOT-FTA/FHWA				1,664,177	433,495	
MDOT Grantor				1,362,129	354,816	
Local				211,298	78,679	
State Match						
Other Match				90,750		
MDOT-FTA/FHWA - PL C/O						
MDOT Grantor						
Local						
Other Match						
State Admin Federal						200,000
State Admin Fed Grantor						200,000
Local						
DOT - Federal						
DOT Grantor						
EDA - Federal						
EDA Grantor						
OTHER Match						
Federal Direct						
Federal Grantor						
Local						
Other Match						
EPA - Federal						
EPA Grantor						
STATE		1,221,745	148,485			
STATE Grantor		1,221,745	148,485			
Local						
OTHER	41,464					
OTHER Grantor						
Local						
Local						
TOTAL	**41,464**	**1,221,745**	**148,485**	**1,664,177**	**433,495**	**200,000**
Expenditures						
Salary	7,854	117,734	36,038	401,014	131,715	73,104
Fringe	5,891	88,301	27,029	289,333	95,069	54,828
Contracts	20,000	900,000	50,000	500,000	-	-
Travel	-	-	-	10,000	3,000	-
Supplies	-	-	-	4,000	-	-
Other	-	-	-	51,000	57,000	-
Support	3,849	57,690	17,659	198,897	68,540	35,821
Indirect	3,871	58,020	17,760	209,934	78,171	36,247
TOTAL	41,464	1,221,745	148,485	1,664,177	433,495	200,000

ELEMENT 3 CONTINUED				
Project Number	**27344**	**27350**	**27355**	**ELEM 3**
Project Description	**Safety & Security**	**Education /Workforce Develop.**	**Water Policy, Planning, & Education**	**TOTAL**
Grant Number	**CPG27**	**LP26**	**LP26**	
Budget				
Revenue				
MDOT-FTA/FHWA	452,870			**2,550,542**
MDOT Grantor	370,674			**2,087,619**
Local	82,196			**372,173**
State Match				**0**
Other Match				**90,750**
MDOT-FTA/FHWA - PL C/O				**0**
MDOT Grantor				**0**
Local				**0**
Other Match				**0**
State Admin Federal				**262,526**
State Admin Fed Grantor				**262,526**
Local				**0**
DOT - Federal				**0**
DOT Grantor				**0**
EDA - Federal				**0**
EDA Grantor				**0**
OTHER Match				**0**
Federal Direct				**3,871,216**
Federal Grantor				**3,310,392**
Local				**160,825**
Other Match				**400,000**
EPA - Federal				**0**
EPA Grantor				**0**
STATE				**1,380,230**
STATE Grantor				**1,380,230**
Local				**0**
OTHER				**41,464**
OTHER Grantor				**0**
Local				**0**
Local		65,020	345,429	**410,449**
TOTAL	**452,870**	**65,020**	**345,429**	**8,516,427**
Expenditures				
Salary	88,931	23,507	22,585	**1,104,686**
Fringe	56,535	17,630	16,938	**803,206**
Contracts	-	-	215,000	**4,920,000**
Travel	925	500	1,500	**15,925**
Supplies	10,000	-	-	**14,000**
Other	142,800	-	42,500	**393,300**
Support	72,013	11,658	23,386	**616,593**
Indirect	81,665	11,725	23,520	**648,717**
TOTAL	452,870	65,020	345,429	**8,516,427**

ELEMENT 4				
Project Number	**26410/27410**	**27420**	**26456/27456**	**ELEM 4**
Project Description	**Commuter Connect**	**Local Planning Support**	**Air Quality Planning & Education**	**TOTAL**
Grant Number	**CC26/CC27**	**LP27**	**OZ26/OZ27**	
Budget **Revenue**				
MDOT-FTA/FHWA MDOT Grantor Local State Match Other Match				
MDOT-FTA/FHWA - PL C/O MDOT Grantor Local Other Match				
State Admin Federal	360,000		50,000	**410,000**
State Admin Fed Grantor	360,000		40,000	**400,000**
Local			10,000	**10,000**
DOT - Federal DOT Grantor				
EDA - Federal EDA Grantor OTHER Match				
Federal Direct Federal Grantor Local Other Match				
EPA - Federal EPA Grantor				
STATE STATE Grantor Local				
OTHER OTHER Grantor Local				
Local		235,349		
TOTAL	**360,000**	**235,349**	**50,000**	**645,348**
Expenditures				
Salary	78,285	64,519	18,438	**161,242**
Fringe	58,713	48,390	13,829	**120,932**
Contracts	-	58,925	-	**58,925**
Travel	500	-	-	**500**
Supplies	75,000	-	-	**75,000**
Other	19,600	-	-	**19,600**
Support	63,307	31,615	9,035	**103,957**
Indirect	64,594	31,900	8,698	**105,193**
TOTAL	360,000	235,349	50,000	**645,348**

ELEMENT 5						
Project Number	**26550/27550**	**27555**	**26560/27560**	**26561/27561**	**26564/27564**	**26565/27565**
Project Description	**EDA Plan Partnership**	**EDA Disaster**	**MAC Econ Develop**	**MAC Public Policy**	**MAC Bldg One Community**	**MAC Comm**
Grant Number	**EDS26/EDS27**	**EDD27**	**MA26-27**	**MA26-27**	**MA26-27**	**MA26-27**
Budget						
Revenue						
MDOT-FTA/FHWA						
MDOT Grantor						
Local						
State Match						
Other Match						
MDOT-FTA/FHWA - PL C/O						
MDOT Grantor						
Local						
Other Match						
State Admin Federal						
State Admin Fed Grantor						
Local						
DOT - Federal						
DOT Grantor						
EDA - Federal						
EDA Grantor						
OTHER Match						
Federal Direct	140,000	50,000				
Federal Grantor	70,000	50,000				
Local						
Other Match	70,000					
EPA - Federal						
EPA Grantor						
STATE						
STATE Grantor						
Local						
OTHER			4,103	30,450	32,039	16,413
OTHER Grantor			4,103	30,450	32,039	16,413
Local						
Local						
TOTAL	**140,000**	**50,000**	**4,103**	**30,450**	**32,039**	**16,413**
Expenditures						
Salary	51,277	-	1,922	14,262	15,006	7,688
Fringe	38,457	-	1,441	10,697	11,255	5,766
Contracts	-	50,000	-	-	-	-
Travel	-	-	-	-	-	-
Supplies	-	-	-	-	-	-
Other	-	-	-	-	-	-
Support	25,126	-	-	-	-	-
Indirect	25,140	-	740	5,491	5,777	2,960
TOTAL	140,000	50,000	4,103	30,450	32,039	16,413

ELEMENT 5 CONTINUED							
Project Number	**26566/27566**	**26567/27567**	**26599/27599**	**27510**	**27520**	**27525**	**ELEM 5**
Project Description	**MAC Develop**	**MAC General Program**	**MAC Data Proc**	**DOT Mgt**	**Strategic Eng**	**Advocacy & Elect Official Exp**	**TOTAL**
Grant Number	**MA26-27**	**MA26-27**	**MA26-27**	**CPG27**	**LP27**	**LP27**	
Budget							
Revenue							
MDOT-FTA/FHWA				168,741			**168,741**
MDOT Grantor				138,115			**138,115**
Local				30,627			**30,627**
State Match							
Other Match							
MDOT-FTA/FHWA - PL C/O							**0**
MDOT Grantor							**0**
Local							**0**
Other Match							**0**
State Admin Federal							**0**
State Admin Fed Grantor							**0**
Local							**0**
DOT - Federal							**0**
DOT Grantor							**0**
EDA - Federal							**0**
EDA Grantor							**0**
OTHER Match							**0**
Federal Direct							**190,000**
Federal Grantor							**120,000**
Local							**0**
Other Match							**70,000**
EPA - Federal							**0**
EPA Grantor							**0**
STATE							**0**
STATE Grantor							**0**
Local							**0**
OTHER	18,219	63,589	14,640				**179,452**
OTHER Grantor	18,219	63,589	14,640				**179,452**
Local							
Local					100,000	290,243	**390,243**
TOTAL	**18,219**	**63,589**	**14,640**	**168,741**	**100,000**	**290,243**	**928,436**
Expenditures							
Salary	8,533	26,356	-	47,907	-	-	**172,951**
Fringe	6,400	19,767	-	35,931	-	-	**129,713**
Contracts	-	-	-	-	100,000	170,000	**320,000**
Travel	-	-	-	11,000	-	23,000	**34,000**
Supplies	-	-	-	-	-	-	**-**
Other	-	6,000	12,000	16,500	-	54,000	**88,500**
Support	-	-	-	26,975	-	21,560	**73,660**
Indirect	3,285	11,467	2,640	30,429	-	21,683	**109,612**
TOTAL	18,219	63,589	14,640	168,741	100,000	290,243	**928,436**

SEMCOG Contracts & Pass-Through Funding

Project #	Project Title	Budget	Description	Status
23318	GLRI	300,000	GLRI pass-through funding	Ongoing
24287	Climate Action Plan	80,000	Consultant services	Ongoing
24290	Protect - Regional Resiliency Plan	200,000	Consultant services	Ongoing
24315	GLCPGP	600,000	Consultant services	Ongoing
24327	DNR Sparks	25,000	Consultant services	Ongoing
25348	Materials Management	20,000	Consultant services	Ongoing
24370	Safe Streets Road Safety Audit Program	100,000	Surveying and safety analysis tool	Ongoing
24375	Michigan Infrastructure Technical Assist.	10,000	Technical assistance to the State program	Ongoing
24380	Safe Streets Implementation	2,200,000	Pass-through funding	Ongoing
25207	Household Survey	50,000	Consultant services	Ongoing
25284	Michigan Infrastructure Council	100,000	Consultant services	Ongoing
25358	Drinking Water Monitoring	900,000	Technical assistance to support program	Ongoing
26/27160	Asset Management	200,000	Federal and non-federal aid PT funding	Ongoing
25361	EV Hub	50,000	Consultant services	Ongoing
27216	Household Survey Model	450,000	Household survey model improvements	New
27220	Guiding Regional Solutions	100,000	RTP survey engagement	New
27225	Safe & Accessible Roadways	75,000	Bike/Pedestrian Plan Update	New
27226	Economic Vitality	75,000	Freight planning support	Ongoing
27314	Local Capacity Building	500,000	Planning Assistance Grants	New
27355	Water Policy, Planning, & Education	215,000	Various water policy related consultant work	New
27420	Local Planning Support	58,925	Local planning support as needed	New
27520	Strategic Engagement	100,000	Strategic engagement planning	Ongoing
27525	Advocacy and Elected Officials	170,000	Lobby assistance and other local govt support	Ongoing
27555	EDA Disaster	50,000	EDA Disaster Recovery	New
27Support	Eng. Regional Stakeholders, GPM, Enabling Regional Decisions	35,500	Legal support, surveys, other contract as needed	Ongoing
27Indirect	Indirect	163,500	Audit and internal support	Ongoing
	TOTAL	**6,827,925**		

Table order is by project element, then corresponding year project was established.

Consolidated Planning Grant Funding

SEMCOG & Pass-Through Agencies

Fiscal Year July 1, 2026 – June 30, 2027

	Federal	Match	Total
SEMCOG	9,132,257	2,025,052	11,157,309
SEMCOG Safe and Accessible Roadways	927,509	0	927,509
SEMCOG - WATS FHWA PL	75,000	16,631	91,631
	10,134,766	**2,041,683**	**12,176,449**
Pass Through Agency - FHWA			
FHWA Federal Highway - Monroe	101,312	22,466	123,778
FHWA Federal Highway - St. Clair	253,237	56,155	309,392
FHWA Federal Highway - WATS	645,402	143,116	788,518
Total Pass-Through Agency - FHWA	**999,951**	**221,736**	**1,221,687**
Pass Through Agency - FTA			
FTA Federal Transit - AAATA	50,583	11,217	61,800
FTA Federal Transit - DDOT	314,304	69,696	384,000
FTA Federal Transit - DTC	76,121	16,880	93,000
FTA Federal Transit - SMART	318,806	70,694	389,500
Total Pass-Through Agency - FTA	759,814	168,486	928,300
Total SEMCOG & Pass-Through Agency FHWA & FTA	11,894,531	2,431,906	14,326,436

SEMCOG & Pass-Through Funding

As the Metropolitan Planning Organization for transportation planning, SEMCOG is responsible for pass-thru funds from the U.S. Department of Transportation (USDOT) to the area transit operators and urban area transportation study groups. These funds are not contained in SEMCOG's Operating Budget. They are negotiated or allocated to the various agencies by the USDOT, and the match requirement of 18.15% is provided by the recipient agencies. Figures presented include federal and local matching funds. The funded project descriptions of activities by these pass-thru agencies are contained in the 2026-2027 Work Program.

Figures presented include federal funds and local match expenditures. Variation in expenditures by fiscal year reflects timing of invoices.

	Audited 2024-2025	Current 2025-2026	Proposed 2026-2027
FTA- Technical Studies - 5303 Funds			
Suburban Mobility Authority for Regional Trans.	389,499	389,500	389,500
Detroit Department of Transportation	384,000	384,000	384,000
Washtenaw Area Transportation Study	15,779	0	0
Ann Arbor Area Transportation Authority	61,800	61,800	61,800
Detroit Transportation Corporation	93,000	93,000	93,000
TOTAL FTA	944,078	928,300	928,300
FHWA 112 Planning Funds			
Washtenaw Area Transportation Study	657,028	775,144	788,518
St Clair County Transportation Study	182,317	303,205	309,392
Toledo Metro Area Council of Governments	96,569	121,368	123,778
TOTAL FHWA	935,914	1,199,717	1,221,687
TOTAL PASS -THROUGH	1,879,992	2,128,017	2,149,987

Activities of Pass-Through Agencies

This section of the work program describes transportation planning activities carried out by agencies with state and federal funds passed through SEMCOG. These pass-through agencies are listed below.

- Ann Arbor Area Transportation Authority
- Detroit Department of Transportation
- Detroit People Mover (Detroit Transportation Corporation)
- St. Clair County Transportation Study
- Suburban Mobility Authority for Regional Transportation
- Toledo Metropolitan Area Council of Governments
- Washtenaw Area Transportation Study

ANN ARBOR AREA TRANSPORTATION AUTHORITY

FY 2027

UNIFIED PLANNING WORK PROGRAM

October 2025

SUMMARY OF PAST YEAR ACCOMPLISHMENTS

During FY 2025, the Ann Arbor Area Transportation Authority (AAATA) accomplished major activities including:

PLAN MONITORING

- Continued ongoing analysis of productivity and performance of fixed route services.
- Completed monthly, quarterly, and annual reports incorporating data on ridership, on-time performance, vehicles, and service quality.
- Reviewed bus stop locations for potential changes and accessibility improvements based on ridership and customer requests.
- Ongoing data and information reporting methodologies.
- Worked with internal and external stakeholders to ensure collection and consideration of feedback on service plans and changes.

PLAN DEVELOPMENT AND DETAILING

- Contributed to plan development environmental review for significant capital project planning including replacement of the Ypsilanti Transit Center, expansion of the Blake Transit Center, redesigning 4th Avenue between William and Liberty Streets to be more pedestrian and transit friendly, construction of a new bus garage facility, Park & Ride service review and a future Bus Rapid Transit system.
- Participated in street design and multimodal planning projects with local municipalities.
- Updated service plans for purchase-of-service and purchase-of-fare partner organizations.
- Continued ridership mapping, route/service zone testing, and development of new schedules.
- Communicated with the public, internal staff, and operators on potential service changes.
- Updated plans to address road construction projects and the related bus stop amenity improvement opportunities and service disruptions on fixed routes.

PLAN IMPLEMENTATION

- MDOT plan for redevelopment of Washtenaw Avenue corridor from US-23 to Ypsilanti, MDOT reconfiguration of US-23/Washtenaw interchange.
- Maintained databases for internal/external stakeholder service requests, ridership, on-time performance, other operational characteristics.
- Implemented second phase of 2024 millage expanded service plan, including expanded weekday/weekend span of service hours and increased weekend frequency.
- Continued to work with the University of Michigan to assist faculty, staff, and students in using AAATA service in coordination with UM transit service development.
- Continued installation of enhanced bus stop amenities to improve accessibility for riders.

PROGRAM ADMINISTRATION

- Prepared inputs and analysis for AAATA operating and capital budgets, including multi-year ridership projections.
- Compiled data for annual audits and National Transit Database (NTD) reporting.

- Updated data for fixed route planning, scheduling, ridership, on-time performance, and fare revenue systems.
- Provided plans and reports required by Federal, state, and regional regulations such as grants, Title VI, DBE, TAM, RTA provider plans and reports, and transit partner progress updates.

PLAN DEVELOPMENT AND DETAILING
AAATA STRATEGIC SERVICE PLAN

PURPOSE
To monitor TheRide's 2045 Long-Range Plan implementation, update AAATA capital programs, and review and update AAATA guidelines.

METHOD
AAATA completed its long-range plan "TheRide 2045" in 2022. AAATA will continue working with all internal and external stakeholders and the public to monitor the progress of the plan's implementation and make updates to the capital program and timelines as new information becomes available. Separately, AAATA guidelines will be reviewed and updated based on the agency's long-term vision, community expectations, existing service analysis, and industry best practices.

PRODUCTS
1. TheRide 2045 Long-Range Plan monitoring reports.
2. Updated capital plans.
3. Updated guidelines.

PLAN DEVELOPMENT AND DETAILING:
AAATA STRATEGIC SERVICE PLAN

	FY 2027
PERSON-WEEKS:	15
BUDGET:	
Personnel	$29,100
Fringes	$2,200
Total	**$31,300**
AGENCY DISTRIBUTION:	
Federal	
5303	$3,000
AAATA	$28,300
Total	**$31,300**

PLAN DEVELOPMENT AND DETAILING
AAATA TRANSPORTATION PROGRAM DEVELOPMENT AND DETAILING

PURPOSE

Working within the framework outlined by AAATA's "TheRide 2045" Strategic Service Plan, conduct the planning and analysis necessary to develop medium- and longer-range plans which provide the basis for the development of capital, planning, and operating program development. Coordinate development of AAATA's transportation plans with other units of government, and public and private agencies. Examine the potential for service coordination, expansion, and privatization and develop alternative financing techniques. Involve and inform the public of medium and long-range plans in coordination with other planning entities. This program element will result in the further development of medium and longer-range plans by the AAATA which are coordinated with the efforts of other organizations and which provide for service consistent with the needs of the area within the resources available to AAATA in compliance with federal and state regulations.

METHOD

Perform analyses to examine current financial trends and service characteristics and develop future operating funding requirements, requirements for capital purchases, and future planning work necessary to maintain the financial integrity and service quality of the AAATA. Develop current and future service costs to monitor cost-effectiveness and provide analysis of service alternatives. Coordinate AAATA's efforts with governmental bodies, planning organizations, civic and business groups, organizations representing seniors, persons with disabilities, and public and private transportation providers. AAATA will work with local agencies to increase the regional coordination of transportation services for persons with disabilities and seniors. Develop solicitations for service operations as required, prepare contract documents, monitor services and contract compliance, and maintain liaison with private operators. AAATA will develop plans as required to comply with Federal and State regulations such as the Americans with Disabilities Act, Clean Air Act, Title VI, DBE, privatization, and drug testing. Updated plans will be developed and submitted as warranted and compliance monitored.

In coordination with WATS, this program will include projects to explore, evaluate, develop, pilot, and implement the future of public transportation options to improve overall mobility of our community. AAATA will review innovative technologies, approaches, tools, and best practices related to mobility, identify opportunities to apply these new forms of transportation, explore and develop smart partnerships and alternatives to traditional bus network systems that complement and better serve different aspects of our community's travel. Additional joint regional efforts will include alternative service design and delivery, intermodal connections, first- and last-mile solutions, technological industry advancements, and partnership with other transportation service providers and technology firms.

This program will also include a bus stop accessibility plan to improve overall access to AAATA's fixed-route network including connections to other transportation modes. A bus stop inventory is to be updated and maintained to document the status of all existing bus stops and passenger amenities. Bus stop standards and guidelines are to be reviewed and updated to ensure compliance to the regulatory requirements with consideration of best practices. A gap analysis will be conducted against updated stop standards to identify areas for improvement related to accessibility. The final plan would also include technology recommendations and cost estimates. In addition, AAATA will identify locations adjacent to transit stops where gaps in sidewalk infrastructure inhibit or prevent easy access to and use of public transportation.

Finally, this program will include an ongoing analysis of park and ride services in the greater Ann Arbor area and develop plans to address those needs. Key tasks of this project would include a review of existing park and ride services provided by the AAATA, an analysis of existing and projected demographic information and travel patterns in the region, an assessment to identify gaps and needs for park and ride services, and a detailed plan to address such needs. The plan would identify locations, required facilities and services, as well as associated costs for the recommended plan.

PRODUCTS

1. 3- to 5-year service plans.
2. Bus stop accessibility review and planning.
3. Sidewalk to transit access gap infill planning in coordination with WATS.
4. Park and Ride service review.
5. Long-range capital and operating forecasts for Regional Transportation Plan input.
6. Transportation Improvement Program (TIP).
7. Coordinated public transportation plans with other regional agencies.
8. Operating agreements with local units of government.
9. Analysis of potential for service coordination/expansion/privatization.
10. Solicitations and contracts for service operated by private companies.

PLAN DEVELOPMENT AND DETAILING:
AAATA TRANSPORTATION PROGRAM DEVELOPMENT AND DETAILING

	FY 2027
PERSON-WEEKS:	20
BUDGET:	
Personnel	$38,700
Fringes	$3,000
Total	**$41,700**
AGENCY DISTRIBUTION:	
Federal	
WATS PL 112	$7,000
5303	$7,000
AAATA	$27,700
Total	**$41,700**

PLAN DEVELOPMENT AND DETAILING
AAATA DETAILED SHORT-TERM SERVICE PLAN

PURPOSE

To use a clearly defined set of service standards to provide the framework for a detailed analysis of current service delivery, structure, and performance as community needs and expectations for service evolve. Resources available to AAATA change over time, driving the need to optimize the system efficiency, while maintaining or improving the quality of AAATA services.

Using medium-ranged, 5-year service plans as a framework, analyses will be performed using service performance data and feedback from service users and other internal/external stakeholders to develop an annual service plan including detailed service recommendations and associated resource requirements. Service standards will be used to balance the social benefits and equity of service characteristics such as geographic coverage, demographic opportunities, and length-of-travel-time against environmental effects, and financial constraints.

METHOD

AAATA will use ridership and other service performance data to complete detailed analyses of existing services. AAATA will review best practices for use in updates of service standards and other criteria used for evaluation of service operations. AAATA will perform such analyses to review compliance with service standards, to respond to changing operating, financial, and organizational conditions, and to address concerns expressed by internal and external stakeholders. AAATA will develop service alternatives based on this analysis and solicit feedback from internal and external stakeholders as necessary using channels such as public hearings, meetings, and online/printed communications to help in the evaluation of alternatives. AAATA will evaluate and organize service alternatives into a one- to two-year service plan which outlines priorities for implementation and perform internal planning work necessary to implement service changes including development and analysis of operator and vehicle scheduling. AAATA will create informational materials for both staff and the public such as brochures, schedules, timetables, and information displays.

PRODUCTS

1. 1- to 2-year service plans.
2. Detailed analysis of existing services.
3. Detailed service recommendations.
4. Estimates of vehicle requirements, service hours, and operating expenses.
5. Vehicle scheduling and operator work assignments.
6. Communications materials.
7. Public, internal and stakeholder engagement sessions.

PLAN DEVELOPMENT AND DETAILING:
AAATA DETAILED SHORT-TERM SERVICE PLAN

	FY 2027
PERSON-WEEKS:	15
BUDGET:	
Personnel	$29,100
Fringes	$2,200
Total	**$31,300**
AGENCY DISTRIBUTION:	
Federal	
WATS PL 112	$18,000
5303	$12,000
AAATA	$1,300
Total	**$31,300**

PLAN IMPLEMENTATION
AAATA SHORT RANGE PLAN ANALYSIS AND OPERATIONS EVALUATION

PURPOSE

This project will provide the analytic underpinnings for the implementation and assessment of AAATA's annual service plans, for the evaluation of changes to operations, and for informing and involving service users and other interested parties about changes to operations and plans.

METHOD

To communicate changes to operations as outlined by annual service plans, AAATA will conduct public information activities including public meetings, mailings, and online postings along with the development and distribution of informational materials such as schedules, timetables, and brochures.

AAATA will collect information from service users and internal/external stakeholders on service usage along with concerns and requests for improvements/changes to services operated directly by or under contract to the agency. This information and other operational data (such as ridership, on-time performance, etc.) will be used to provide detailed analyses of implemented service changes and other service characteristics. Such analyses will be performed on an on-going basis as well as in response to expressed concerns of service users and other internal/external stakeholders.

Operational analyses will be used to prepare recommendations for service alternatives in response to changing operating, financial, and organizational conditions. These alternatives will be used to guide updates to annual, medium-, and long-range plans.

AAATA will continually assess bus stops and boarding areas (including locations and amenities) to develop plans for the maintenance and improvement of safety, convenience, and accessibility of boarding locations. Concerns and requests for improvements at bus stops and boarding areas will be collected from service users and other internal/external stakeholders.

PRODUCTS

1. Database for internal/external stakeholder service requests and concerns.
2. Database for internal/external stakeholder bus stop requests and concerns.
3. Databases for ridership, on-time performance, and other operational characteristics.
4. Service change alternatives/reports.
5. 1- to 2-year boarding area/bus stop improvement plans.
6. Public information materials.
7. User guides.

PLAN IMPLEMENTATION:
AAATA SHORT RANGE PLAN ANALYSIS AND OPERATIONS EVALUATION

	FY 2027
PERSON-WEEKS:	15
BUDGET:	
Personnel	$29,100
Fringes	$2,200
Total	**$31,300**
AGENCY DISTRIBUTION:	
Federal	
WATS PL 112	$15,000
5303	$10,000
AAATA	$6,300
Total	**$31,300**

PLAN MONITORING
AAATA RIDERSHIP AND SERVICE DATA COLLECTION AND COMPILATION

PURPOSE

To collect, organize, and compile data on the directly-operated and subcontracted services of the Ann Arbor Area Transportation Authority. This data and the reports produced will be used for monitoring and evaluating services and operations, developing and analyzing solutions to improve services and operations, and planning for short and long-range service modifications and enhancement.

METHOD

Data will be collected on an ongoing basis on all aspects of AAATA's operations. Operators providing services under contract to AAATA will also provide data on their operations to AAATA. AAATA will organize and compile the data and prepare regular reports for use by management and the AAATA Board of Directors. Monthly and quarterly reports on performance indicators in the areas of ridership, passenger revenue, operating expenses, and transit operations will be prepared. The AAATA Board of Directors has adopted a set of service standards in the areas of service levels, service quality, and service productivity. Quarterly service standard reports will be prepared to examine the performance of AAATA's operations relative to these standards. The data will also be organized and compiled to prepare reports on AAATA operations to submit to the State and Federal Governments. Special reports are also prepared as required.

Surveys will be designed and conducted as needed to determine detailed ridership and trip patterns on fixed route service, and the level of satisfaction, trip purpose, opinions, and demographics of fixed route service users, specialized service users, and the general public. Specialized surveys will also be conducted as needed to provide data necessary for specific decisions. Survey data will be organized and compiled, and reports prepared on ridership, attitudinal characteristics, and demographics for use by AAATA management and Board of Directors.

Analysis of the capabilities of existing information systems will be compared with AAATA requirements in management information, customer information, fare collection, vehicle systems, automatic vehicle location, driver and vehicle scheduling and geographic information systems. AAATA will analyze the need for new and updated hardware and software to fulfill unmet requirements, as well as to maintain and improve existing information systems. AAATA will procure software and develop programs to meet the requirements, develop and upgrade web-based information, and explore the ability to extend customer information to new electronic media.

PRODUCTS

1. Quarterly reports of operating statistics.
2. Annual service report.
3. Annual Federal National Transit Database report.
4. Annual State report.
5. Quarterly State and Federal grant reports.
6. Survey results.
7. Development and maintenance of databases for ridership, on-time performance, service delivery, personnel, operations, and finance.
8. Integration of data including real-time information for presentation on the AAATA website and other electronic media.

PLAN MONITORING:
AAATA RIDERSHIP AND SERVICE DATA COLLECTION AND COMPILATION

	FY 2027
PERSON-WEEKS:	30

BUDGET:

Personnel	$58,100
Fringes	$4,400
Total	**$62,500**

AGENCY DISTRIBUTION:

Federal	
WATS PL 112	$20,000
5303	$15,583
AAATA	$26,917
Total	**$62,500**

PROGRAM COORDINATION
AAATA REGULATORY PLANNING AND GRANTS MANAGEMENT

PURPOSE

To perform the necessary regulatory coordination and grants management functions to maintain the planning program. To document Unified Planning Work Program activities and expenditures. To provide for coordination of the planning program with regulatory agencies and planning partners, and to insure conformance with federal and state requirements using proper documentation of grant administration and other governmental requirements.

METHOD

Perform record keeping, personnel, education and training activities, as well as organizational coordination and administration functions of the planning and program management units. Attend planning agency meetings and workshops. Participate in regulatory transportation planning committees such as the TIP Development Committee, RTA, SEMCOG, and WATS technical and planning committee meetings.

Develop and maintain agreements, proposals, invoices, expenditure approvals, and other documents related to regulatory compliance and grants. Prepare reimbursement requests and progress reports for appropriate organizations and planning projects. Provide for the effective expenditure of grant funds in keeping with Federal and State requirements.

PRODUCTS

1. Unified Planning Work Program timesheets and annual completion report.
2. Regional collaboration on planning and funding opportunities.
3. Grant applications.
4. Grant reimbursement requests.
5. Grant progress reports.
6. Project completion reports.
7. Oversight of 5310 subrecipient projects and awards process.
8. Plans and reports required by Federal, state, and regional regulations such as Title VI, DBE, TAM, RTA provider plans and reports, and transit partner progress updates.
9. Certifications required by federal and state regulations such as drug testing, anti-lobbying, and civil rights assurances.

PROGRAM COORDINATION:
AAATA REGULATORY PLANNING AND GRANTS MANAGEMENT

	FY 2027
PERSON-WEEKS:	15
BUDGET:	
Personnel	$29,100
Fringes	$2,200
Total	**$31,300**
AGENCY DISTRIBUTION:	
Federral	
5303	$3,000
AAATA	$28,300
Total	**$31,300**

ANN ARBOR AREA TRANSPORTATION AUTHORITY
UNIFIED PLANNING WORK PROGRAM
FY 2026 BUDGET

	FY 2027		
PERSON-WEEKS:	110		

BUDGET:	General	Projects	Total
Personnel	$155,000	$58,200	$213,200
Fringes	$11,800	$4,400	$16,200
Total	**$166,800**	**$62,600**	**$229,400**

AGENCY DISTRIBUTION:	General	Projects	Total
Federal			
WATS PL 112	$42,000	$18,000	$60,000
FTA (Sec. 5303)	$35,583	$15,000	$50,583
AAATA	$89,217	$29,600	$118,817
Total	**$166,800**	**$62,600**	**$229,400**

Detroit Department of Transportation (DDOT)
FY 2026-FY2027 Unified Work Program Plan (UWP)

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1 Plan Development

1.1 Capital Program Development Planning

Goal

Conduct planning and programming activities to support the development of an effective transit system and enhance the quality of service to customers within the DDOT service area.

Method

The Detroit Department of Transportation (DDOT) maintains a multi-year capital plan for the programming and expenditure of federal and state capital improvement funds. DDOT has streamlined the internal process for capital planning with the creation of a multi-departmental planning system to improve unification of data across teams. This enhanced collaborative process incorporates the input of staff as decisions are made to allocate resources for critical projects. Similarly, DDOT has increased interdepartmental collaboration with the grants department to earmark funding for identified projects based on ongoing maintenance needs and new endeavors. The development of our projects included in this plan will be selected and prioritized in accordance with DDOT's strategic planning goals, service standards, service improvement goals, and management priorities. Capital planning activities maintain federal compliance and will be conducted in accordance with the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) for Southeast Michigan. Capital projects identified and incorporated into these plans include bus replacements and expansions that are planned to incorporate emissions reductions, rehabilitation of bus terminals, bus shelter replacements and expansion, fare collection and onboard camera system replacements, and the enhancement of customer-facing facilities.

DDOT will conduct general activities that support the development and delivery of capital projects that meet the needs of the transit system from preliminary concept to project closeout. This includes project scoping, planning, design, implementation, and management. DDOT will perform tasks outlined utilizing staff and will contract consultant services to perform specialized work outside the capacity of the department. To provide the resources needed to deliver the capital program, DDOT will continue to seek funding from a combination of local, state, and federal resources.

Products

Ongoing:

- Review, develop, and implement multi-year capital plan.
- Develop a capital project priority list.
- Prepare grant and other funding applications as necessary.
- Collaborate with community transit partner organizations i.e. SEMCOG/RTA to jointly respond to RFPs.
- Conduct monthly capital projects meetings.
- Conduct funding earmarking meetings.
- Develop consultant task orders and procurement documents, as needed.

1.2 Plan and Policy Development

Goal

To facilitate and support a comprehensive and cooperative transit planning process in conformance with applicable federal and state requirements and guidelines. Define strategies and actions to help accomplish and meet the identified goals and objectives of DDOT.

Method

DDOT develops plans and policies that set the direction for transit operations in accordance with applicable requirements and best practices that advance the transportation system goals for the region. DDOT collaborates with the Michigan Department of Transportation (MDOT), Regional Transit Authority of Southeast Michigan (RTA), Southeast Michigan Council of Governments (SEMCOG), the City of Detroit, and other local entities that are responsible for planning, implementing, and maintaining the transit system. As a transit provider in a larger region, DDOT must also consider initiatives of other transportation agencies, including the Suburban Mobility Authority for Regional Transportation (SMART), Detroit Transportation Corporation (DTC), Ann Arbor Area Transportation Authority (AAATA), and M1-Rail (Q-Line) when developing its own policies and plans. DDOT will support and implement transit policies, programs, and plans in collaboration with other City of Detroit Departments and regional transit providers that address potential improvements to transit service, facilities, systems, and technology. DDOT has made significant strides toward the completion of ongoing projects from 2025. We continue to increase this momentum as we move into 2026. The efforts below outline some of the key activities anticipated during FY2026:

<u>Continuation of the Fare Collection System Replacement Project:</u>

DDOT's fare collection system replacement project will involve operational and best practice research on transit fare collection technology, procurement, and operations. Upgrading the current system with newer software and replacing equipment with more modern functionalities will ensure the system is in a state of good repair. An analysis of the current system will inform the detailed requirements for a new system. The design, procurement, implementation, and operation of the system will be developed with the support of consultant services and in coordination with stakeholders. The adoption of a more advanced and scalable fare payment system that provides greater utility will benefit both customers and transit agencies in the region.

A working group was formed at end January 2023 for the procurement process and the insight garnered will be utilized to move this project forward into 2026. Project management scope, vendor selection and stakeholder engagement has gained momentum. The new fare collection technology project is now underway with anticipated implementation over the remainder of 2025 through calendar year 2026.

<u>Onboard Camera System Expansion and Replacement Projects</u>

DDOT will replace the onboard video surveillance system for the entire bus fleet bringing the system into a state of good repair this coming calendar year. A modernized camera system will improve the safety and security of DDOT operators and riders by monitoring activities and providing an incident response to issues onboard vehicles. The ability to improve video quality and services with a new system further advances DDOT's dedication to safety. Video of incidents on board the fleet will enable DDOT to educate and train bus operators, introduce new procedures, and reinforce protocol. A vendor has been selected, the initial survey of vehicles has begun, and stakeholder input on final design requirements is being gathered. Completion is anticipated for the 3rd quarter of calendar year 2026.

In addition to the fixed route system, DDOT will install onboard video surveillance system on the paratransit buses to bring the system to a state of good repair. The installation of security surveillance video and cameras on paratransit buses will be funded with funds awarded from DDOT's Section 5307 grant program apportionments. This implementation is expected to mirror the same schedule as the fixed route camera project.

Acquisition of Electric Buses and Hydrogen Fuel Cell

DDOT has made significant strides with planning efforts that focus on developing policies, designing solutions, and implementation strategies for the deployment of electric buses. Those efforts have been sustained and even expanded into the FY2026. DDOT has concluded the initial pilot of the integration of electric buses and associated charging infrastructure. Route analyses and feasibility assessments were conducted to determine the location of an on-route charging station. Parameters such as performance, battery capacity, and operating environment of electric buses were considered in the deployment and implementation.

Initially, DDOT had acquired four Proterra battery-electric buses that had been placed in service on blocks that were short enough to complete the service on a single charge, specifically, six hours or less from pull-out to pull-in. Rosa Parks Transit Center was selected as the site for the first on-route charging station. Additional purchase of battery-electric buses from New Flyer began pending the obligation of earmarked grant funding. It should be noted that DDOT is proceeding in a very strategic manner, until on-route charging is available, battery-electric buses are being assigned to blocks that are under six hours from pull-out to pull-in. As on-route charging becomes available, electric buses will be placed where routes and schedules will allow those buses to maintain their charge for an entire operating day.

Additionally, a Zero Emission Bus Transition Plan was completed in June 2022. DDOT has made notable inroads toward upcoming replacement of fleet. Planning for implementation of upcoming electric buses acquisitions has completed, and with the award granting of an FY2024 $30 million FTA Low No Emissions Grant, we are expanding our charging infrastructure, as well as broadening our fuel types to pilot hydrogen buses as well. We completed the Zero Emission Plan for DDOT, and this updated plan was a key component in the overall application and granting of the Low No Emissions Grant. This replacement will commence as the funding is obligated into the first quarter of FY2026. Additionally, DDOT has been persistent in efforts to secure additional funding to bolster these fleet plans. As a result, DDOT received another award totaling $$50,322,380 announced in November 2025. These funds will bridge the gap and allow the fleet plan to achieve full replacement with the addition of approx. 50 new environmentally efficient buses.

New Technology System Support

DDOT's newly implemented technology system will improve planning for transit services and enhance the analysis of performance measures. The new system is an opportunity to reorganize transit operations and make them more efficient. DDOT's policies and procedures are being updated to be compatible with the new system. DDOT will work to ensure the sustainability of newly developed operating methods and technological processes throughout the implementation of new components.

In addition, DDOT completed two primary projects by implementing Hastus System for Scheduling, Pick, and Daily Operation including Payroll, and implementing Clever Devices System on all buses which will enable customers and passengers to track DDOT buses, on time performances. Additional technology system support is provided through Automatic Passenger Counters (APC), Clever CAD, and other modules.

Products

Ongoing:

- Draft, revise, and implement Standard Operating Procedures (SOPs) as necessary.
- Review and monitor policies and plans that impact DDOT's service area.
- Evaluate new transportation-related technologies that impact current policies and recommend revisions as necessary.
- Develop consultant task orders and procurement documents, as needed.
- DDOT implemented two primary applications mainly for scheduling, pick, and daily operation by using Hastus Application, and Bus Tracker/Bus Time, APC, CAD, and other modules by using Clever Devices Applications.

2025:

- Monitor new fare collections systems for performance.
- Implement and study new clean and alternative fuel bus technology emphasis on impact and Zero Emissions Planning.
- Obligation of the FY24 Low No Emissions grant
- Obligation of the FY25 Low No Emissions grant

2026:

- Continue the progress of the initial survey of vehicles, while continuously gathering all stakeholder input on final design requirements through first quarter 2026. Implementation begins second quarter of calendar 2026, after an initial test pilot fleet of vehicles have provided data on performance. Completion is anticipated for the end of 3rd quarter of calendar year 2026.

1.3 Transit Capital Update Program (TCUP)

Goal

To conduct a collaborative and integrated transportation decision-making process to provide preliminary guidance and targeted investments to improve the existing conditions of the transit system. As a result, the TCUP identified 17 sites throughout the DDOT service area for transit capital improvements. Stakeholder input is essential. Consultants will be sourced to further provide any design and engineering plans for the 17 sites identified in the TCUP. The proposed itemized tasks for the consultant will include Design development and Permitting/Construction documents. To bolster this effort, in April of 2025, DDOT applied for and was awarded the max available award of $300,000 in FY25 Section 5304 funding, to initiate further planning for 4 of the 17 sites identified. This award will have a positive impact on the pace of completion of this project.

Method

Through DDOT's planning methods, there is an active effort to restructure of the Transit Capital Update Program (TCUP) to better align with broader city initiatives, specifically integrating the Safe Streets for Detroit program led by the Department of Public Works. This collaboration will enhance efforts by focusing on key intersections and corridors to improve both transit and pedestrian safety. By synchronizing work, the aim is safer and more accessible routes for transit users, while leveraging the Safe Streets program's goals of reducing traffic-related injuries. In addition to addressing safety at critical intersections, we are also refocusing some of the TCUP efforts toward developing transit destination hubs. These hubs will serve as key transfer points and centers for transit riders, improving the overall efficiency and convenience of our system. Further updates will be provided as we continue to coordinate with various departments and finalize plans for these locations, ensuring that our capital projects provide long-term benefits for both transit operations and community development. The TCUP project examined and prioritized transit and roadway improvements, developed and assessed a range of alternatives to consider and provide preliminary guidance and targeted investments to improve the existing transit system. DDOT will work with consultants to provide detailed design and engineering plans for the sites identified in the TCUP. Itemized tasks will include Design Development, Engineering, Permitting, and Construction documents. It will also be necessary to revisit and increase the selected locations in light of the new transit network resulting from other potential project interconnections.

Products

2026:

- Engage a single Design, Engineering and Environmental firm to perform site evaluations and initiate environmental impact processes.
- Complete the Purpose and Need Statement
- Develop the collaborative stakeholder engagement plan for TCUP
- Tabulate and communicate collaborative document to Design, Engineering and Environmental firm for design discussion.
- Design, Engineering and Environmental firm completes all design and engineering work by end of calendar year 2026.
- Obligation of the FY25 Section 5304 planning fund award

1.4 Rosa Parks Transit Center Renovation

Goal

Our vision for the Rosa Parks Transit Center Renovation, is a project that will modernize and enhance DDOT's downtown transit hub to better serve our riders and the city. As one of the most vital transit facilities in Detroit, this renovation will improve functionality, safety, and sustainability, ensuring that the center continues to meet the needs of our growing transit system. Planned upgrades include infrastructure improvements to plumbing and drainage, structural repairs, modernization of climate control systems, and enhanced accessibility features—all designed to create a more comfortable and efficient experience for our passengers

Method

Guided by federal compliance (NEPA, Buy America) and community input, the renovation ensures the facility meets the evolving needs of Detroit's transit system. We will be embarking on the outreach and stakeholder engagement for the design phase this coming quarter, calendar 2026.

Products

We are targeting the following specific outcomes during the design stage in 2026.

- Infrastructure & Systems Plans: Complete engineering specifications for plumbing, drainage, structural repairs, and modernized climate control.
- Safety & Accessibility Specs: Detailed designs for smart security technology integration and enhanced ADA accessibility features.
- Compliance Documentation: Finalization of NEPA environmental reviews and confirmation of Buy America procurement requirements.
- Stakeholder Validation: Incorporation of community engagement feedback into final design concepts to ensure equitable service.

1.5 Environmental Resiliency Policy and Planning

Goal

DDOT plans to work with SEMCOG to address environmental resiliency policy in the Detroit Metro Area and increase transportation resilience to extreme weather events. DDOT intends to continue a course of seeking emissions reductions in all operations.

Method

Participate in the Southeast Michigan Council of Governments' ongoing effort to reduce emissions and enhance natural areas and ensure that the SEMCOG region is a more resilient and thriving home for future generations.

Products

2026

- Participate in SEMCOG's meetings and effort to develop the Southeast Michigan's Healthy Climate Plan
- Attend regular meeting to ensure DDOT's needs are addressed in the Southeast Michigan's Healthy Climate Plan
- Continue ongoing efforts and plans to transition DDOT's fleet to zero-emission as noted in the discussion in Section 1.2.
- Research future funding opportunities to seek more funding sources to purchase buses and infrastructure.
- Respond to SEMCOG CMAQ funding opportunities to source funds for reduction projects.

1.6 Demographic and Project Analysis in Transportation Planning

As a result of federal mandate, DDOT will work with SEMCOG, RTA and the FTA Region V Office to advance efforts that support underserved and disadvantaged communities within DDOT's service area. This will help ensure public involvement in DDOT's planning process and that plans and strategies reflect various perspectives, concerns and priorities from all residents of Detroit that use the transit system for their commute.

Goal

DDOT will work with the FTA, MDOT, SEMCOG, and RTA to review current and new metropolitan transportation planning requirements to advance federal investment to all communities within the service area. To accomplish initiatives from the FTA Regional office and FHWA Division, DDOT will participate in State and MPO planning processes that support federal and state goals for economic opportunity in communities that have been historically marginalized and overburdened by pollution, underinvestment in housing, transportation infrastructure, recreation and health care.

Method

In FY2026, DDOT will continue to work on demographic and project analysis as part of the proposed development of DDOT's Short Range Transit Plans and grant program applications developed and submitted to the FTA and FHWA requesting funding for various transit projects. In addition, DDOT will maintain Title VI Compliance as required by the FTA and will complete Title VI Analysis of new transit service implemented in the service area as well as ensure that transit amenities are deployed throughout all sections of DDOT's service area including underserved and disadvantage communities.

Products

Ongoing

- Continue ongoing Title VI Analysis of planned transit services and implementation of new transit amenities in the service area.
- Incorporate Environmental information into federal grant program applications as required by the FTA and FHWA.

2026

- Strengthen integration into all aspects of short-range and long-range planning activities leading to approval of the TIP update in FY2025
- Continue ongoing transit planning and implementation through enhanced transit and demand-response coordination and implementation of DDOT's Paratransit same day service.

1.7 Multimodal and Accessible Roadways Planning

Work with the City of Detroit Department of Public Works (DPW) to advance and refine multimodal roadways concepts citywide to improve safety and connectivity to all users including transit riders.

Goal

Develop and promote transportation policy and design that requires streets to be planned, designed, and maintained to enable safe, convenient and comfortable travel for all users.

Method

During FY2025, DDOT will work with DPW to ensure transit amenities installation and improvements are included in citywide street planning process which will require coordination of bus stop planning, installations, and improvements throughout DDOT's service area. In 2023, the City of Detroit was awarded over $24 million in Safe Street for All (SS4A) Grant Program to improve safety and bus stop accessibility at 56 high-crash intersections served by DDOT bus service. Funding received will help the City to update its Comprehensive Safety Action Plan and implement pilot training to ensure safe bus operations around people walking and biking.

Products

Ongoing:

- Continue working with DPW, other City of Detroit departments, Wayne County and the Michigan Department of Transportation on bus stop planning, improvements and construction.

- Continue the integration of transit amenities into all aspects of DDOT's Short-range and Long-range planning activities
- Continue collecting data and implement procedures required for placing safe transit amenities throughout DDOT's service area.
- Partner with DPW to assist in the implementation of projects funded by the Safe Streets for All (SS4A) grant program to fund transit enhancements.

FY 2025-26

- Continue working with DPW to provide safe pedestrian facilities, safe transit stops - and safe crossing opportunities as necessary for all users to travel safely to their destinations.
- Collaborate with DPW to improve safety and Americans with Disabilities Act (ADA) accessibility at selected bus stops to support safer transfers between different DDOT transit routes and other modes of transportation.
- Work with DPW to conduct a Traffic Street Analysis to address gaps in bicycling and pedestrian network.
- Collaborate with DPW to construct bus bulbs/transit island, widen sidewalks, upgrade ADA curb ramps, install high visibility crosswalks and lighting, and improve traffic signal timing at select intersections close to transit boarding locations.
- Continue working with DPW to ensure that there are storage accommodations for bicycles and wheelchairs.
- Develop list of locations where driveways conflict with bus stop zones for review and further discussion by DPW for ways to improve safety in these locations

2 Monitoring Plan

2.1 Data Collection, Monitoring, and Reporting

Goal

Provide the necessary data and analysis in support of transit planning. This includes the development and maintenance of related data collection and analysis systems.

Method

DDOT maintains and updates data related to the transit system as required by federal, state, and local agency guidelines. This includes data pertaining to Title VI analysis, National Transit Database, Transit Asset Management, and update the Agency Safety Plan as well as planning activities for program and project implementation. The collection and analysis of data support short and long-range transit planning efforts, operational functions, and marketing activities within the DDOT service area. Accurate data regarding daily, weekly, and monthly transit operations allow for the evaluation of transit conditions such as ridership, service, revenue, and safety, and improve the transparency of transit information and statistics. DDOT's new CAD/AVL technology system will enable improved transit services planning and analysis of transit performance.

Products

Ongoing:

- Submit National Transit Database reports.
- Conduct data collection efforts and procedures required for performance measures.
- Analyze and report performance metrics.

3 Service Planning

3.1 Route Planning and Development

Goal

Improve DDOT's transit system by matching transit routes and destinations with the needs of customers using both qualitative and quantitative measures to ultimately increase ridership.

Method

DDOT's *ConnectTen* routes form a core high-level transit service along Detroit's major corridors. *ConnectTen* routes form the backbone of DDOT's transit system and service design changes will expand on the network. Using origin/destination data, customer input and feedback, service performance metrics, and demographic information, DDOT will develop scenarios for new or improved routes. In addition to improving service levels, planning efforts will involve installing new amenities, implementing dynamic operating methods and targeted education, and coordinating with other transit agencies.

DDOT continues working on the Comprehensive Operational Analysis called *DDOT Reimagined* undertaken by Transportation Management and Design (TMD) Consultants. The information below highlights strategic components to accomplish this goal:

Route Optimization

To improve transit service and efficiently utilize resources, DDOT plans to optimize the existing bus network to provide better connectivity and more direct service. DDOT will collect and analyze existing data, community input, bus operator input, development trends, and best practices to inform this process. This will allow DDOT to improve service according to transit demand and focus on active areas, while also responding to community requests in order to ultimately enhance transit service.

As the result of the first phase of *DDOT Reimagined*, a Draft New Transit Network was completed in December 2022. The Draft New Network was presented to policymakers, community stakeholders, and the general public during the winter and spring of 2023. Based on feedback received from the community, stakeholders, and policymakers, a final New Network was presented at a virtual Public Meeting in early 2024 to be implemented incrementally as resources become available. The virtual Public Meeting was held on February 15, 2024, and comments were largely supportive.

During 2024, implementation of *DDOT Reimagined* was limited to frequency improvements. In 2025, staff have proposed some of the route realignments for implementation, with mixed results during staff review and public outreach. Some of the efficiencies and realignments that were proposed did not make it to implementation due to opposition from the impacted communities and transit advocates.

Bus Stop Improvement and Enhancement Program

DDOT is responsible for maintaining approximately 5,000 bus stops and is updating guidelines for the placement of bus stops and amenities throughout DDOT's service area. To ensure that transit service is consistent, convenient, and reliable for all customers, DDOT has developed standards for bus stop placement. Changes in DDOT service and to the surrounding community necessitate continuous reassessment, field surveys, and updates to bus stop locations. Field surveys are performed as necessary in advance of each regular DDOT service change, and bus stop locations and attributes are updated in DDOT's HASTUS and CleverWorks systems. This ensures that bus stop information provided to DDOT staff, and the general public remains consistent with actual conditions in the field. This activity will be ongoing in FY 2025-26 and beyond, with additional surveys completed as needed to facilitate implementation of DDOT Reimagined route changes.

In FY 2021-22 and FY 2022-23, DDOT worked with the General Services Department (GSD) to implement *Cartegraph*, a new citywide asset and work order tracking system, for bus stop and shelter maintenance tasks performed by DDOT staff. These activities are still ongoing and will continue in FY 25-26. We are hiring additional field staff to assist with these activities and will work to ensure they are appropriately trained and given access to Cartegraph. Maintenance and bus stop improvement information is tracked to allow for work management and collaboration with other City departments.

Bus Stop Infrastructure and Amenities

DDOT has begun to assess the existing conditions of specific bus stop locations and identify opportunities for improvements related to transit amenities. Updated service standards for bus stop amenities were developed in FY 2022-23 and have been incorporated into DDOT's 2023-2025 Title VI Program Plan. These service standards were monitored on an ongoing basis in FY 2024-25 to identify any further revisions needed for the FY 2026-2028 iteration of the Title VI Program Plan. These guidelines will be used to communicate DDOT's plan for bus stops to external stakeholders as well as decisions to invest in selected bus stops and amenities.

Beginning in FY 23-24, and continuing into FY 24-25, DDOT has undertaken detailed field surveys of existing bus shelters as well as potential new shelter sites. DDOT staff expanded and refined the survey instrument after the initial round of surveys to incorporate lessons learned and to capture additional information relevant to DDOT's bus stop amenity planning processes. Accurate data regarding existing conditions of bus shelters and high-ridership bus stops is an essential input for future amenity projects.

Beginning at the end of FY 24-25 and moving into FY 25-26, DDOT has proceeded into the design phase for the upcoming round of shelter installations, working with a design consultant to refine the survey data and incorporate it into detailed site plans for permitting. Ongoing activities include review and revision of these site plans as a collaborative process between DDOT staff and consultants.

In collaboration with the Department of Public Works, DDOT is engaging in a similar design process for a bench project. DDOT and DPW staff are revising and refining site plans to scope bench installations and associated concrete work. These activities were initiated in FY 25-26 and will continue until project is complete.

Additionally, DDOT is exploring opportunities to incorporate new types of amenities into major transit capital projects where feasible and appropriate. Upgraded amenities efficiently, transfer access bus stops safely and efficiently, transfer between routes, purchase fares, and use other forms of mobility, especially for first-mile/last-mile connections. DDOT will explore bus stops elements such as, raised platforms, detectable warning strips, real-time displays, and fare vending machines that would improve the convenience and quality of the customer experience. At highly utilized locations where two or more routes intersect, amenities such as in-lane bus stops, high visibility crosswalks, and distinctive site markers would help to enhance the overall efficiency of the regional transit system.

Mobility Innovation

DDOT is supported by the Office of Mobility Innovation (OMI) staff that plans, manages, and administers pilot projects. OMI collaborates with DDOT to develop, plan, and implement project solutions to improve transit access using new technologies that supplement fixed route and paratransit services including ride-hailing services, micro-mobility, car-sharing, and on-demand transportation. Areas of focus include improving first and last-mile transportation, access to healthcare, employment, employment-related activities, and education. OMI implemented a pilot autonomous shuttle for elderly and disabled residents in selected areas of Detroit beginning in June 2024

Products
Ongoing:
- Develop and utilize tools and data sets to understand the need for new and enhanced services.
- Analyze and evaluate services systemwide, by route, and by segment levels.
- Increase staff development and training in transit planning.
- Plan for transit-oriented, pedestrian-friendly bus stop improvements, including bus shelters and boarding platforms.
- Continue participation in the Automated Bus Consortium to enable DDOT to purchase buses from the Level 4 Automated Bus program.

2025-2026:
- Provide staff and resources to engage the public on initiatives related to route optimization.
- Engage with riders, bus operators, and the general public on route change proposals.
- Develop consultant task orders and procurement documents, as needed.
- Finalized site plans for proposed shelter and bench installations, developed in collaboration with consultants and/or DPW engineers, ready to be submitted for permitting
- Provide staff resources to collect, manage, and maintain a geo-database of all bus stop locations and associated amenities to complement planning efforts as part of the bus stop program.
- Updated deadhead traces for transition to new Coolidge Terminal facility

3.2 Transit Mapping and Site Location Plans

Goal
Develop new maps and location site plans for transit operations staff.

Method
DDOT bus operators utilize site location plans to deliver service along a specified route. Beyond its main corridor of service, each route involves turnarounds, layover locations, detours, and other precise on-the-road details. Transit Site Location Plans enable DDOT to operate safer and more consistent service by providing bus operators with more efficient route information.

Products
Ongoing:
- Revise route maps and edit turn lists.
- Develop detailed layover and turnaround maps.
- Regularly update stored files for accuracy.
- Update the internal *Route & About* website to disseminate route planning information.

This project has been completed for the current bus network, but the maps will be revised for the implemented portions of the new Bus Network in 2025 and/or beyond.

4 Plan Implementation

4.1 Public Outreach

Goal

Ensure complete and accurate information and documentation, timely public notice, equal and full public access to public information, and the decision-making process.

Method

DDOT's Public Participation and Involvement Plan highlights the process to engage and involve citizens and includes strategies on how to inform the public at an early stage and continually engage citizens prior to making key decisions. The plan also ensures DDOT engages populations that are typically underserved such as limited English proficiency and low-income groups. Public outreach activities include public hearings, Community Input meetings, Local Advisory Council (LAC) meetings as well as engagement with transit advocates, community organizations, and members of the general public. Public participation and engagement methods have changed in response to the COVID-19 pandemic, which shifted all engagement online. Post COVID, DDOT continues to ensure the engagement process is accessible, inclusive, and meaningful whether it occurs online or in person.

DDOT continues usage of bus monitors and bus interior cards, including those with QR codes to solicit input on specific sections of its website for passengers. DDOT also remains committed to delivering schedules and outreach materials to select locations across the city including community centers and senior living homes.

During the past year, DDOT attended and participated in public meetings and events hosted throughout the city including community organizations such as the Detroit at Work resource fairs, SER Metro resource fairs, Back to school rallies, City of Detroit's Juneteenth Celebration and resource fair, City of Detroit Disability Pride Month Event, Art of Aging mobility event, a District 7 community health and safety fair, Eastside Community Network Transportation Fair, District 2 senior events, and provided resources at the city mandated charter meetings held in various districts this year. DDOT continues its partnership with Wayne State University and took part in its annual full community event to ensure students and its faculty are informed of the services we provide. These events in addition to our monthly transit advocate meetings and community input meetings, give us the opportunity to share our transportation resources and receive feedback directly from our passengers. Our monthly meetings are held virtually, but we continue to host hybrid public meetings at our Rosa Parks Transit Center at each of our public hearings which take place approximately every quarter.

To help increase our efforts to engage and educate the public on all DDOT updates and related events, DDOT is working to grow our transit ambassador program. DDOT has one ambassador at this time, and they primarily assist at our transit centers and community events. They provide resources on how to ride, fare and schedule information, how to navigate our transit apps, and details on all public meetings. With plans to hire more ambassadors, passengers will be able to receive more hands- on assistance and increased opportunities to provide feedback.

Products
Ongoing:
- Utilize the Public Participation Plan in all planning projects.
- Conduct public outreach activities and events.
- Conduct customer surveys.
- Provide information materials on DDOTs products and services and tout benefits of public transit.

4.2 Project Support
Goal
Work collaboratively with transportation agencies and other government entities at the local, state and federal level responsible for the development of transportation plans and related projects and programs.

Method
DDOT supports local and regional agencies and units of government in implementing transportation projects and programs within its service area by providing data and analysis, participating in the planning, advisory, and steering committees, and assisting in the implementation of public outreach activities. As a planning partner in the SEMCOG region, DDOT ensures information used for the development of the TIP and RTP reflects current trends and data. In addition, DDOT works closely with the RTA to help improve effectiveness of transportation planning and decision-making through a coordinated regional approach.

Products
- Prepare system statistics, descriptions, funding applications, and planning documents.
- Develop performance measures.
- Coordinate service plans.
- Provide project support to various entities, as needed.

5 Program Administration
5.1 Transportation Improvement Program (TIP)
Goal
Develop, monitor, and update the program of projects to be included in the FY 2026 – 2029 TIP that complies with federal and state requirements. The TIP process is used to facilitate the implementation of the capital plan and projects as required by the FAST Act for urbanized areas.

Method
DDOT develops programs and projects that are expected to support the transit planning process including capital planning, financial planning, and operations essential to the provision of transit service, facilities, and equipment over a four-year time period.

Products
Ongoing:
- DDOT has implemented a process of intradepartmental collaboration with Grants Administration, Project Planning, Maintenance and Marketing to review funding apportionments and allocate adequate resources for projects.
- Monitor and develop as necessary, the components of the TIP based on transit capital needs.
- Amend and modify as necessary to meet changing conditions.

5.2 Work Program Development and Management

Goal

Develop a scope of work for DDOT staff and consultants to perform the necessary administrative and planning activities and estimated cost expenditures that comply with federal and state requirements and guidelines.

Method

DDOT utilizes categories outlined in the UWP to manage the planning and coordination of the program elements. DDOT utilizes MDOT and FTA priorities that focus on project planning and implementation that impacts prioritized conditions. The delineation of tasks and fiscal relationships is essential to the department's planning and programming over the course of a fiscal year.

Products

Ongoing:

- Monitor the FY2026 UWP.
- Amend as necessary to meet changing conditions.

2025-26:

- Prepare the FY2026-27 Completion Report.

5.3 Program Development Administration

Goal

Administer DDOT's overall transit planning activities to ensure that FTA and MDOT grant awards are expended in accordance with the TIP, UWP, and all applicable federal, state, and local regulations.

Method

DDOT staff provides direct support, administration, communication, and coordination for all FTA-eligible capital projects from the development through the implementation stage. A significant cooperative effort is required between state and regional organizations to ensure that DDOT is able to fulfill the compliance requirements for planning projects. Standard Operating Procedures (SOPs) are reviewed, developed, and implemented as required for grants management and planning programs within DDOT. Planning and Administration staff initiate, plan, execute, manage, and close out projects to achieve specified goals within established constraints. DDOT staff will continue to engage other local transportation committees, various stakeholders, and the general public in the transportation planning process through the provision of information on planning efforts, data, assistance, and analysis. The overall increase in staff knowledge and training on best practices in the industry through webinars, guidebooks, professional networks, and conferences continues to be important to a technically sound program.

Products

Ongoing:

- Processes and procedures for planning and grants management.
- Establishing a regular practice of collaboration across interdepartmental DDOT staff as a roundtable for input on project planning.
- Attend professional development and national, state, and local training opportunities
- Submit quarterly Milestone Progress Reports to FTA and MDOT.
- Conduct monthly capital projects status meetings.

- Develop and implement the capital plan.

2025-2026:

- Prepare ongoing documentation for record-keeping purposes and work with FTA to conduct reviews and implement any necessary changes.
- Develop a data-driven process for evaluating and selecting capital projects.

DETROIT DEPARTMENT OF TRANSPORTATION
UNIFIED WORK PROGRAM FISCAL YEAR 2026 - 2027 BUDGET

Element/Task 1 Plan Development	BUDGET PERSONNEL	FRINGE	CONTRACTS	TOTAL	SHARE FTA	LOCAL	INELIGIBLE (LOCAL)	TOTAL
1.1 Capital Program Development Planning	$ 41,423	$ 16,325	$ -	**$ 57,748**	$ 41,150	$ 9,732	$ 6,866	**$ 57,748**
1.2 Plan And Policy Development	$ 100,519	$ 39,615	$ 196,177	**$ 336,311**	$ 269,052	$ 66,847	$ 412	**$ 336,311**
1.3 Transit Capital Update Program (TCUP)/Passenger Infra	$ 11,249	$ 4,433	$ 300,000	**$ 315,682**	$ 251,350	$ 62,838	$ 1,494	**$ 315,682**
Task Subtotal	***$ 153,191***	***$ 60,373***	***$ 496,177***	***$ 709,741***	***$ 561,552***	***$ 139,417***	***$ 8,772***	***$ 709,741***
2 Plan Monitoring				$ -				$ -
2.1 Data Collection, Monitoring And Reporting	$ 120,165	$ 44,489	$ -	**$ 164,654**	$ 115,733	$ 27,753	$ 21,168	**$ 164,654**
Task Subtotal	***$ 120,165***	***$ 44,489***	***$ -***	***$ 164,654***	***$ 115,733***	***$ 27,753***	***$ 21,168***	***$ 164,654***
3 Service Planning				$ -				$ -
3.1 Route Planning and Development	$ 230,685	$ 111,296	$ -	**$ 341,981**	$ 240,392	$ 57,359	$ 44,229	**$ 341,980**
3.2 Transit Location Site Plans	$ 61,365	$ 24,184	$ -	**$ 85,549**	$ 59,106	$ 14,083	$ 12,361	**$ 85,550**
Task Subtotal	***$ 292,050***	***$ 135,480***	***$ -***	***$ 427,530***	***$ 299,498***	***$ 71,442***	***$ 56,590***	***$ 427,530***
4 Plan Implementation				$ -				$ -
4.1 Public Participation & Outreach	$ 164,200	$ 71,022	$ -	**$ 235,222**	$ 141,231	$ 34,875	$ 59,116	**$ 235,222**
4.2 Project Support	$ 40,793	$ 16,076	$ -	**$ 56,869**	$ 37,641	$ 9,063	$ 10,165	**$ 56,869**
Task Subtotal	***$ 204,993***	***$ 87,098***	***$ -***	***$ 292,091***	***$ 178,872***	***$ 43,938***	***$ 69,281***	***$ 292,091***
5 Program Administration				$ -				$ -
5.1 Transportation Improvement Program (TIP)	$ 4,229	$ 1,667	$ -	**$ 5,896**	$ 3,383	$ 846	$ 1,667	**$ 5,896**
5.2 Work Program Development/Grant Management	$ 11,127	$ 4,385	$ -	**$ 15,512**	$ 8,901	$ 2,225	$ 4,386	**$ 15,512**
5.3 Program Development Administration	$ 55,793	$ 21,988	$ -	**$ 77,781**	$ 44,634	$ 11,159	$ 21,988	**$ 77,781**
Task Subtotal	***$ 71,149***	***$ 28,040***	***$ -***	***$ 99,189***	***$ 56,918***	***$ 14,230***	***$ 28,041***	***$ 99,189***
TOTALS	**$ 841,548**	**$ 355,480**	**$ 496,177**	**$ 1,693,205**	**$ 1,212,574**	**$ 296,780**	**$ 183,852**	**$ 1,693,205**

DETROIT DEPARTMENT OF TRANSPORTATION

UNIFIED WORK PROGRAM FISCAL YEAR 2026 - 2027 BUDGET SHARES

Task 1 Plan Development	FTA 5303			FTA 5304			FTA 5307			OTHER			TOTAL		
	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL	FEDERAL	LOCAL	TOTAL
1.1 Capital Program Development Planning	$ 19,644	$ 4,356	$ 24,000	$ -	$ -	$ -	$ 21,505	$ 5,376	$ 26,881	$ -	$ -	$ -	$ 41,149	$ 9,732	$ 50,881
1.2 Plan And Policy Development	$ 77,758	$ 17,243	$ 95,001			$ -	$ 415,750	$ 103,938	$ 519,688	$ -	$ -	$ -	$ 493,508	$ 121,181	$ 614,689
1.3 Transit Capital Update Program (TCUP)	$ -	$ -	$ -	$ 300,000	$ 75,000	$ 375,000	$ 94,240	$ 23,560	$ 117,800	$ -	$ -	$ -	$ 394,240	$ 98,560	$ 492,800
Task Subtotal	**$ 97,402**	**$ 21,599**	**$ 119,001**	**$ 300,000**	**$ 75,000**	**$ 375,000**	**$ 531,495**	**$ 132,874**	**$ 664,369**	**$ -**	**$ -**	**$ -**	**$ 928,897**	**$ 229,473**	**$ 1,158,370**
2 Plan Monitoring			$ -			$ -			$ -			$ -			
2.1 Data Collection, Monitoring And Reporting	$ 45,018	$ 9,983	$ 55,001	$ -	$ -	$ -	$ 79,716	$ 19,929	$ 99,645	$ -	$ -	$ -	$ 124,734	$ 29,912	$ 154,644
Task Subtotal	**$ 45,018**	**$ 9,983**	**$ 55,001**	**$ -**	**$ -**	**$ -**	**$ 79,716**	**$ 19,929**	**$ 99,645**	**$ -**	**$ -**	**$ -**	**$ 124,734**	**$ 29,912**	**$ 154,644**
3 Service Planning			$ -			$ -			$ -			$ -			
3.1 Route Planning and Development	$ 118,683	$ 26,318	$ 145,001	$ -	$ -	$ -	$ 123,114	$ 30,779	$ 153,893	$ -	$ -	$ -	$ 241,797	$ 57,097	$ 364,549
3.2 Transit Location Site Plans	$ 24,555	$ 5,445	$ 30,000	$ -	$ -	$ -	$ 34,551	$ 8,638	$ 43,189	$ -	$ -	$ -	$ 59,106	$ 14,083	$ 73,188
Task Subtotal	**$ 143,238**	**$ 31,763**	**$ 175,001**	**$ -**	**$ -**	**$ -**	**$ 157,665**	**$ 39,417**	**$ 197,082**	**$ -**	**$ -**	**$ -**	**$ 300,903**	**$ 71,180**	**$ 437,737**
4 Plan Implementation			$ -			$ -			$ -			$ -			
4.1 Public Participation & Outreach	$ 16,370	$ 3,630	$ 20,000	$ -	$ -	$ -	$ 103,657	$ 25,914	$ 129,571	$ -	$ -	$ -	$ 120,027	$ 29,544	$ 188,094
4.2 Project Support	$ 12,278	$ 2,723	$ 15,001	$ -	$ -	$ -	$ 25,363	$ 6,341	$ 31,704	$ -	$ -	$ -	$ 37,641	$ 9,064	$ 46,704
Task Subtotal	**$ 28,648**	**$ 6,353**	**$ 35,001**	**$ -**	**$ -**	**$ -**	**$ 129,020**	**$ 32,255**	**$ 161,275**	**$ -**	**$ -**	**$ -**	**$ 157,668**	**$ 38,608**	**$ 234,798**
5 Program Administration			$ -			$ -			$ -			$ -			
5.1 Transportation Improvement Program (TIP)	$ -	$ -	$ -	$ -	$ -	$ -	$ 3,383	$ 846	$ 4,229	$ -	$ -	$ -	$ 3,383	$ 846	$ 4,229
5.2 Work Program Development/Grant Management	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,901	$ 2,225	$ 11,126	$ -	$ -	$ -	$ 8,901	$ 2,225	$ 11,127
5.3 Program Development Administration	$ -	$ -	$ -	$ -	$ -	$ -	$ 44,634	$ 11,159	$ 55,793	$ -	$ -	$ -	$ 44,634	$ 11,159	$ 55,793
Task Subtotal	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 56,918**	**$ 14,230**	**$ 71,148**	**$ -**	**$ -**	**$ -**	**$ 56,918**	**$ 14,230**	**$ 71,149**
TOTALS	**$ 314,306**	**$ 69,698**	**$ 384,004**	**$ 300,000**	**$ 75,000**	**$ 375,000**	**$ 954,814**	**$ 238,704**	**$ 1,193,518**	**$ -**	**$ -**	**$ -**	**$ 1,569,120**	**$ 383,402**	**$ 2,056,698**

DETROIT DEPARTMENT OF TRANSPORTATION

FY 2026 – FY2027 UWP TIMELINE

2026 UWP Timeline

		July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	May	June
Element 1	**Plan Development**												
	1.1 Capital Program Development												
	1.2 Plan and Policy Development												
	1.3 Transit Capital Update program (TCUP)												
	1.4 Rosa Parks Transit Cener Renovation												
	1.5 Environmental Resiliency Poliy and Planning												
	1.6 Demographic and Project Analysis in Transit Planning												
	1.7 Multimodal and Accessibility Roadways Planning												
Element 2	**Plan Monitoring**												
	2.1 Data Collection, Monitoring, and Reporting												
Element 3	**Service Planning**												
	3.1 Route Planning and Development												
	3.2 Transit Mapping and Site Location Plans												
Element 4	**Plan Implementation**												
	4.1 Public Participation and Outreach												
	4.2 Project Support												
Element 5	**Program Administration**												
	5.1 Transportation Improvement Program (TIP)												
	5.2 Work Program Development/Grant Management												
	5.3 Program Development Administration												
	Continuous Activity												

500 Griswold, 29th Floor
Detroit, MI 48226
(313) 224-2160
WWW.THEPEOPLEMOVER.COM

Detroit Transportation Corporation

FY 2026-27 UNIFIED WORK PROGRAM

January 2026

Prepared By:
Detroit Transportation Corporation
500 Griswold, Suite 2900
Detroit, Michigan 48226

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WORK TASKS (WT)

1.0 Service Monitoring, Data Collection, Ridership, and Revenue Analysis

Funding Source: UWP OP - 5929
Budget: $93,000

1.1. **Purpose/Outcome**

To continue maintaining a complete and comprehensive system approach of using empirical data to evaluate system performance and support the reporting requirements of NTD and RTA.

1.2. **Method**

DTC continues daily data collection to support basic accounting and sales activities and satisfy National Transit Database (NTD) reporting requirements. DTC staff collects, analyzes, and compares DPM passenger and revenue data, including pass card and token sales. The information will primarily generate sales, marketing, and advertising-type reports. As needed to support the area's ongoing planning efforts, data will also be supplied to SEMCOG. DTC will also use revenue-related data to reconcile its accounting staff with its revenue collection contractor. These weekly, monthly, and annual data collections will also serve as the basis for service evaluation and trend forecasting analyses.

1.3. **Product**

1. Monthly ridership and revenue reports.
2. Monthly analysis of special impact reports.
3. Annual NTD report.

2.0 DPM System Plan and Downtown Mobility Study

Funding Source: Section 5304
Budget: $100,000

2.1. **Purpose/Outcome**

In the greater Downtown Detroit area, increased investment in infrastructure is aimed at connecting people with opportunities to attract and retain diverse residents and workers in Detroit and across Michigan. There is a need to synthesize community and stakeholder input with technical analysis and scenario planning to position DTC to secure funding and implement projects as opportunities arise that will contribute to improved mobility and opportunities in the greater Downtown Detroit area.

2.2. **Method**

In the greater Downtown Detroit area, there is a significant investment in infrastructure aimed at connecting people with opportunities to attract and retain a diverse population of residents and workers in Detroit and across Michigan. To effectively position the Detroit Transportation Corporation (DTC) for funding and project implementation, it is essential to synthesize community and stakeholder input with technical analysis and scenario planning.

DTC will lead a project to develop a Detroit People Mover System and Mobility Plan that encompasses the greater Downtown Detroit area. This plan will outline a long-term vision along with shorter-term strategies that can be implemented within three to five years. The project will explore and develop a mobility vision and strategies to adapt and improve the Detroit People Mover system, connecting and coordinating transportation options to enhance mobility both today and in the future.

The resulting plan will include a variety of strategies and potential projects, along with approximate costs, scopes, timeframes, and key challenges associated with implementation. As potential projects are identified, the plan will outline next steps, including the National Environmental Policy Act (NEPA) process, pursuing Joint Development partners, exploring special and discretionary funding opportunities, establishing technology partnerships, and promoting key initiatives to secure future funding support.

2.3. Product

In December 2024, a nationally recognized consulting team was selected to lead the planning effort. The project will take place between 12 to 15 months, concluding in Summer 2026, and will produce a plan document that outlines a long-term vision, shorter-term strategies, and a detailed list of next steps. This will include processes related to the National Environmental Policy Act (NEPA), further development, and strategies for attracting funding and partnerships.

In addition to capital intensive infrastructure projects related to the rail system, the plan will investigate and analyze tools previously considered such as a Transportation Management Authority, Intelligent Transportation Systems (ITS) applications to enhance mobility, and consider the link to public spaces and services with wayfinding, walkability, and placemaking.

3.0 Transit Data Management (TDM) Software System

Funding Source: Section 5304
Budget: $250,000

4.1. Purpose/Outcome

Similar to other transit agencies across the United States, DTC is required by the Federal Transit Administration (FTA) to report data to the National Transit Database (NTD) on several key metrics, including, but not limited to, Vehicle Revenue Miles (VRM), Vehicle Revenue Hours (VRH), Passenger Miles Traveled (PMT), Unlinked Passenger Trips (UPT) and Operating Expenses (OE).

Currently, most of DPM’s data capture is done manually, and data is stored in various Excel spreadsheets. At times, data collection tends to be a much slower process, which leads to delays in the availability of critical information, hinders timely decision-making, and negatively impacts the ability to respond to operational changes.

DTC will procure services from a qualified firm to develop and implement a Transit Data Management (TDM) software system.

3.2. **Method**

DTC expects to improve operational efficiency through the following:

- Streamlining and consolidating data for improved monthly, quarterly, and annual management and reporting processes.
- Elimination and/or reduction of redundant, repetitive, and manual processes related to cross-referencing, reconciliation, and indexing data from multiple sources.
- Reducing data extraction time per report.
- Reducing report creation time.
- Eliminating subscription and licensing costs associated with maintaining multiple reporting tools.
- DTC continues daily data collection.

3.3. **Products**

The Contractor will deliver a Cloud-based, end-to-end data management solution that is a comprehensive package compliant with FTA reporting requirements, which includes the following:

1. Software ready to implement and deploy.
2. Ability to search, retrieve, and compile data.
3. A reporting tool and an executive dashboard.

FY 2026-2027 UWP TIMELINE

July 1, 2026 – June 30, 2027													
WT #	WORK TASK	JUL-26	AUG-26	SEP-26	OCT-26	NOV-26	DEC-26	JAN-27	FEB-27	MAR-27	APR-27	MAY-27	JUN-27
1	Data Collection & Analysis												
2	Mobility Plan												
3	TDM Software												

FY 2026-2027 BUDGET OVERVIEW

DTC UWP Work Program				
WORK TASK	FEDERAL	STATE	LOCAL	TOTAL
WT 1: Data Collections and Analysis	$76,121	$0.00	$16,879	$93,000
WT 2: Mobility Plan	$00.00	100,000	$00.00	$100,000
WT 3: TDM Software	$00.00	250,000	$00.00	$250,000
Total				**$443,000**

St. Clair County Transportation Study

FY 26-27 Unified Planning Work Program

SEMCOG FISCAL YEAR JULY 1, 2026- JUNE 30, 2027

APPROVED BY SCCOTS ADVISORY COMMITTEE: DECEMBER 10, 2025
APPROVED BY METROPOLITAN PLANNING COMMISSION: DECEMBER 17, 2025

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Service Description

Formal transportation planning began in St. Clair County in 1981. The 1980 decennial census designated Port Huron an Urban Area (population greater than 50,000). The Port Huron Urban Area Transportation Study (PHUATS) was formed in accordance with the 1962 Federal Highway Act, which requires there to be a *Continuing*, *Coordinated* and *Comprehensive* (3-C) planning process operating in all urban areas. PHUATS represented the urbanized portion of St. Clair County.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) enabled the inclusion of the entire County in the study area. With that expansion, the name of the organization was changed to the St. Clair County Transportation Study (SCCOTS), and the transportation planning process became integrated as a program area withn the St. Clair County Metropolitan Planning Commission.

Currently, federal laws, executive orders, and the policies of the United States Department of Transportation have brought the issues of environmental justice, civil rights, public involvement, safety, air quality, livability, freight planning, and congestion reduction to the forefront of transportation planning.

The SCCOTS program provides participating local units of government and transportation agencies access to "pass-through" federal and state transportation funds. Other services offered to local governments, transportation agencies, and the citizens and businesses they serve include assistance, advice and education on particular transportation issues, projects, and programs. The SCCOTS program is also involved with transportation issue advocacy at the regional, state and national levels.

The service description of each program element takes into account the clientele of SCCOTS programs and whether they directly or indirectly benefit from the program. These clients include:

- St. Clair County government;
- Local units of government (cities, villages and townships);
- Public and private transportation providers;
- Federal, state, and regional regulatory agencies (FHWA, FTA, MDOT, SEMCOG, etc.);
- The general public;
- The business community; and
- Transportation system users.

Committee Structure and Membership

St. Clair County is part of the Detroit Metropolitan Statistical Area (MSA). The Southeast Michigan Council of Governments (SEMCOG) is designated to serve as the Metropolitan Planning Organization (MPO) for St. Clair County.

Transportation policy and funding decisions made by SCCOTS committees are forwarded to SEMCOG for further action. SCCOTS activities and programs complement and enhance those of SEMCOG.

METROPOLITAN PLANNING COMMISSION
The St. Clair County Metropolitan Planning Commission (MPC) serves as SCCOTS Policy Committee, administers the SCCOTS program and decrees transportation planning policy. The St. Clair County Board of Commissioners appoints the eleven-member commission, comprised of eight commissioners appointed by representation categories (i.e. finance, local government, recreation/tourism, etc.), two commissioners appointed at-large, and one St. Clair County Commissioner.

SCCOTS ADVISORY COMMITTEE
The function of the SCCOTS Advisory Committee (SAC), in addition to taking official action as Federal Aid Committee (FAC) for St. Clair County, is to make recommendations to the MPC on each transportation issue that comes before it. SAC membership is open to all St. Clair County local units of government (e.g., cities, villages, and townships), the County Board of Commissioners, the MPC, other transportation-oriented agencies such as the Blue Water Area Transportation Commission (BWATC), the St. Clair County Road Commission (SCCRC), the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA), as well as interested civic groups. SCCOTS encourages members of the general public to participate in the meetings and activities of the SAC.

SCCOTS TECHINCAL SUBCOMMITTEE
The SCCOTS Technical Subcommittee (STS) is responsible for analyzing technical issues at the request of the SAC. One of the Technical Subcommittee's principal activities is the development of priority lists for the inclusion of projects in SCCOTS and SEMCOG's Transportation Improvement Program (TIP). The membership of the STS is comprised of SCCOTS Advisory Committee members that represent *Act 51* agencies (villages, cities, SCCRC, BWATC, MDOT and SEMCOG). All decisions made by the Technical Subcommittee are forwarded to the Advisory Committee for action.

PLANNING STAFF
The Executive Director of the MPC, planning staff, and administrative services staff each play a role in administering the SCCOTS transportation planning program. The Executive Director of the MPC serves as Director of SCCOTS. The planning staff is assigned to transportation planning functions and provides recommendations to the Director, SCCOTS Committees and the MPC on pending SCCOTS actions. MPC administrative services staff provide general program clerical support for the transportation planning program.

TRANSPORTATION PLANNING PROCESS

Michigan's MPO's, the FHWA, and MDOT have implemented a Memorandum of Understanding (MOU) designed to administer the transportation planning process in Michigan. St. Clair County will remain at the forefront in policy making through its participation in the Michigan Transportation Planners Association (MTPA).

In order to implement this document locally, an additional MOU was developed during the 1998-1999 fiscal year to codify the relationship between SEMCOG, SCCOTS, and BWATC. An updated MOU was completed May 2018.

The following section identifies the transportation planning services SCCOTS will provide during the 2026-2027 SEMCOG fiscal year. The entire community benefits when SCCOTS services are utilized by agencies that provide and maintain facilities that the county's citizens use on a daily basis. The SFY 2026-2027 SCCOTS Unified Planning Work Program is outlined in four general program elements.

- Data Collection and Analysis
- Plan and Policy Development
- Plan Implementation
- Support Services

The Federal Transportation Bill guides transportation spending throughout the country based on priorities and planning performance measures.

Program Elements

1.0 Data Collection and Analysis

The SCCOTS program provides data collection and analysis to assist federal, state, regional, and local transportation planning agencies. The work performed in this program element has a direct impact on areas internal and external to the County.

SCCOTS staff serves as the lead agency in some endeavors wherein staff manages the working group. SCCOTS staff performs a supporting role for the other programs which are coordinated through a diverse number of planning entities.

SCCOTS staff closely monitors local agency plans and planning efforts, providing analysis and formal reports that gauge whether those local plans and projects are consistent with county and local master plans.

Lastly, this program element addresses the dissemination of custom information upon request to clientele that are not frequently involved in the transportation planning process. The information provided may consist of traffic counts or other spatial data not available or packaged in a generally accessible format by other agencies. This element monitors, analyzes, and updates information relevant to the transportation planning process including land use, transportation, employment, economic, demographic, and environmental data.

1.1 Data Collection and Analysis: Transportation Asset Management Council (TAMC)

Purpose/Outcome

The objective of this task is to gather pavement condition data for a statewide asset assessment, and to assemble a four-year priority list of projects that references the data; and to facilitate local implementation of an asset management plan.

Method

Asset Management is a management approach to our surface infrastructure that emphasizes performance and conditions, not ownership. It is a process predicated on stewardship of public resources, accountability to the users of the system, and continuous improvement. This task will assist SEMCOG in the collection of data needed to fulfill the requirements of P.A. 499 of 2002, which established the Transportation Asset Management Council (TAMC) and charged it with developing an asset management process for the State of Michigan. Data collection is scheduled according to TAMC guidelines using the *Pavement and Surface Evaluation Rating* or PASER method.

Products

1. The road network loaded into RoadSoft and updated as necessary.
2. PASER data for the Federal Aid Eligible roads in St. Clair County.
3. Public display of the PASER ratings.
4. Report to the TAMC with PASER, project status, and other data, for St. Clair County.

5. Assist in the development and implementation of local transportation asset management plans.

Total Hours	Federal Share	Local Share	Total
155	$8,276	$1,835	$10,111

1.2 Data Collection and Analysis: Data Collection and Maintenance

Purpose/Outcome
The objectives of this task are to collect, maintain, and distribute transportation-related data for planning needs and public inquiry and for SCCOTS to provide consistent spatial data upon request.

This was named as one of the Planning Emphasis Areas by FHWA/FTA

Method
SCCOTS receives requests for spatial data because it is a program within the Metropolitan Planning Commission. SCCOTS may assist in fulfilling the request, or may defer the request to the appropriate staff member within the department. SCCOTS utilizes aerial photography to track land use trends.

SCCOTS will also collect other data, as available, to support transportation planning needs, such as park and ride usage, parking infrastructure, safety data, housing/population/economic data, and other data as necessary.

SCCOTS will work with SEMCOG and MDOT to complete traffic counts and pedestrian/bicycle counts as necessary based on specific projects/scenario needs.

Products
1. Transportation data and map products for use in SCCOTS and MPC planning activities.
2. Staff reports on project status.
3. Transportation data and map products for use in SCCOTS and MPC planning activities.
4. Staff reports on project status.
5. HPMS data that is collected by the locals.
6. Work with SEMCOG to maintain detailed interactive web based traffic count and pedestrian/bicycle count database.

Total Hours	Federal Share	Local Share	Total
350	$22,696	$5,033	$27,728

1.3 Data Collection and Analysis: GIS Data and Mapping

Purpose/Outcome
The objective of this task is to collect, develop and gather data to be used to develop maps and graphics to be used for various transportation planning and projects. Utilization of the County's Geographic Information System aids planners in analyzing current trends and conditions.

Method
Using data from a variety of sources to create maps that can be used by any/all county departments as well as any municipality that requests a map. Data is often shared and used to benefit the entire County.

SCCOTS will also collect other data, as available, to support transportation planning needs, such as park and ride usage, parking infrastructure, safety data, housing/population/economic data, and other data as necessary. Where appropriate, this data will be mapped to support planning and decision making.

Products
1. Transportation data and map products for use in SCCOTS and MPC planning activities.
2. Land use data and map products for use in SCCOTS and MPC planning activities.
3. Zoning Ordinance and Future Land Use on GIS database (County's Geocortex.)
4. Staff reports on project status.
5. Training for staff.

Total Hours	Federal Share	Local Share	Total
1215	$49,923	$11,070	$60,993

2.0 <u>Plan and Policy Development</u>

This program element consists of the review, analysis, development, and coordination of various plans and projects.

Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

2.1 Plan and Policy Development: Local Plan Review and Analysis

This program element consists of reviewing and analyzing local master plans, subarea plans, development plans, and zoning ordinances and identifying impacts to the overall transportation network, public transportation systems, nonmotorized transportation, and key growth corridors. The work performed in this program element has a direct impact on areas internal and external to the County, with a focus on the land use/transportation interface.

SCCOTS staff serves as lead agency in the study of various corridors, areas, and projects in the County. They will work closely with various muncipalities and agencies as they study key corridors, areas, projects.

SCCOTS/MPC staff will work with community partners to develop various types of documents as a result of the studies.

Purpose/Outcome
In accordance with Michigan Public Act 33 of 2008 (Michigan Planning Enabling Act), the objective of this task is to fulfill St. Clair County Transportation Study and Metropolitan Planning Commission responsibilities for local plan development and review. SCCOTS and the Metropolitan Planning Commission address actual and potential effects of land use and population development on the transportation system, with particular attention focused on efficiency, safety, mobility, the environment and congestion.

Method
The Metropolitan Planning Commission is charged with review of local master plans, zoning ordinances, and updates or amendments to each and with the development of coordinated comprehensive planning documents. Reports and recommendations are generated regarding the consistency of these documents with corresponding regional, county, and local plans.

SCCOTS and the Metropolitan Planning Commission develop and review plans that are: coordinated, harmonious, efficient and economical; that take into account land and population development; that reduce congestion on streets; that make well-guided use of public funds; that promote livability and sustainability; and that best promote public health, safety, order, convenience, and general welfare. The overarching goal of review and analysis efforts is to ensure better integration of transportation planning and land use. There will also be an increased focus on integrating Complete Streets principles into community planning activities.

Products
1. Staff informational reports and recommendations.
2. Staff activity reports.
3. Collaboration with staff for expertise in related program areas.
4. Research and working papers on topics as necessary.
5. Maintenance of formal plans focused on coordinated development.

Total Hours	**Federal Share**	**Local Share**	**Total**
100	$5,567	$1,235	$6,802

2.2 Plan and Policy Development: Long Range Transportation Plan

Purpose/Outcome
The objective of this task is to monitor and implement the St. Clair County 2050 Long Range Transportaion Plan (LRTP) and SEMCOG's Vision 2050 Regional Transportation Plan for Southeast Michigan. These plans were both adopted in 2024 and contain goals/objectives and performance measures that will guide transportation planning activities in the coming years.

*MDOT's Planning Emphasis Area

Method
The SCCOTS 2050 LRTP defines the goals and objectives, outlines the transportation decision

making process, and identifies fiscally constrained multi-modal transportation improvements for St. Clair County to the year 2050. The projects identified as part of this LRTP are ultimately incorporated into SEMCOG's Vision 2050 Regional Transportation Plan (RTP).

Products

1. Staff reports on long range transportation planning activities.
2. Project working papers.
3. Participation and data sharing in travel demand modeling activities.
4. Participation in long range planning meetings.
5. Implementation of the goals/objectives of this plan and carry out the projects identified.
6. Monitor, implement, and support the performance measures list.
7. Performance measures and rules that come out of the Bipartisian Infrastructure Law will be included in the development of this plan.

Total Hours	Federal Share	Local Share	Total
25	$1,502	$333	$1,836

2.3 Plan and Policy Development: St. Clair County Master Plan

Purpose/Outcome

The objective of this task is to assist in the implementation of the St. Clair County Master Plan. The Master Plan has a 20-year planning horizon and is reviewed and updated every five years and was last adopted in December 2023.

Method

This will also be used as planning guidance for all of the muncipalities throughout the County.

Products

1. Staff progress reports.
2. Staff presentations.
3. Public presentations.
4. An updated County Master Plan document.
5. Integration of the plan into local or area project and policy reviews.

Total Hours	Federal Share	Local Share	Total
25	$1,601	$355	$1,956

2.4 Plan and Policy Development: Transportation Project Coordination

Purpose/Outcome

The objective of this task is to facilitate the development of federally-funded local transportation infrastructure projects including STP Urban, STP Rural, STP Safety, TEDF Category-D, and CMAQ. An overall goal is to improve the comprehensive Transportation System through projects that benefit the entire county and/or region.
*MDOT's Planning Emphasis Area

Method
SCCOTS, as the designated transportation-planning agency for St. Clair County, is provided with an annual apportionment of Surface Transportation Program funding. The Advisory Committee prioritizes projects and awards funding. The "obligation authority" that is attached to this, and other funding resources, expires if conditions are not fulfilled according to certain prescribed timelines. SCCOTS also assists in economic development and mobility enhancement project procurement.

Products
1. Staff reports detailing project advancement.
2. White paper reports on the requirements of funding resources.
3. Annual summary of federal transportation expenditures.
4. Ensure compliance with Transportation Performance Measures requirements
5. Ensure that the project is "ready" for inclusion in the Transportation Improvement Program, if need be.

Total Hours	Federal Share	Local Share	Total
100	$6,433	$1,426	$7,859

2.5 Plan and Policy Development: Sustainability and Livability

Purpose/Outcome
The objective of this task is to address air quality and resiliency, directly and indirectly, by addressing elements of transportation that are linked to air quality. An additional objective of this task is to understand the implications of possible non-attainment of federal air quality standards and, in cooperation with SEMCOG and other agencies, to identify and recommend policies and actions at the regional, local and individual level that would help the region stay in, or return to, attainment status.

This objective also includes items such as green infrastructure, water resources, and another attributes involved with creating a good quality of life. This will occur by keeping the principles of resiliency and environmental sensitivity in the center of these planning activities.

Method
Planning staff will perform a scan of the existing Long Range Transportation Plan and County Master Plan to identify ways to indirectly incorporate resiliency measures by emphasizing linkages between the effects of transportation and air quality and the existing plan goals. Staff will research best management practices (BMPs) for incorporating resiliency measures into transportation and land use planning, such as demand management strategies. Additionally, staff will monitor trends such as growth in vehicle miles traveled (VMT), changes in land use and development patterns, changing water levels, system congestion, and new developments in vehicle technology and alternative fuels and energy. As standards change this could be something that needs to be addressed here in St. Clair County.

Products
1. Staff reports, when applicable.

2. Web-based fact sheets on the effects of transportation and air quality and potential resiliency.
3. Database of best management practices for addressing air quality and climate adaptation issues.
4. Participation in regional air quality and/or resiliency initiatives.
5. Recommendations for air quality and resiliency planning goals and objectives.
6. Participate in regional efforts in regards to alternative energy and fuel sources
7. Educate you, staff, and local municipalities as new trends and information becomes available

Total Hours	Federal Share	Local Share	Total
90	$5,939	$1,317	$7,256

2.6 Plan and Policy Development: Corridor Studies

Purpose/Outcome

The objective of this task is to develop and/or update specialized corridor studies of the significant corridors within the County. Staff understands the economic importance of critical corridors for future commercial/industrial development. Staff will work with communities along the corridors and other organizations such as the St. Clair County Road Commission and the Economic Development Alliance of St. Clair County to identify goals and objectives for specialized plans, as appropriate. Continued participation with the I-69 Thumb Region stakeholder group and the study of other corridors will be examined as they come up.

Method

Staff works closely with participating local agencies to research and monitor development along a corridor. The limited resources of the Metropolitan Planning Commission will be most useful in situations where there is:

1. A commitment to adopting new policies and/or programs that provide additional protections for critical natural and cultural resources; and
2. A commitment to cooperative planning with one or more neighboring municipalities as a means of developing and adopting these policies and/or programs.

Staff will provide assistance to these collaborative planning efforts by participating in planning meetings and by providing timely data and other resources as it is available.

Products

1. Staff reports detailing the activities of corridor study advisory committees.
2. Staff reports detailing the progress of corridor studies.
3. Documentation of corridor studies in the Long Range Transportation Plan.
4. Implementation Ordinances and Policies for the member agencies.
5. Development of other corridor plans, ordinances, and presentations for communities within the Urban and General Services District, as designated by the St. Clair County Master Plan.
6. The potential use of the SEMCOG Corridor Toolkit and Partnering for Prosperity: Economic Development Strategy for Southeast Michigan.
7. Potential grant applications.
8. Area and/or corridor bylaws.

9. A description of issues and committee-resolved courses of action.
10. Resulting sub-area or corridor plans:
    a. Access management guidelines;
    b. Land use planning guidelines;
    c. Land development guidelines;
    d. Traffic control implementation plans;
    e. Rights-of-way plans;

Total Hours	Federal Share	Local Share	Total
20	$1,229	$273	$1,502

2.7 Plan and Policy Development: Demographic and Environmental Analysis

Purpose/Outcome
The objective of this task is to participate and learn about the laws and requirements of Title VI, Americans with Disabilities Act, and other environmental analysis and planning efforts.

Method
SCCOTS staff will attend trainings, develop plans, implement procedures, educate local officials, and explore other activities related to equity planning.

Products
1. Update Title VI Plan and develop reports as needed.
2. Attend trainings, provide written reports.
3. Implement Demographic and Environmental Analysis principles in all planning activities.

Total Hours	Federal Share	Local Share	Total
40	$2,634	$584	$3,218

3.0 Plan Implementation

The Plan Implementation element is centered on the short-term implementation of longer-term plans as detailed in Program Element 2.0 of this Unified Planning Work Program.

These plan element delivery units focus on the provision of capital projects or planning processes administered through local agencies. Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

3.1 Plan Implementation: Committee Involvement

Purpose/Outcome

The objective of this task is to constructively participate in federal, state, regional or local transportation studies and activities not directly addressed in the *FY2024-25 SCCOTS Unified Planning Work Program*, ensuring that regional positions are considered as part of local studies and plans.

Method
Staff will maintain active participation in committees, conferences, studies, and meetings related transportation, land use, and/or sustainable development, including: the Michigan Transportation Planning Association (MTPA) and subcommittees, SEMCOG's Transportation Coordinating Council, Technical Transportation Team, SCCOTS Advisory Committee and Technical Subcommittee, and the St. Clair County Metropolitan Planning Commission.

Products
1. Staff reports.
2. Resolutions from SCCOTS Advisory Committee or Metropolitan Planning Commission, as necessary.
3. Collaboration with staff for analysis in other program areas.
4. Project programming that integrates human services into the built environment.
5. Products requested by SEMCOG for assembling the Regional Transportation Plan.
6. Unified Planning Work Program.
7. Annual Report.
8. Transportation Improvement Program.
9. Long Range Transportation Plan.
10. Research and working papers on topics as necessary.
11. Staff report on Annual MTPA Conference.

Total Hours	Federal Share	Local Share	Total
175	$10,710	$2,375	$13,086

3.2 Plan Implementation: Transportation Improvement Program (TIP)

Purpose/Outcome
The objective of this task is to manage a four-year list of fiscally-constrained capital improvement and technical study projects including STP Urban, STP Rural, STP Safety, TEDF Category-D, and CMAQ. This task is performed in conformance with the current federal transportation bill for the effective implementation of the SCCOTS Long Range Transportation Plan.
*MDOT's Planning Emphasis Area

Method
SCCOTS assembles a priority list of projects, capital and technical, with identified funding sources and recognition in a long-range transportation planning process. This Transportation Improvement Program includes at least a project name, scope, boundary, cost estimate, share cost by funding category (federal, state, or local) justification, and year of construction. Each TIP requires an inclusive public involvement effort. The final year of one TIP will be the first year of the subsequent TIP.

Products
1. Transportation Improvement Program and subsequent amendments.
2. Review/Revise the Prioritization Process for Project Selection.
3. Work with SEMCOG to insure that our TIP Documents match.
4. Enter Projects in MDOT's Jobnet (web databases.) Provide feedback on software as needed
5. Annual Report to Advisory Committee, Metropolitan Planning Commission, and County Board of Commissioners on obligation of federal funds.
6. Develop a list of Previously Obligated Projects.

Total Hours	Federal Share	Local Share	Total
75	$4,577	$1,015	$5,593

3.3 Plan Implementation: Multimodal Planning

Purpose/Outcome
The objective of this task is to support and promote local and regional efforts to improve non-motorized transportation mobility and walkability throughout the County, particularly in traditional downtowns. Creating more walkable and bike-able communities will further strengthen the high quality of life that county residents enjoy, will enhance the unique characteristics of communities, and promote healthy, vibrant neighborhoods. It is also an objective of this task to create an awareness of alternative and combined modes of transportation, to enhance community non-motorized safety, and to implement capital improvement projects that facilitate non-motorized, transit, and multimodal travel. The FAST Act converted the Surface Transportation Program to a block grant, which maximizes flexibility of STP. A great deal of this work with be implemented through the Transportation Alternatives Program.

*MDOT's Planning Emphasis Area

Method
SCCOTS will provide planning assistance and funding information to local Downtown Development Authorities (DDAs), local units of government and other stakeholder groups interested in promoting and increasing walkability and bicycling activity in their communities. Additionally, SCCOTS will assist local units of government and other organizations within the community in preparing grant applications for pedestrian-centered and bicycle-focused enhancement projects. Staff will also participate in the coordination of SEMCOG's Regional Non-Motorized Transportation Plan, working toward its implementation.

SCCOTS staff will also provide technical support for the creation of non-motorized, transit, and multimodal transportation evaluation tools, perform an evaluation of these tools with the assistance of the public and target user groups, and reports comments back to the respective lead agency. Staff assists in providing non-motorized, transit, and multimodal transportation evaluation tools, safety materials, and resources to the public. Staff will work with state, regional and local agencies to implement project planning and scoping documents that highlight the inclusion of non-motorized, transit, and multimodal transportation options. They will work with the Act 51 Agencies to develop solid TAP Grant Applications.

Products
1. Presentations on non-motorized safety, transit, multimodal transportation options, and transportation alternatives grants.
2. Include transit projects in the Transportation Improvement Program
3. Port Huron Amtrak Station Replacement Study Project- Blue Water Area Transportation Study.
4. Port Huron Amtrak: National Environmental Policy Act Review Process.
5. Fact sheets on walkable communities and bicycle-friendly infrastructure.
6. Evaluation and research on implementing and funding a targeted bike share program.
7. Evaluation of state and regional programming documents.
8. Potential grant opportunities/applications.
9. Recommendations for integrating walkability and bicycle and pedestrian mobility into community master plans.
10. Staff reports on county non-motorized, transit, and multimodal transportation planning.

Total Hours	Federal Share	Local Share	Total
80	$4,844	$1,074	$5,918

3.4 Plan Implementation: Transportation Safety and Security

Purpose/Outcome
The objective of this task is to promote "Safety Conscious Planning" (the inclusion of safety measures in the transportation process) through a variety of activities. A further intent of this task is to actively promote transportation system security and emergency preparedness planning.

Method
Safety and security of our transportation system is a national priority and is a key emphasis of the Bipartisan Infrastructure Law. With more money being available within this bill for safety projects, MPC Staff will assist the local communities with these types of projects by providing collecting and analyzing data. Staff will also attend trainings, education opportunities, and enforce policies. Staff will also work in coordination with the Southwest Michigan Traffic Safety Plan. This program element unit examines safety and security issues within the County that may be addressed through design improvements and/or the deployment of countermeasures. There are monthly meetings of the Workgroup Subcommittee and quarterly meetings of the entire body. SCCOTS assembles a yearly 'Safety Profile' highlighting countywide safety challenges.

Products
1. Staff research and reports as necessary.
2. Identification and mapping of high-crash locations and research and analyze all safety data as it comes available.
3. Recommendations for projects based on safety solutions.
4. Staff participation, as appropriate, in conferences, workshops and meetings on homeland

security, mass evacuation planning and emergency preparedness issues, both at the organizational and countywide levels.
5. Staff participation in the implementation of the regional safety plan (Southwest Michigan Traffic Safety Plan).
6. Repository of information on current best practices for Michigan and the United States.
7. When requested, coordinate and assist schools in the utilization of the *Safe Routes to School* program.
8. Include Safety in our TIP Project Selection Process.
9. Use 2.5% of PL funds will be utilized on planning activities to increase safety and accessible options for multiple travel modes for people of all ages and abilities

Total Hours	Federal Share	Local Share	Total
110	$6,659	$1,477	$8,136

3.5 Plan Implementation: Regional Trails Planning

Purpose/Outcome
The objective of this task is to continue the work being doing on a regional level and local level in terms expanding and improving the county's trails and non-motorized facilities.

Method
There is a "catch-all" code above (3.3) for multi-modal planning that includes non-motorized transportation. This task is specifically focused on expanding the countywide /regional trail network. There has been extensive work done already including three different studies starting in 2019. These initiatives included development of the St. Clair County Trails Plan, an economic impact study looking at state and national case studies, and an evaluation of trail conditions on the existing trail network. Implementation of the new countywide trails plan is underway and MPC/SCCOTS staff is activtely working with numerous community partners to complete trail gaps and connect the overall network. It is anticipated that our regional trail planning and implementation efforts will be long-term, multi-year endeavors.

Products
1. Annual trail condition reports.
2. Staff research and reports as necessary.
3. Grant applications and grant assistance to local communities.
4. Participation and attendance at trail-focused workshops and conferences.
5. Participation and attendance at SEMCOG, SEMTAT, MDOT, and other regional trail committee meetings.
6. Public meetings and presentations on proposed trail routes.
7. Updates to countywide and regional trail plans and maps.

Total Hours	Federal Share	Local Share	Total
75	$4,683	$1,038	$5,722

4.0 Support Services

These delivery units satisfy the administrative duties of the transportation planning program and include the development of an annual Unified Planning Work Program, general program administration, and professional development, enabling St. Clair County to receive Federal transportation funding. SCCOTS staff performs the administrative functions required for the receipt of Federal PL 112 funding for the transportation planning program.

An array of delivery units supports each program element and includes:

- a specific **OBJECTIVE**;
- guided by a **METHODOLOGY**;
- defined by specific **PLANNING RELATIONSHIPS**, by direct and indirect clients; and resulting in **PRODUCTS AND ACTIVITIES** that summarize the planning, implementation and evaluation of the delivery unit.

4.1 Support Services: SCCOTS Unified Planning Work Program (UPWP)

Purpose/Outcome

The objective of this task is for SCCOTS to develop an annual Unified Planning Work Program.

Method

The UPWP document guides SCCOTS activities for the year beginning on July 1 and ending on June 30 of the subsequent year. The document specifies work tasks and funding requests for drawing from the annual PL 112 apportionment. The UPWP is organized into program elements, categories, and individual delivery units. Each delivery unit has an objective, a methodology, a definition of planning relationships, products, and an estimated allocation of staff time. The UPWP lists costs for all SCCOTS activities, thus enabling the usage of federal funds at an 81.85% federal to 18.15% local ratio.

Products

1. Development of timeline for UPWP input and approval.
2. File on PL112 grant funding and balance sheets.
3. Annual Unified Planning Work Program document.

Total Hours	Federal Share	Local Share	Total
98	$5,946	$1,318	$7,264

4.2 Support Services: General Program and Contract Administration

Purpose/Outcome

The objective of this task is for SCCOTS to prepare resource packets for each committee meeting and deliver minutes for committee approval; to monitor the progress of contracts exercised in the provision of transportation planning services; and to prepare reports of completed activities and invoices for reimbursement from the annual PL 112 apportionment.

Method

SCCOTS assembles committee packets according to the order of business on each agenda. Minutes and reports of business items for each meeting are prepared in a timely manner for distribution.

SCCOTS periodically reviews timelines, project deliverables, and milestones for the proper execution of transportation planning services. SCCOTS reviews each invoice for professional services and pays them as appropriate. SCCOTS also develops requests for proposals, requests for qulaifications, and project proposals.

SCCOTS prepares reports for billing on a quarterly basis. The information in these quarterly reports is compiled into an annual report that must be submitted by July 31 the following year. Quarterly reports must be submitted to SEMCOG with the first two business weeks of the quarter's close.

Products

1. Meeting packets.
2. Meeting minutes.
3. Staff reports/timelines monitoring project progress.
4. Staff review of invoices.
5. Quarterly reports.
6. Annual Report.

Total Hours	Federal Share	Local Share	Total
2,000	$91,967	$20,394	$112,361

4.3 Support Services: Legislative and Policy Consultation

Purpose/Outcome

The objective of this task is to advise SCCOTS, MPC, and other local officials of the impact of state and federal legislation on SCCOTS policies and programs and to advise state and federal legislators on SCCOTS policies, plans, programs and the legislative impact on them.

SCCOTS will also work to enhance local government policy development and planning implementation tools, and to function as a clearinghouse for federal and state transportation grant programs' information and review. An overall goal is the mitigation of invasive and negative effects of transportation system enhancements.

Method

SCCOTS staff needs to have the opportunity and capability to review legislative initiatives and inform the SCCOTS Advisory and Policy Committees of the potential impact these initiatives may have on the overall transportation network. Participation in organizations such as the Michigan Transportation Planners Association (MTPA), the Southeast Michigan Council of Governments (SEMCOG), the American Planning Association (APA), the Michigan Association of Planning (MAP), the Institute of Transportation Engineers (ITE), the Michigan Townships Association (MTA) and the Michigan Association of Counties (MAC) provide SCCOTS with valuable updates and connections to national and statewide trends and information on transportation policy.

Staff will maintain an information base on pending and approved legislation and distribute information to the SCCOTS Advisory and Policy Committees as appropriate. In addition, as directed, staff will prepare information pertaining to bills and regulations for SCCOTS to transmit to appropriate legislative bodies and legislators. The objective is to have informed legislators, local officials, and staff with the ability to expeditiously respond to pending legislative actions that affect the county's transportation system.

SCCOTS, through its close working relationship with local communities, is able to respond to requests for assistance in developing and implementing policies that augment transportation goals in local planning documents. SCCOTS directs communities to additional resources available to them through the St. Clair County Metropolitan Planning Commission. This outreach may be the most direct provision of service to townships and smaller agencies with little funding resources. The focus area of this delivery unit is the Urban and General Services District in the St. Clair County Master Plan.

SCCOTS, through its close working relationship with federal, state, and regional regulatory agencies, is notified of many transportation-funding resources. SCCOTS is able to review the applicability of such resources to situations within the County, or refer the information to appropriate agencies and county departments.

Products

1. Fact sheets or other information on pending legislative and regulatory actions, as needed.
2. Updated legislative information on the SCCOTS website and/or social media platforms.
3. Communication of policies, plans and programs to elected officials, as needed.
4. Meetings with legislators and/or elected officials, as appropriate.
5. Staff reports/correspondence as needed on specific situations and funding opportunities.
6. White paper reports on planning policies and grant opportunities.
7. Grant application/participation where applicable.
8. Discussion and recommended action for transportation planning and policy requests.

Total Hours	**Federal Share**	**Local Share**	**Total**
60	$3,870	$858	$4,728

4.4 Support Services: Public Outreach

Purpose/Outcome

The objective of this task is to engage the public in the transportation planning process through direct presentation, and to constructively participate in public involvement processes that other agencies develop for their planning activities.

This includes distributing information via media that reaches a broader market or targets specific segments of the population. An additional objective is to maintain and update the SCCOTS website and social media in order to provide timely information on transportation-related issues.

This was named as one of the Planning Emphasis Areas by FHWA/FTA

Method

Program staff will organize, stage, and evaluate public meetings that satisfy federal requirements for the transportation planning process, as presented in their Public Participation Plan. The success of this delivery unit is dependent on staff effectively communicating expertise, explaining project/program descriptions and results, and reflecting public comment into the transportation planning process. Public presentations must be conducted in places and at times that maximize the availability of public comment, including minorities, the impoverished, and other traditionally underserved segments of the population.

Program Staff is working to update the Metro Planning website, to be more user friendly with more useful information. We realize the importance of having a solid online presence in this day and age. We will link our sites to SEMCOG's website as well, to provide the regional connection. SCCOTS and the Metropolitan Planning Commission have determined that strengthening relationships with print and broadcast media is an important factor in developing trust with their clients. Additionally, social media platforms such as Facebook or Twitter will be utilized as appropriate.

Products

1. Staff reports to the SCCOTS Committees and the Metropolitan Planning Commission detailing the purpose of the involvement, the status of the project, and the effectiveness of the interaction.
2. Public involvement documentation portions of Metropolitan Planning Commission products and projects.
3. Continue to review, evaluate, and update the Public Participation Plan, including consideration for public participation
4. Staff preparation of reports or working papers for the planning efforts as appropriate to the level of involvement.
5. Staff reports to files of current Metropolitan Planning Commission planning exercises.
6. Fact sheets (white papers).
7. Updated SCCOTS website content.
8. News articles and project updates posted electronically.
9. News articles and project updates distributed in project-oriented newsletters.
10. Press releases describing agency achievements or public involvement announcements.
11. Information and topical notices distributed through social media updates.

Total Hours	Federal Share	Local Share	Total
75	$4,649	$1,031	$5,680

4.5 Support Services: Professional Development

Purpose/Outcome
The objective of this task is for SCCOTS to enable the development of critical skills and a broad base of knowledge with regard to transportation planning theory and practices.

Method
Due to the dynamic nature of transportation planning, SCCOTS staff is continually engaged in professional development training. Topics include congestion management, federal and state funding programs, public involvement, transportation safety and security, accessibility, quality of life, connectivity and system preservation.

Products
1. Staff reports on training sessions, conferences, and workshops
2. Library information and training materials.

Total Hours	**Federal Share**	**Local Share**	**Total**
155	$9,517	$2,110	$11,628

SCCOTS 2026-2027 UWP Timeline

		July	August	September	October	November	December	January	February	March	April	May	June
Element 1	**Data Collection and Analysis**												
1.1	Transportation Asset Management Council			■	■				■	■			
1.2	Data Collection and Maintenance	■	■	■	■	■	■	■	■	■	■	■	■
1.3	GIS Data and Mapping	■	■	■	■	■	■	■	■	■	■	■	■
Element 2	**Plan and Policy Development**												
2.1	Local Plan Review and Analysis	■	■	■	■	■	■	■	■	■	■	■	■
2.2	Long Range Transportation Plan	■	■	■	■	■	■	■	■	■	■	■	■
2.3	St. Clair County Master Plan	■	■	■	■						■	■	■
2.4	Transportation Project Coordination	■	■	■	■	■	■	■	■	■	■	■	■
2.5	Sustainability and Livability	■	■	■	■	■	■	■	■	■	■	■	■
2.6	Corridor Studies	■	■	■	■	■	■	■	■	■	■	■	■
2.7	Environmental Analysis	■	■	■	■	■	■	■	■	■	■	■	■
Element 3	**Plan Implementation**												
151 **3.1**	Committee Involvement	■	■	■	■	■	■	■	■	■	■	■	■
3.2	Transportation Improvement Program (TIP)	■	■	■	■	■	■	■	■	■	■	■	■
3.3	Multimodal Planning	■	■	■	■	■	■	■	■	■	■	■	■
3.4	Safety and Security	■	■	■	■	■	■	■	■	■	■	■	■
3.5	Regional Trails & Non-motorized Planning	■	■	■	■						■	■	■
Element 4	**Support Services**												
4.1	SCCOTS Unified Planning Work Program	■	■	■	■	■	■	■	■	■	■	■	■
4.2	General Program and Contract Administration	■	■	■	■	■	■	■	■	■	■	■	■
4.3	Legislative and Policy Consultation	■	■	■	■	■	■	■	■	■	■	■	■
4.4	Public Outreach	■	■	■	■	■	■	■	■	■	■	■	■
4.5	Professional Development	■	■	■	■	■	■	■	■	■	■	■	■

■	Continuous activity
----<>----	GA action on Population and Employment Forecast
---------*	RTPTIP amendments
-----O------	TCC/Exec Comm or GA meetings

		Hours	FHWA PL 112	Match PL 112	TOTAL
1.0	**DATA COLLECTION AND ANALYSIS**				
1.1	Transportation Asset Management Council (TAMC)	155	$ 8,276	$ 1,835	$ 10,111
1.2	Data Collection and Analysis	350	$ 22,696	$ 5,033	$ 27,728
1.3	GIS Data and Mapping	1,215	$ 49,923	$ 11,070	$ 60,993
	Program Area Subtotal	**1,720**	**$ 80,895**	**$ 17,938**	**$ 98,833**
2.0	**PLAN AND POLICY DEVELOPMENT**				
2.1	Local Plan Review and Analysis	100	$ 5,567	$ 1,235	$ 6,802
2.2	Long Range Transportation Plan	25	$ 1,502	$ 333	$ 1,836
2.3	St. Clair County Master Plan	25	$ 1,601	$ 355	$ 1,956
2.4	Transportation Project Coordination	100	$ 6,433	$ 1,426	$ 7,859
2.5	Sustainability and Livability	90	$ 5,939	$ 1,317	$ 7,256
2.6	Corridor Studies	20	$ 1,229	$ 273	$ 1,502
2.7	Environmental Analysis	40	$ 2,634	$ 584	$ 3,218
	Program Area Subtotal	**400**	**$ 24,906**	**$ 5,523**	**$ 30,429**
3.0	**PLAN IMPLEMENTATION**				
3.1	Committee Involvement	175	$ 10,710	$ 2,375	$ 13,086
3.2	Transportation Improvement Program (TIP)	75	$ 4,577	$ 1,015	$ 5,593
3.3	Multimodal Planning	80	$ 4,844	$ 1,074	$ 5,918
3.4	Safety and Security	110	$ 6,659	$ 1,477	$ 8,136
3.5	Regional Trails & Non- Motorized Planning	75	$ 4,683	$ 1,038	$ 5,722
	Program Area Subtotal	**515**	**$ 31,474**	**$ 6,979**	**$ 38,453**
4.0	**SUPPORT SERVICES**				
4.1	SCCOTS Unified Planning Work Program	98	$ 5,946	$ 1,318	$ 7,264
4.2	General Program & Contract Administration	2,000	$ 91,967	$ 20,394	$ 112,361
4.3	Legislative and Policy Consultation	60	$ 3,870	$ 858	$ 4,728
4.4	Public Outreach	75	$ 4,649	$ 1,031	$ 5,680
4.5	Professional Development	155	$ 9,517	$ 2,110	$ 11,628
	Program Area Subtotal	**2,388**	**$ 115,949**	**$ 25,711**	**$ 141,661**
	TOTALS	***5,023***	***$253,223***	***$56,152***	***$309,375***

Cost Allocation Plan

	Total	Direct	Indirect
Direct			
Wages	473,788	473,788	
Subtotal Salaries	473,788	473,788	-
Overtime	304	304	
Health Insurance	61,717	61,717	
Life Insurance	425	425	
Disability Insurance	4,747	4,747	
Retirement	43,378	43,378	
Retiree Healthcare	13,013	13,013	
457 Match	21,111	21,111	
FICA	29,481	29,481	
Medicare	6,895	6,895	
Unemployment Insurance	378	378	
Worker's Compensation	4,450	4,450	
Subtotal Fringes	185,899	185,899	-
Mileage reimbursement	1,756	1,775	-
Travel	2,461	41	-
Meals	245	149	-
Dues and Subscriptions	2,147	130	-
Office supplies	1,056	535	-
Fuel	-	-	-
Legal Services	-	-	-
Professional services	1,204	-	1,204
Maintenance contracts	-	-	-
Telephone	739		739
Licenses, permits and fees	-	-	-
Postage/freight	158	-	158
Program Promotion	-	-	-
Printing and publishing	736	-	736
Repairs and maintenance	1,201	-	1,201
Regulatory Updates/Reference	31	-	31
Training	2,864	1,170	-
Uncapitalized assets	1,151	126	-
Miscellaneous Expense	30	-	30
Building rental	-	-	-
Equipment	-	-	-
Subtotal Other	15,779	3,926	4,099
Building Depreciation	34,948		34,948
Legislative	-		-
Admin/Controller	8,347		8,347
Accounting	2,213		2,213
Human Resources	7,172		7,172
Purchasing	435		435
Treasurer	4,691		4,691
Information Technology	68,097		68,097
IT Telephone Support	-		-
Building & Grounds	2,810		2,810
Motor Pool	250		250
Employees Hospital Insurance	22,413		22,413
Wellness Program	170		170
Insurance	-		-
Liability Insurance	7,601		7,601
Workers Comp Insurance	(1,253)		(1,253)
Sick & Vacation payout	2,606		2,606
Grand River Building*	45,375		45,375
Total Cost Allocation Plan Amounts	205,875		205,875
Indirect Cost Calculation:			
Total Indirect Costs	209,974		
Direct Sal & Fringes	659,687	31.8294%	

Suburban Mobility Authority For Regional Transportation

Fiscal Year 2027 Unified Work Program

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W9100 Regional Data Collection and Analysis

Purpose/Outcome

To continue to develop and maintain a comprehensive and up-to-date database of SMART patron trip patterns and opinions, and inventory bus stop and shelter locations. SMART will also maintain/update its business/employer database.

Method

Ridership data and passenger opinion information will be collected and analyzed. As land use development, demographics shifts, and State and Federal legislation including Section 5310 are taken into account, the success of the FAST service (SMART's corridor expressive service), SMART Flex (SMART's microtransit service), community based service, route deviation, etc. may become more prominent in SMART's future delivery of transit service. SMART staff will also analyze major studies that were completed or in are in process of completion. Staff will continue to analyze the farebox and Automated Passenger Count (APC) data. This APC data provides boarding and alighting results down to the bus stop level. This project will work with SEMCOG's travel survey, SMART will review the results of the survey to determine any potential implications to transit. Staff will analyze and update the Transit Asset Management Plan (TAMP).

Data collections which may take place as part of this project also include updates to the major employer travel pattern data, as necessary, site specific retail facility analyses and surveys submitted to employers within certain corridors. This project will also fund activities related to analysis of the 2020 Census. As new American Community Survey data is released, SMART will continue to utilize this data in its transit planning process.

Additionally, data collection will be conducted as necessary for evaluation of specific routes or transit facilities. Facility evaluation will focus on passenger amenities at sites along SMART's most productive routes. In addition, all of SMART's bus stop and shelter locations will continue to be inventoried and geocoded and entered into a database for analysis using SMART's Geographic Information System (GIS). SMART will work closely with the RTA, SEMCOG, MDOT and DDOT to make sure all data collected will be easily transferred and read by the various interested agencies. SMART will also update its GIS base map to insure the latest address ranges are used with the GIS software.

SMART will continue to streamline its methods of compiling and displaying ridership and other service standards. Currently, the raw data is inputted by many different individuals and in different formats. This project will look at these methods and determine if there are better and more efficient ways to gather and display this data. A possible outcome of this project could result in the development of new key performance indicators (KPIs) that can further help with the presentation of statistics.

SMART will also determine the types and format of data to be displayed on its web site.

Products

1. Review bus stop location procedures
2. A report detailing the data collection efforts
3. Recommendations for data collecting procedures
4. Analysis of passenger surveys/TAMP/COA

W9100 Regional Data Collection and Analysis

Budget Detail: FY' 2027	
Person Weeks:	
Staff	8
Budget:	
Personnel	$2,000
Fringe Benefits	757
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$2,757
Agency Distribution	
FTA	$22,257
LOCAL	500
TOTAL	$2,757

W9200 Plan for Community Transit / Connector Services

Purpose/Outcome

To continue the development, coordination, and enhancement of small (paratransit) bus services within the SMART region including the implementation of paratransit services in compliance with the Americans with Disabilities Act (ADA) of 1990.

Method

SMART will work with county coordination committees and with the RTA to continue the monitoring and evaluating the effectiveness and efficiency of SMART's Community Transit/Community Based Transit trips in suburban Wayne, Oakland, and Macomb Counties. ADA paratransit services in the SMART and LETC service areas will be monitored for compliance with the ADA, and their respective ADA paratransit plans. In addition, Community Transit services will be monitored and suggestions for improvement will be made in an effort to maximize overall system productivity.

This task will assist staff in applying for Section 5310 grants to purchase new buses and/or new service. This program is designed to eliminate transportation barriers for persons with disabilities. This funding will be used to provide evening and weekend paratransit service for persons with disabilities. Any new service will be operated by SMART and/or eligible subrecipients. This Task will allow staff to evaluate the effectiveness of the service and make recommendations to improve the service. Evening and weekend service was identified as the top priority in SMART's Coordinated Human Services Transportation Plan (CHSTP). Staff will work closely with the RTA in the continuing development of the CHSTP.

Staff will continue to analyze the current zone method of scheduling paratransit vehicles in the service area.

Staff with evaluate the current ADA application process. Staff will examine ways to improve the process and speed up turnaround time without losing oversight. Staff will continue to coordinate ADA activities with the Detroit Department of Transportation (DDOT).

This project will build upon previous Unified Work Program projects which have addressed paratransit and older adult and disabled mobility issues within the SMART jurisdiction. This project will also serve to update elements of the SMART and LETC ADA paratransit plans.

Staff will continue to analyze the service in the Microtransit zones. Staff will examine expanding the microtransit (Flex) service into other areas and implement.

This project will undertake assisting the RTA in updating the Coordinated Human Services Transportation Plan. During the conduct of this study, staff will work with the RTA and SEMCOG to insure coordination with all agencies involved.

Products

1. A final report documenting FY’ 2027 issues and actions relative to the SMART Community Transit and Community Based Transit programs including Section 5310 projects
2. Report on the finding of the ADA evaluation process

W9200 Plan for Community/Connector Transit Services

Budget Detail: FY' 2027	
Person Weeks:	
Staff	30
Budget:	
Personnel	$102,000
Fringe Benefits	$38,628
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$140,628
Agency Distribution	
FTA	$115,104
LOCAL	$25,524
TOTAL	$140,628

W9300 Fixed Route Planning

Purpose/Outcome

The objectives of this project are to develop various strategies to make SMART Fixed Route services more productive, through the evaluation and development of appropriate service modifications and the refinement of a data base for monitoring SMART Fixed Route performance.

Method

Bus route performance statistics will be updated and evaluated to determine the strengths and weaknesses of the existing transit service. This information, combined with land use and demographic data will be used to develop short term service modifications to maximize the efficiency and effectiveness of SMART bus service. Based on passenger counts obtained from APC data, a fixed route trip analysis will be conducted to allow modifications to routes and service levels to facilitate increased productivity. This will result in analyses of specific groups of service in distinct parts of the metropolitan area. SMART will use the results of SEMCOG's most current transit Studies and recommendations from the SMARTer Mobility study. Staff will also continue the analysis of historical ridership data that was collected in the pre-pandemic years and compare it to current data to gather trend information. Staff will continue to work with SEMCOG on their various transit surveys. With SMART fixed route fleet being 100% equipped with new automated passenger counters, staff has phased out using the farebox for passenger and NTD reporting.

Staff will continue to use SEMCOG's Household Survey, LOCUS travel data, and Remix Transit planning software to analyze and improve service. The survey results will assist staff in addressing the needs of transit riders and will allow staff to identify new potential transit markets.

This project will also continue SMART's planning effort in two funded projects. SMART recently completed its Transit Access Management (TAM) Plan and will strive to keep it updated and a Comprehensive Operational Analysis (COA) recently completed will be reviewed for further implementation. Staff will evaluate the recommendations of these reports for possible implementation.

This project will enhance the Geographic Information System (GIS). Updates may include adding any new zip code data and enhanced census data, and employer/employee data collected during the conduct of W9100 Regional Data Gathering. SMART staff will use GIS to examine passenger trends and patterns and to assist in evaluating the effectiveness of SMART's fixed route service and any plans to expand the service. The trends and patterns will be analyzed to determine how transit might be able to serve the users better. GIS will also be used to determine transit ridership by community. SMART will work with the RTA and SEMCOG where necessary and coordinate studies conducted under this project. SMART will also analyze the client base of various service agencies recipients in order to determine the best means of transportation available to get the unemployed workers full or part time employment. SMART will also assist Michigan Works! projects in determining the best transit options available to their clients.

As part of SMARTer Mobility, a survey of passengers was performed. This project will allow staff the ability to review and analyze the results of the survey to discover who SMART's current transit patrons are and what kinds of suggestions they might have to improve SMART's services. Data will be gathered from potential employers of reverse commuter to determine where some of their existing employees live. SMART will examine existing park and ride lots for patron usage and location. The need for additional or relocating park and ride lots will also be studied.

SMART will consider the changes to commuter habits due to the pandemic. The COVID-19 pandemic has changed the way that traditional 9 to 5 jobs function and the requirements of traveling into the office on a daily basis to perform their job duties. This has an impact on overall ridership especially along the routes that cater to commuters. SMART staff will continue to consider this habitual change as it looks to alter routes in the future.

SMART staff, in conjunction with the COA and changes to travel patterns due to the pandemic, will conduct an in-depth review of its non-productive bus routes. These are the routes that have had consistently some of SMART lowest productivity. Staff will continue to implement some of the recommendations of the COA.

The results of this will help SMART in understanding and recognizing gaps in the system for access to such facilities for special needs or disadvantaged populations (e.g. older adults, lower-income, physically disabled). In addition to looking at issues related to core service and healthcare access, this task force will assess the health benefits and existing connectivity gaps in the transportation network, including non-motorized and transit.

SMART will work with the Regional Transit Authority (RTA) in the coordination of its public transit services. SMART will provide input and assistance in the RTA's revision of its Regional Master Transit Plan. Staff will work closely with the RTA on the development of its Bus Rapid Transit development.

An assessment of SMART National Transit Database procedures will be conducted to determine if there are ways to improve the way data is collected. Computerized data components which can assist route checkers in the data input will be evaluated and possibly be purchased.

SMART will continue to update its Title VI Program. This will be an extensive project which will involve building census data bases and conducting passenger surveys to determine Title VI compliance. Staff will review the Title VI circular 4702.1B and proceed to implement changes where deemed necessary.

SMART will review Limited English Proficiency (LEP) Program for continued compliance.

SMART, as a designated recipient of federal formula funding, will coordinate the implementation of Section 5310 programs in the urbanized portions of Macomb, Oakland, and Wayne Counties excluding the City of Detroit. Within the City of Detroit, these programs will be coordinated by the Detroit Department of Transportation (DDOT).

Staff will continue to analyze the FAST service initiative that was started in 2018. SMART will examine the effectiveness of this service. New corridors for SMART's FAST service will be evaluated. New FAST corridors and new park and rides will be analyzed for implementation.

This project will build upon work accomplished in Project W9300 (Fixed Route Planning for the FY' 2026 Unified Work Program). It will also use data gathered during previous projects including Project W9300 (FY'25) and Project W9300 (FY'24).

Products

1. Sets of short term Fixed Route service improvements
2. Enhanced and expanded transit Geographic Information System(GIS)
3. Title VI Program and Limited English Proficiency (LEP) comprehensive update
4. Analysis of FAST Act legislation where pertaining to fixed route service
5. Provide data/assistance to the RTA/SEMCOG
6. New Service Initiative Analysis

W9300 Fixed Route Planning

Budget Detail: FY’ 2027	
Person Weeks:	
Staff	40
Budget:	
Personnel	$86,000
Fringe Benefits	$32,569
Travel	$15,061
Supplies	$26,000
Contractual	$50,000
Audit Fee	$500
TOTAL	$210,130
Agency Distribution	
FTA	$171,991
LOCAL	$38,139
TOTAL	$210,130

W9400 Long Term Planning

Purpose/Outcome

The objectives of this task are to continue and build on the long term planning efforts from previous years. Staff will identify capital improvement strategies and service expansion possibilities that were not examined previously. The projects developed as a result of this task will tend to be longer in terms of time of study initiation and projected project impact (at least 5 year duration), however some capital improvements will be of somewhat lesser duration. Projects conducted under this task will include both operating and capital improvement strategies. This project will work hand in hand with the Transit Asset Management (TAM) Plan (recently completed under a separate grant) and the Comprehensive Operational Analysis (COA) that also was recently completed and funded under a separate grant. It is the intent of this project to review, monitor and adjust long term plans. The task will begin to incorporate the findings of the Paratransit COA that was recently completed.

Method

Essential to the orderly growth of any agency or organization is the long term planning of service expansion and the applicable capital investment required to support such expansion. As part of the conduct of this task, the major capital facilities i.e., maintenance of terminals, etc., will be evaluated based on existing use and projected future use. Elements to be considered include; large and small bus expansion/replacement, the role of contracted (privatization) transit service providers, major capital investment strategies including joint development (new construction and major expansion of new terminals, passenger amenities projects, and major maintenance equipment acquisition projects), and most importantly long term local funding scenarios. Where necessary, these elements will be modified to meet future needs and perhaps compounded savings for government agencies across the region.

SMART will be in its ninth millage term and will examine long term improvements to service. With SMART's local millage fund increased in 2014 and renewed in 2018 and 2022, the existing challenge will be to address this increase in to adjust service to stay within the constrained budget. Oakland County will be all a part of SMART, the first time since 1995. Staff will continue to explore the most effective ways to deal with the funding as to what if any services are restored. SMART will coordinate work with the RTA when developing long range plans. This will allow for the service coordination between the different modes of proposed service.

The task will assist in the updating of SMART comprehensive capital facilities development plan. The plan has transitioned in the Transit Asset Management Plan. During the TAM update, individual specific long range studies addressing capital and service development will continued to be performed.

The information generated during the course of this task will also provide valuable input to the region's Transportation Improvement Plan (TIP) and the region's freeway reconstruction efforts. The information generated will also provide valuable input to the Five Year Capital Budget. There will also be an emphasis on SMART to obtain funds from the Enhancement Program and identifying opportunities for joint (public sector/private sector) development opportunities. As an end result the work generated through this task will provide valuable input to the transit element of SEMCOG’s Long Range Regional Transportation Plan as well as to the RTA’s Regional Master Transit Plan..

Products

1. Updates/revisions to SMART’s Transit Assist Management Plan
2. Long range funding element
3. Revisions to SMART long range planning strategies
4. Joint development opportunities between transit agencies, municipalities and the business community

W9400 Long Range Planning

Budget Detail: FY' 2027	
Person Weeks:	
Staff	8
Budget:	
Personnel	$17,000
Fringe Benefits	$6,438
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$23,438
Agency Distribution	
FTA	$19,184
LOCAL	$4,254
TOTAL	$23,438

W9500 Fiscal Project Development/TIP

Purpose/Outcome

The objective of this project is to identify and apply for all feasible methods of funding available through federal or state sources.

Method

Beginning with the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 and subsequent updates over the past years, including TEA-21 Act of 1998 (Transportation Equity Act for the 21st Century), SAFETEA-LU Act of 2005 (Safe, Affordable, Flexible and Efficient Transportation Equity Act - A Legacy for Users), MAP-21 Act of 2012 (Moving Ahead for Progress in the 21st Century Act), FAST Act of 2015 (Fixing America's Surface Transportation) and the American Rescue Plan as well as the Coronavirus Aid, Relief, and Economic Security (CARES) Act and the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act, a range of new funding opportunities became available for transit. This legislation placed all transportation modes on equal footing, permitting transit to participate as a mode equal to all others. In order to accomplish this, FAST Act and other Acts set forth a set of programs in which funds can be flexibly used, depending upon state and local approval of such usage. This project will continue to fund those measures necessary to apply for transit use of funds available in the CMAQ, Enhancement, and STP programs, that was continued under UWP Project W9500 – FY' 24. This effort will not be performed in a vacuum. This project will fund SMART's participation in a variety of forums such as the county federal aid committees (FAC's), Regional Transit Authority (RTA) and SEMCOG committees where these issues will be discussed. Efforts to apply for FTA funds with various local entities will also be funded by this task.

In addition to the new grant responsibilities funded by this task, more traditional activities will also be funded by this task. These include the development of the SMART TIP and the amendments to it and the review of TIP's and amendments developed by others in the region. In light of the more stringent requirements set forth regarding TIP submission, additional work will also need to be performed in this area. This task will develop a revised capital program for FY 2024-2028 and a projected five year capital and operating budget.

This project will summarize those decisions SMART made as a result of previous and current technical analyses, applicable state and federal fiscal policies, previous capital experience, Authority policies, and inputs from other agencies and local communities. While all SMART Unified Work Program projects will be inputs to the TIP, particular emphasis will be placed upon Project W9400 (Long Term Planning), of the FY' 2027 UWP, which will provide many of the projects within the TIP. Project W9500's role will be especially significant since the various grant provisions tie the TIP more closely to SEMCOG's long range regional planning activity.

SMART will work closely with the Regional Transit Authority (RTA) throughout its budget and grant process to insure compatibility with the RTA's Master Plan.

Products

1. SMART applications for CMAQ, Enhancement, or other FTA grant programs
2. SMART Elements of the FY' 2027 UWP
3. Revised Capital Programs for FY' 2025-2029
4. Projected Five Year Capital and Operating Budgets

W9500 Fiscal Project Development/TIP

Budget Detail: FY' 2027	
Person Weeks:	
Staff	8
Budget:	
Personnel	$5,000
Fringe Benefits	$1,894
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$6,894
Agency Distribution	
FTA	$5,642
LOCAL	$1,251
TOTAL	$6,894

W9600 Public Participation/Outreach

Purpose/Outcome

The objective of this task is to broaden the knowledge and understanding of the general public regarding public transportation programs and initiatives by attending public meetings or forums. This program is designed to coordinate with transit advocates, riders, and the general public to develop a general consensus for improving public transportation in this region.

Method

Activities will be conducted as required for the Coordinate events and meetings with transit advocates and general public. Promote greater awareness of SMART transit initiatives, services and programs by working closely with SMART's Advisory Council, SMART's Board, Transit Riders United (TRU), local transit advocates and general public, greater support for public transit improvements in the region are necessary and being recognized. Short- and long-range transportation planning initiatives are discussed at these meetings for public awareness. SMART will also take advantage of the RTA's public input process in order to gain further insight into the region's transportation issues. SMART's Advisory Council Meetings are held quarterly to receive comments/recommendations from passenger who are disabled, seniors and/or agency representatives and transit advocates on bus route service.

Products

1. Public Participation and Outreach Activities
2. Public Informational Meetings on Service/Fare Change

W9600 Public Participation/Outreach

Budget Detail: FY' 2027	
Person Weeks:	
Staff	8
Budget:	
Personnel	$2,100
Fringe Benefits	$795
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$2,895
Agency Distribution	
FTA	$2,370
LOCAL	$525
TOTAL	$2,895

W9700 Unified Work Program Design and Monitoring

Purpose/Outcome

The objective of this task is to provide for the administration, evaluation and close-out of existing SMART Unified Work Program (UWP) tasks and the preparation of the FY’ 2027 work program document.

Method

Activities will be conducted as required for the development and coordination of SMART input to the region's Unified Work Program. Monthly progress reports and task completion reports will be produced in coordination with individual UWP project managers and submitted to the MPO (SEMCOG). In coordination with SEMCOG, the FY'2027 work program will be reviewed at various intervals to evaluate progress. The RTA and SEMCOG will be informed if a redirection of program activities is needed. Work program task descriptions and budgets for FY’ 2027 will be developed for SMART technical study efforts consistent with applicable guidelines and identified needs, with active participation by SEMCOG and other agencies.

The Unified Work Program submission serves as the coordinating mechanism for analyzing technical study activities to be performed by the Authority. It provides a format for regional review of technical study tasks to be performed. Output of the UWP activities result in the programming of more cost-effective and needs-oriented transit improvements within the region.

Products

1. Amended FY’ 2027 SMART Unified Work Program submissions as required
2. FY’ 2027 SMART Unified Work Program submission
3. Monthly submission of progress reports to the MPO
4. Project Close-out Reports

W9700 Unified Work Program Design & Monitoring

Budget Detail: FY' 2027	
Person Weeks:	
Staff	8
Budget:	
Personnel	$2,000
Fringe Benefits	$757
Travel	0
Supplies	0
Contractual	0
Audit Fee	0
TOTAL	$2,757
Agency Distribution	
FTA	$2,257
LOCAL	$500
TOTAL	$2,757

SUMMARY OF PROPOSED FY' 2027 UNIFIED WORK PROGRAM

W9100 REGIONAL DATA COLLECTION AND ANALYSIS

Purpose/Outcome

To continue to develop and maintain a comprehensive and up-to-date database of SMART patron trip patterns and opinions, and inventory bus stop and shelter locations. SMART will also maintain/update its business/employer database.

W9200 PLAN FOR COMMUNITY TRANSIT / CONNECTOR SERVICES

Purpose/Outcome

To continue the development, coordination, and enhancement of community transit services within the SMART region including the implementation of paratransit services in compliance with the Americans with Disabilities Act (ADA) of 1990.

W9300 FIXED ROUTE PLANNING

Purpose/Outcome

The objectives of this project are to develop various strategies to make SMART Fixed Route services more productive, through the evaluation and development of appropriate service modifications and maintenance strategies and the refinement of a database for monitoring SMART Fixed Route performance.

W9400 LONG TERM PLANNING

Purpose/Outcome

The objectives of this task is to continue to identify capital improvement strategies and service expansion. The projects developed as a result of this task will tend to be longer in terms of time of study initiation and projected project impact (at least 5 year duration). The projects will be more capital intensive, in terms of dollar investment, than the relatively low cost short term planning projects. Projects conducted under this task will include both operating and capital improvement strategies. This project updates and builds on previous plans to lessen the financial impacts of issues in the future.

W9500 FISCAL PROJECT DEVELOPMENT/TIP

Purpose/Outcome

The objective of this project is to identify and apply for all feasible methods of funding available through federal or state sources.

W9600 PUBLIC PARTICIPATION/OUTREACH

Purpose/Outcome

The objective of this task is to broaden the knowledge and understanding of the general public regarding public transportation programs and initiatives by attending public meetings or forums. This program is designed to coordinate with transit advocates, riders, and the general public to develop a general consensus for improving public transportation in this region.

W9700 UNIFIED WORK PROGRAM DESIGN AND MONITORING

Purpose/Outcome

The objective of this task is to provide for the administration, evaluation and close-out of existing SMART Unified Work Program (UWP) tasks and the preparation of the FY' 2027 work program document.

FTA 5304 SUPPLEMENTAL BUDGET (Funded FY' 2025)

W2400 Bus Stop Management System (Funded)
Bus Stop Inventory/System, Review, & Design Standards

Purpose/Outcome

The Suburban Mobility Authority for Regional Transportation (SMART) requests 5304 funding for a Bus Stop Inventory/System, Review, & to create a Bus Stop Design Standards Manual. The project will allow for the documentation and review of all bus stops in the SMART service area (including SMART stops within the City of Detroit). The results of the project will provide a list of suggested improvements to existing stops including design mockups of each bus stop not meeting ADA criteria. The project will also create a Design Standards Manual that the Authority can utilize in the future to create and improve bus stops in the region.

Project Goals

SMART's primary goal is to have a full documentation and inventory of all 6,000+ bus stops within the SMART service area including SMART stops within the City of Detroit. This inventory would also come with a developed Bus Stop Design Standards Manual that SMART can utilize to make improvements to existing stops as well as stops in the future.

Project Description

SMART is Southeast Michigan's regional public transportation provider, offering convenient, reliable and safe transportation for Macomb, Oakland and Wayne Counties. SMART Fixed-Route and small bus services connect people to employment, educational institutions and medical facilities. SMART is supported by federal and state funding, and local contributions through a transit property tax millage from Oakland and Macomb Counties and from opt-in communities in Wayne County and bus fares.

Approximately 2 million people live within a ¼ mile radius of a SMART bus route and over 9 million people including seniors, students and professionals use SMART to travel to work, school, doctor's offices and shopping centers annually. SMART bus offers a variety of Fixed-Route and curb-to-curb service options and programs with 47 bus routes and over 6,000 bus stops.

SMART offers six different types of Fixed Routes:

- Main Corridor: Operates in and between suburban communities on major roads.
- Community: Operates within suburban communities.
- Crosstown: Operates between suburban communities, connecting to Main Corridor routes.
- Commuter: Operates between suburban communities during peak/rush hours only.
- Park-&-Ride: Connects Park-&-Ride lots to Downtown Detroit during peak/rush hours only.
- FAST – Frequent. Affordable. Safe. Transit.: Connects the suburbs to Downtown Detroit with limited-stop, high-frequency, WiFi-equipped service.

SMART directly operated Connector service is an advance reservation, curb-to-curb transportation option which provides trips within a 10-mile radius from the pickup point as long as it is located within the SMART service area. Riders must live further than 1/3 of a mile from a Fixed Route unless they are a senior (65 years +) or an individual with a disability. This service is meant to supplement Fixed Route in providing connectivity throughout the region.

SMART also offers microtransit services that are meant to complement Fixed Route by providing curb-to-curb transportation options within a specific area where there is limited or no access to fixed route. SMART Flex acts as an Uber/Lyft type service where riders can request a ride and take it anywhere within the designated zone or to a bus stop within the zone where they can then access other destinations throughout the service area. There are currently 5 microtransit zones with plans for additional implementation in the future.

SMART's last layer of service is the Community Transit services offered through the Community Partnership Program. These transportation programs are provided through partnerships between SMART and local communities and organizations, and each one looks different. These services are meant to meet specific transportation needs in each community and complement SMART's directly operated Connector service.

Riders board at over 6,000 bus stops around the metro region. These stops are located within a wide variety of communities, including the City of Detroit, and each have different characteristics. Some stops include amenities like shelters and ADA walkways (keywalks) while others may simply be a sign in the ground without any sidewalks nearby. SMART desires to get a better sense of the current conditions of its bus stops through an extensive inventory of every stop showcasing the conditions of the stops. Having this inventory will only be the first step as SMART would like to make improvements to these stops utilizing best practices in the field. A collection of suggested improvements would be requested as part of the project along with mockups of proposed improvements that would bring the bus stops to ADA levels.

Aside from an inventory of existing stops, SMART would also like to have a design standards manual created consisting of bus stop standards that can be utilized for future improvements and stop expansions in the region. SMART is looking at expanding services to new areas in the coming years and having a manual to design successful stops would help the Authority grow well into the future. This design standards manual should be specific to Metro Detroit providing the framework for successful bus stops that best serve passengers as well as ensure the bus operates at an optimal service level.

Making all SMART bus stops ADA accessible is the ultimate goal. Far too long have many bus stops been inaccessible to customers. This project will allow SMART to program future funds to improve all bus stops not meeting accessibility requirements.

Method

The scope of work is to document, inventory, mockup and provide a bus stop design standards manual for over 6,000 bus stops in Metro Detroit (including SMART stops in the City of Detroit). SMART has contracted with HNTB to carry out this work as part of the General Planning Contract.

<u>Data Acquisition and Inventorying</u>

Specific requirements for the data acquisition and inventorying is as follows:

- Conduct a field study in which every bus stop within Metro Detroit (including the City of Detroit) will be pinpointed and documented.
- Each stop will be photographed to show existing conditions.

- Documentation of what features are located at each stop including bus stop sign, info post, ADA walkway, bench, trash can, bike rack, shelter, and arrival screen.
    - It will also be documented whether sidewalks are present at the stop.
- This information will be uploaded to a GIS based data system or another server that can be actively used and updated as bus stops undergo improvements. A bus stop inventory app may be developed to allow for easy tracking of maintenance and improvements.

a. Bus Stop Improvements

The project will develop a list of bus stop improvements that can be made at each stop that lacks basic ADA requirements. A mockup of all bus stops that need improvements including keywalk measurements and placement. These improvements can be anything amounting to the addition of amenities (keywalk, shelter pads, garbage cans and/or bike racks) or even relocation from far side to nearside (or vice versa) pending findings.

b. Design Standards Manual

The project will create a Bus Stop Design Standards Manual specific to Metro Detroit that pinpoints the best practices in bus stop design and establishes a framework for SMART to make future improvements to stops in the region. The project will also update SMART bus stop and bus shelter location criteria.

- Design standards manual will include information on where to place bus stops (nearside or far side) to best serve passengers while keeping the bus moving along the route with minimal interruptions.
- Manual will also include updated criteria on bus stop and shelter locations.

Project Budget and Timeline

SMART is estimating the cost of this project to be $600,000 and will take approximately two years to complete. Winter weather may pose some obstructions to identifying bus stop amenities. This project would not only consist of information to better understand the current status of SMART's bus stops but provide a standard system for future bus stops and improvements as the system expands in the region.

Products

- A complete list of bus stops in the SMART area including condition assessment and improvement plans;
- A method to track and update bus stops and amenities (app or software based);
- A locally focused bus stop design manual detailing procedures for placing and improving bus stops;

W2400 Bus Stop Management System

Budget Detail: FY' 2027	
Person Weeks:	
Staff	52
Budget:	
Personnel	$0
Fringe Benefits	0
Travel	0
Supplies	0
Contractual	600,000
Audit Fee	0
TOTAL	$600,000
Agency Distribution	
FTA	$480,000
MDOT	120,000
TOTAL	$600,000

SEMCOG Transportation Alternatives Program: Access to Transit Grant

Bus Stop Improvement Project (FUNDED FY27/28)

Purpose/Outcome

SMART has secured funding to install new bus shelters and shelter concrete pads at up to 50 bus stops throughout Wayne, Oakland and Macomb Counties. This project will improve the customer experience for thousands of riders by providing a shelter to protect from weather elements, a bench to rest, improved ADA accessibility and IT features that will provide real-time bus information.

Method

SMART continues to improve public transportation service throughout the region and is moving towards implementation of their SMARTer Mobility transportation plan that includes several improvements to service including the installation of new bus stop

shelters. This project aligns with SEMCOG's Vision 2050 Regional Transportation Plan goals to increase safety for all travelers and ensure equitable access. Bus stops that currently have no amenities or equipment that is in poor condition will receive shelter and concrete pad improvements.

The improvements at the 50 locations throughout the region will not just enhance the safety for riders, but will also provide accessible and effective transportation options that meet the needs of residents in Wayne, Oakland and Macomb Counties. This project correlates with the efforts outlined in SEMCOG's Access to Core Services in Southeast Michigan Plan by improving accessibility to fixed-route transit. Improved accessibility to

fixed-route transit means more people have more reliable transportation options to get to jobs, health care facilities, grocery stores, parks, schools and libraries.

In addition, this project stands to increase environmental benefits as it will help make public transit a more viable option and as ridership on public transit increases the number of single-occupancy vehicles on the road decreases resulting in reductions in pollutants entering the atmosphere.

Project Budget and Timeline

SMART is estimating the cost of this project to be $1,250,000 and will take approximately two years to complete.

Products

Approximately 50 bus stops improved throughout the region for enhanced accessibility, information, streetscape, and comfort of passengers.

Access to Transit: Bus Stop Construction and Improvement Project

Budget Detail: FY' 2027	
Person Weeks:	
Staff	52
Budget:	
Personnel	$0
Fringe Benefits	0
Travel	0
Supplies	0
Contractual	1,250,000
Audit Fee	0
TOTAL	$1,250,000
Agency Distribution	
FTA	$1,000,000
MDOT	$250,000
TOTAL	$1,250,000

SMART Budget Summary

FY 2027 UWP 5303 PLANNING GRANT

	1 DATA COLLECTION AND ANALYSIS	FTA 5303	Match Local	TOTAL
W9100	Data Collection and Analysis	$2,257	$500	$2,757
	Program Area Subtotal	**$2,257**	**$500**	**$2,757**
	2 PLAN AND POLICY DEVELOPMENT			
W9200	Plan for Comm. Transit / Conn. Services	$115,104	$25,524	$140,628
W9300	Fixed Route Planning	$171,991	$38,139	$210,130
W9400	Long Term Planning	$19,184	$4,254	$23,438
	Program Area Subtotal	**$306,280**	**$67,917**	**$374,196**
	3 PLAN IMPLEMENTATION			
W9500	Fiscal Project Development/TIP	$5,642	$1,251	$6,894
	Program Area Subtotal	**$5,642**	**$1,251**	**$6,894**
	4 SUPPORT SERVICES			
W9600	Public Participation/Outreach	$2,370	$525	$2,895
W9700	Unified Work Program Design & Monitoring	$2,257	$500	$2,757
	Program Area Subtotal	**$4,627**	**$1,026**	**$5,653**
	TOTALS	***$318,806***	***$70,694***	***$389,500***

FY 2027 5304

	PLAN AND POLICY DEVELOPMENT	FTA 5304	Match MDOT	TOTAL
W2400	5304 Bus Stop Management System **(FUNDED FY'25)**	$480,000	$120,000	$600,000
	Program Area Subtotal	**$480,000**	**$120,000**	**$600,000**
	TOTALS	***$480,000***	***$120,000***	***$600,000***

FY 2027 SDNT 5304 PLANNING GRANT

	PLAN AND POLICY DEVELOPMENT	FTA 5304	MDOT	TOTAL
	WOTA Facility Study **(FUNDED FY'27)**	$128,000	$32,000	$160,000
	Program Area Subtotal	**$128,000**	**$32,000**	**$160,000**
	TOTALS	***$128,000***	***$32,000***	***$160,000***

	PLAN AND POLICY DEVELOPMENT	FTA TAP	Match MDOT	TOTAL
	SEMCOG TAP Grant **(FUNDED FY'27)**	$1,000,000	$250,000	$1,250,000
	Program Area Subtotal	**$1,000,000**	**$250,000**	**$1,250,000**
	TOTALS	***$1,000,000***	***$250,000***	***$1,250,000***

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

BUDGET

UWP FY 2027

Dec-25

ELEMENT	PROJECT#	PERSONNEL	FRINGE	TRAVEL	SUPPLIES	CONTRACT	AUDIT FEES	TOTAL	FTA	LOCAL
DATA COLLECTION AND ANALYSIS										
DATA COLLECTION AND ANALYSIS	W9100	2,000	757	0	0	0	0	2,757	2,257	500
PLAN AND POLICY DEVELOPMENT										
PLAN FOR COMMUNITY TRANSIT/CONNECTOR SERVICES	W9200	102,000	38,628	0	0	0	0	140,628	115,104	25,524
FIXED ROUTE PLANNING	W9300	86,000	32,569	15,061	26,000	50,000	500	210,130	171,991	38,139
LONG TERM PLANNING	W9400	17,000	6,438	0	0	0	0	23,438	19,184	4,254
PLAN IMPLEMENTATION										
FISCAL PROJECT DEVELOPMENT/TIP	W9500	5,000	1,894	0	0	0	0	6,894	5,642	1,251
SUPPORT SERVICES										
PUBLIC PARTICIPATION/OUTREACH	W9600	2,100	795	0	0	0	0	2,895	2,370	525
UWP DESIGN AND MONITORING	W9700	2,000	757	0	0	0	0	2,757	2,257	500
	TOTALS	216,100	81,839	15,061	26,000	50,000	500	389,500	318,806	70,694

5304 OPERATION & SERVICE POLICY GRANT - BUS STOP MANAGEMENT GRANT

FY 27 Dec-25

ELEMENT	PROJECT#	PERSONNEL	FRINGE	TRAVEL	SUPPLIES	CONTRACT	AUDIT FEES	TOTAL	FTA	MDOT
PLAN AND POLICY DEVELOPMENT										
Bus Stop Management System ***(FUNDED FY'25)***	W2400	0	0	0	0	600,000	0	600,000	480,000	120,000
	TOTALS	0	0	0	0	600,000	0	600,000	480,000	120,000

5304 WOTA Facility Study

ELEMENT	PROJECT#	TOTAL	FTA	MDOT
PLAN AND POLICY DEVELOPMENT				
Western Oakland Transportation Authority Facility Study ***(FUNDED FY'27)***		160,000	128,000	32,000
	TOTALS	160,000	128,000	32,000

SEMCOG TAP Grant

ELEMENT	PROJECT#	TOTAL	FTA	MDOT
PLAN AND POLICY DEVELOPMENT				
Bus Stop Construction and Improvement Project ***(FUNDED FY'27)***		1,250,000	1,000,000	125,000
	TOTALS	1,250,000	1,000,000	125,000

UWP 5303 PLANNING GRANT

	SMART FY 2027 UWP 5303 Timeline												
		July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Element	**Data Collection and Analysis**												
W9100	Data Collection and Analysis												
	Plan and Policy Development												
W9200	Plan for Community Transit/Connector Services												
W9300	Fixed Route Planning												
W9400	Long Term Planning												
	Plan Implementation												
W9500	Fiscal Project Development/TIP												
	Support Services												
W9600	Public Participation/Outreach												
W9700	UWP Design and Monitoring												
	Continuous Activity												

SUPLEMENTAL PLANNING GRANT

SMART FY 2026 - 5304 Bus Stop Management Grant													
		July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Element	**Data Collection and Analysis**												
W2400	5304 Bus Stop Management System **(FUNDED FY'25)**												
	Continuous Activity												

5304 WOTA Facility Study													
		July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Element	**Data Collection and Analysis**												
	WOTA Facility Study **(FUNDED FY'27)**												
	Continuous Activity												

SEMCOG TAP Grant: Access to Transit													
		July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	March	April	May	June
Element	**Data Collection and Analysis**												
	Bus Stop Construction and Improvement Project **(FUNDED FY'27)**												
	Continuous Activity												

Toledo Metropolitan Area Council of Governments (TMACOG)

FY 2027 UWP

ODOT Category 601 – Short Range Transportation Planning

Element Number **<u>60140 Freight Planning</u>**

Goal: Promote economic growth by supporting efficient access to national and global freight markets.

Objectives:

- Include the efficient movement of freight by all modes in the planning process.
- Support existing and future commercial or industrial development.
- Recognize and plan for changes in freight flow volumes or patterns.
- Raise public awareness of freight transportation concerns and opportunities.
- Minimize potential impacts from freight-related activities.

Methodology:

Promote projects and initiatives intended to improve freight transportation efficiency and reliability. Work to implement freight-related projects and initiatives from TMACOG's long-range transportation plan. Follow guidance provided by the National Freight Strategic Plan and the Transport Ohio freight plan. Use the TMACOG Regional Freight Plan to identify key corridors and connectors, assess infrastructure needs, and determine where freight investments are needed.

Support the development of freight-generating facilities including intermodal terminals, distribution centers, and industry sites by encouraging investment in infrastructure and improving connectivity. Promote innovative technology in freight transportation including electrification, autonomous vehicles, and advanced air mobility. Assess freight network performance through targets and measures. Recognize and address potential impacts to safety, the environment, and communities from freight-related activities.

To ensure the reliable flow of domestic and international freight between Ohio and Michigan, coordinate planning efforts with the Southeast Michigan Council of Governments (SEMCOG) and MDOT. Coordinate with ODOT and other MPO/RTPOs to ensure efficient interregional freight flow in Ohio, including the corridor between Toledo and Columbus.

Seek input from the TMACOG Freight Advisory Group for regional freight planning. Participation in the Ohio Freight Advisory Committee, the OARC freight working group, and other freight organizations provides opportunities for learning about statewide freight assets and concerns, sharing information, providing regional input, and coordinating planning efforts. At the request of the host MPO, TMACOG staff will assist in the planning and presentation of the annual Ohio Conference on Freight, a significant forum for education, discussion, and innovation.

Products:

1. At the request of the host MPO, assist in the planning and presentation of the annual Ohio Conference on Freight, to be held in Columbus in 2026. (Element 60142), (TMACOG Staff)	September 2026

2.	Work toward implementing freight-related projects and initiatives from TMACOG's long range transportation plan. (TMACOG Staff).	June 2027
3.	Work with ODOT and the Regional Growth Partnership in planning for the development of advanced air mobility technology. (TMACOG Staff)	June 2027
4.	Continue to promote more efficient and reliable commercial vehicle travel between Toledo and Columbus. (TMACOG Staff)	June 2027
5.	Monitor any changes in commercial traffic volumes or patterns resulting from the opening of the Gordie Howe International Bridge. (TMACOG Staff)	June 2027
6.	Monitor notices of federal or state infrastructure funding and inform regional jurisdictions and other partners of funding opportunities for freight-related projects or studies. (TMACOG Staff)	Ongoing
7.	Follow guidance provided by ODOT to develop strategies to address regional truck parking inadequacies. (TMACOG Staff)	Ongoing
8.	Establish freight network performance targets and measures and integrate these measures into the planning process, following federal and state requirements and recommendations. (TMACOG Staff)	Ongoing
9.	Provide information that can help inform jurisdictions, legislators, freight stakeholders, and the public of freight transportation assets, concerns, and opportunities. (TMACOG Staff)	Ongoing
10.	Provide staff and support for meetings of the TMACOG Freight Advisory Group and encourage participation from representatives of all freight transportation modes. (TMACOG Staff)	Ongoing

60140 FREIGHT PLANNING BUDGET

Fiscal Year 2027 - July 1, 2026 – June 30, 2027

Full Time Hours 450
Total Hours...450

FY 2026 Expenditures:		FY 2026 Revenue:	
Staff Labor/Leave	$11,602	FHWA PL (MI)	$29,178
Fringe Additive	$7,541	Local Match	$7,294
Direct Expenses	$1,824		
Indirect Additive	$15,506		
Total Expenses	$36,472	Total Revenue	$36,472

Plan Monitoring..................................$9,118
Plan Development...............................$7,294
Planning Services $0
Plan Implementation.........................$14,589
Administration....................................$5,471

ODOT Category 601 – Short Range Transportation Planning

Element Number 60150 Pedestrian and Bikeways Planning

Goal: To provide for increased availability and promote safe usage of pedestrian and bicycle transportation within the region.

Objectives:

- Improve the multimodal transportation system, positively impacting air quality and improving personal mobility, through continued development of pedestrian and bicycle facilities and opportunities within the region.
- Improve information sharing of the benefits of incorporation of non-motorized access and parking in new development and major street projects; on projects' relationship to the bikeway network; and on existing bikeway facilities; on educational information on transportation alternatives; and online information resources for pedestrian and bicycle issues through mapping and interactive descriptions and visuals.
- Support implementation of the projects and policies within the TMACOG 2055 Long Range Transportation Plan and the Southeast Michigan Council of Governments (SEMCOG) Regional Non-Motorized Plan.
- Support regional efforts to promote availability, safety, and increased utilization of bicycling for transportation.

Methodology:

Through the Pedestrian and Bikeways Advisory Group, TMACOG helps to coordinate the efforts of area jurisdictions and active transportation interests locally in the examination of personal transportation alternatives including pedestrian and bicycling provisions in the planning and design of transportation system improvements. TMACOG continues to sponsor activities such as Bike Month and other public relations activities to raise awareness of active transportation options. TMACOG also provides information for jurisdictions and the public to improve awareness and increase usage of existing facilities and resources.

Coordinate efforts with SEMCOG to improve multimodal regional mobility involving both Ohio and Michigan. Improve access to key destinations via pedestrian and bicycle modes and enhance connections between these non-motorized modes and other modes, especially transit.

Additionally, TMACOG works with pedestrian and bicycle advocates across the state to incorporate and promote transportation alternatives within the context of ODOT's programs, policies, and business plan.

Products:

1. Encourage transportation alternatives and promote increased usage through the activities of the annual Bike Month (Element 60152). (TMACOG Staff)	May 2027
2. Support Safe Routes to School planning efforts throughout the region. (Element 60154). (TMACOG Staff)	Ongoing
3. Continue the availability and distribution of TMACOG bicycle network maps and dissemination of printed and electronic materials. (Element 60154). (TMACOG Staff)	Ongoing

4.	Monitor and make members aware of all funding opportunities for pedestrian and bikeway improvements. (Element 60154). (TMACOG Staff)	Ongoing
5.	Continue to improve and expend the bicycle and pedestrian traffic counting program and review data. (TMACOG Staff)	Ongoing
6.	Keep current on the TMACOG website reference material and links to principles for accommodating bicycle and pedestrian transportation, bikeway definitions, and the regional bicycle/pedestrian plan. (Element 60154). (TMACOG Staff)	Ongoing
7.	Support regional bikeway development efforts including conducting and attending scheduled meetings of the Chessie Circle Trail Coordinating Committee, the Wabash Cannonball Corridor Coordinating Committee, the Great Lakes Way initiative meetings, & the Monroe County Bicycle and Pedestrian Advisory Panel meetings (Element 60154). (TMACOG Staff)	Ongoing
8.	Disseminate, communicate and implement the Active Transportation Plan (Element 60154). (TMACOG Staff)	Ongoing
9.	Provide support and help implement Walk.Bike.Ohio, the Ohio Trails Vision Plan, Bicycle, & Pedestrian Mobility Plan for Southeast Michigan. (Element 60154). (TMACOG Staff)	Ongoing
10.	Use the Google Content Partnership Program to update and fix discrepancies on Google maps in the TMACOG service area. (TMACOG Staff)	Ongoing
11.	Conduct a Regional Trails Maintenance Study to assess regional trail conditions and inventory trail amenities. (TMACOG Staff and Consultant)	August 2026
12.	Provide staff and support for the Pedestrian and Bikeways Advisory Group and hold a minimum of four meetings. (Element 60154). (TMACOG Staff)	Ongoing

Element 60154 is used to track expenses related to the 2.5% PL funding set-aside for the Increase Safe and Accessible Transportation Options (ISATO) planning requirement.

60150 Pedestrian and Bikeways Planning Budget

Fiscal Year 2027 - July 1, 2026 – June 30, 2027

Full Time Hours 600
Total Hours..600

FY 2026 Expenditures:
Staff Labor/Leave...............$15,469
Fringe Additive $10,055
Direct Expenses....................$2,431
Indirect Additive $20,674

Total Expenses.................................$48,630

FY 2026 Revenue:
FHWA PL (MI)..................$38,904
Local Match..........................$9,726

Total Revenue..................................$48,630

Plan Monitoring.................................$9,726
Plan Development...............................$9,726
Planning Services $0
Plan Implementation.........................$21,883
Administration...................................$7,294

61100 Long Range Planning

Goal: To maintain, promote, and monitor implementation of the regional transportation plan and other planning documents.

Objectives:

- Stay in compliance with federal law by maintaining a 20-year horizon regional transportation plan for the Toledo metropolitan area.
- Build on regional strengths, address regional needs, and achieve overarching plan goals.

Methodology:

The key responsibility is to maintain the region's comprehensive transportation plan, which is prepared and updated in cooperation with a broad range of public and private sector stakeholders, environmental agencies, and the general public. TMACOG completed the most recent plan, "Moving Forward 2055 – Regional Transportation Plan." The plan is for Lucas and Wood counties in Ohio, and for Erie, Bedford and Whiteford townships and the City of Luna Pier in Monroe County, Michigan.

Staff will work with the Transportation Planning Advisory Group and regional partners to implement the 2055 Transportation plan, which took effect July 1, 2025. Following the completion of the 2055 Plan, the focus has shifted to plan implementation and performance evaluation. Planning requirements included that the plan be performance-driven and outcomes-based. Plan performance measures will continue to be refined based on federal guidance as it is released. The plan will be amended when necessary and distribution of information from the plan will be shared often with stakeholders. Other efforts will include working on priority initiatives identified in the plan and achieving plan targets.

In support of transportation plan implementation, TMACOG worked with area stakeholders in the past fiscal year to develop the *2027-2028 Transportation Legislative Agenda* as an informational resource. The Legislative Agenda encourages cooperation and coordination among regional partners.

Products:

1.	Monitor and implement the 2055 Regional Transportation Plan (Element 61101). (TMACOG Staff)	Ongoing
2.	Provide information and assistance in support of the current 2055 Plan, including presentations, distribution of plan documents, and input to state planning processes. (TMACOG Staff)	Ongoing
3.	Refine targets (and related measures of success) to be achieved through implementation of the regional transportation plan. Coordinate with SEMCOG on tracking and reporting targets. (TMACOG Staff)	Ongoing

4.	Develop the 2027-2028 Transportation Legislative Agenda (Element 61101). (TMACOG Staff)	December 2026
5.	Assist as requested in area community comprehensive plan updates and major development efforts. (TMACOG Staff)	Ongoing
6.	Develop a Housing, Economic Development, and Transportation Study. (TMACOG Staff)	December 2026
7.	Complete a Regional Resilience Improvement Plan which includes distribution and ongoing work and updates to the plan as needed. (TMACOG Staff)	December 2026
8.	Hold at least four meetings of the Transportation Planning Advisory Group. Include informational presentations on planning issues at one or more of the meetings and provide progress on implementation of the 2055 plan (Element 61101). (TMACOG Staff)	Ongoing

Element 61101 is used to track expenses related to the 2.5% PL funding set-aside for the Increase Safe and Accessible Transportation Options (ISATO) planning requirement.

61100 LONG RANGE PLANNING BUDGET

Fiscal Year 2026 - July 1, 2026 – June 30, 2027

Full Time Hours 450
Total Hours...450

FY 2026 Expenditures:
- Staff Labor/Leave...............$11,602
- Fringe Additive $7,541
- Direct Expenses....................$1,824
- Indirect Additive $15,506

Total Expenses.................................$36,472

FY 2026 Revenue:
- FHWA PL (MI)..................$29,178
- Local Match..........................$7,294

Total Revenue..................................$36,472

Plan Monitoring................................$18,236
Plan Development...............................$3,647
Planning Services $0
Plan Implementation...........................$9,118
Administration....................................$5,471

	Funding Source											
	FHWA			FTA 5303			FTA 5307			Insert others as needed		
	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Total
PLAN MONITORING												
Freight Planning	7,294	1,824	9,118			-			-			-
Long-Range Planning	14,589	3,647	18,236			-			-			-
Bike-Pedestrian Planning	7,781	1,945	9,726			-			-			-
Subtotal	29,664	7,416	37,080	-	-	-	-	-	-	-	-	-
PLAN DEVELOPMENT												
Freight Planning	5,836	1,459	7,294			-			-			-
Long-Range Planning	2,918	729	3,647			-			-			-
Bike-Pedestrian Planning	7,781	1,945	9,726			-			-			-
Subtotal	16,534	4,134	20,668	-	-	-	-	-	-	-	-	-
PLANNING SERVICES												
Freight Planning	-	-	-			-			-			-
Long-Range Planning	-	-	-			-			-			-
Bike-Pedestrian Planning	-	-	-			-			-			-
Subtotal	-	-	-	-	-	-	-	-	-	-	-	-
PLAN IMPLEMENTATION												
Freight Planning	11,671	2,918	14,589			-			-			-
Long-Range Planning	7,294	1,824	9,118			-			-			-
Bike-Pedestrian Planning	17,507	4,377	21,883			-			-			-
Subtotal	36,472	9,118	45,590	-	-	-	-	-	-	-	-	-
ADMINISTRATION												
Freight Planning	4,377	1,094	5,471			-			-			-
Long-Range Planning	4,377	1,094	5,471			-			-			-
Bike-Pedestrian Planning	5,836	1,459	7,294			-			-			-
Subtotal	14,589	3,647	18,236	-	-	-	-	-	-	-	-	-
TOTALS	97,260	24,315	121,574	-	-	-	-	-	-	-	-	-

TMACOG Product Timeline for SEMCOG FY 2027 UWP

Element		Task	July	August	September	October	November	December	January	February	March	April	May	June
Element 60140	**Freight Planning**													
	1	At the request of the host MPO, assist in the planning and presentation of the annual Ohio Conference on Freight, to be held in Columbus in 2026. (Element 60142), (TMACOG Staff)												
	2	Work toward implementing freight-related projects and initiatives from TMACOG's long range transportation plan. (TMACOG Staff).												
	3	Work with ODOT and the Regional Growth Partnership in planning for the development of advanced air mobility technology. (TMACOG Staff)												
	4	Continue to promote more efficient and reliable commercial vehicle travel between Toledo and Columbus. (TMACOG Staff)												
	5	Monitor any changes in commercial traffic volumes or patterns resulting from the opening of the Gordie Howe International Bridge. (TMACOG Staff)												
	6	Monitor notices of federal or state infrastructure funding and inform regional jurisdictions and other partners of funding opportunities for freight-related projects or studies. (TMACOG Staff)												
	7	Follow guidance provided by ODOT to develop strategies to address regional truck parking inadequacies. (TMACOG Staff)												
	8	Establish freight network performance targets and measures and integrate these measures into the planning process, following federal and state requirements and recommendations. (TMACOG Staff)												
	9	Provide information that can help inform jurisdictions, legislators, freight stakeholders, and the public of freight transportation assets, concerns, and opportunities. (TMACOG Staff)												
	10	Provide staff and support for meetings of the TMACOG Freight Advisory Group and encourage participation from representatives of all freight transportation modes. (TMACOG Staff)												
	Pedestrian and Bikeways Planning													
Element 60150	1	Encourage transportation alternatives and promote increased usage through the activities of the annual Bike Month (Element 60152). (TMACOG Staff)												
	2	Support Safe Routes to School planning efforts throughout the region. (Element 60154). (TMACOG Staff)												
	3	Continue the availability and distribution of TMACOG bicycle network maps and dissemination of printed and electronic materials. (Element 60154). (TMACOG Staff)												
	4	Monitor and make members aware of all funding opportunities for pedestrian and bikeway improvements. (Element 60154). (TMACOG Staff)												
	5	Continue to improve and expend the bicycle and pedestrian traffic counting program and review data. (TMACOG Staff)												

TMACOG Product Timeline for SEMCOG FY 2027 UWP														
			July	August	September	October	November	December	January	February	March	April	May	June
	6	Keep current on the TMACOG website reference material and links to principles for accommodating bicycle and pedestrian transportation, bikeway definitions, and the regional bicycle/pedestrian plan. (Element 60154). (TMACOG Staff)												
	7	Support regional bikeway development efforts including conducting and attending scheduled meetings of the Chessie Circle Trail Coordinating Committee, the Wabash Cannonball Corridor Coordinating Committee, the Great Lakes Way initiative meetings, & the Monroe County Bicycle and Pedestrian Advisory Panel meetings (Element 60154). (TMACOG Staff)												
	8	Disseminate, communicate and implement the Active Transportation Plan (Element 60154). (TMACOG Staff)												
	9	Provide support and help implement Walk.Bike.Ohio, the Ohio Trails Vision Plan, Bicycle, & Pedestrian Mobility Plan for Southeast Michigan. (Element 60154). (TMACOG Staff)												
	10	Use the Google Content Partnership Program to update and fix discrepancies on Google maps in the TMACOG service area. (TMACOG Staff)												
	11	Conduct a Regional Trails Maintenance Study to assess regional trail conditions and inventory trail amenities. (TMACOG Staff and Consultant)												
	12	Provide staff and support for the Pedestrian and Bikeways Advisory Group and hold a minimum of four meetings. (Element 60154). (TMACOG Staff)												
	Long Range Planning													
Element 61100	1	Monitor and implement the 2055 Regional Transportation Plan (Element 61101). (TMACOG Staff)												
	2	Provide information and assistance in support of the current 2055 Plan, including presentations, distribution of plan documents, and input to state planning processes. (TMACOG Staff)												
	3	Refine targets (and related measures of success) to be achieved through implementation of the regional transportation plan. Coordinate with SEMCOG on tracking and reporting targets. (TMACOG Staff)												
	4	Develop the 2027-2028 Transportation Legislative Agenda (Element 61101). (TMACOG Staff)												
	5	Assist as requested in area community comprehensive plan updates and major development efforts. (TMACOG Staff)												
	6	Develop a Housing, Economic Development, and Transportation Study. (TMACOG Staff)												
	7	Complete a Regional Resilience Improvement Plan which includes distribution and ongoing work and updates to the plan as needed. (TMACOG Staff)												

TMACOG Product Timeline for SEMCOG FY 2027 UWP														
			July	August	September	October	November	December	January	February	March	April	May	June
	8	Hold at least four meetings of the Transportation Planning Advisory Group. Include informational presentations on planning issues at one or more of the meetings and provide progress on implementation of the 2055 plan (Element 61101). (TMACOG Staff)												

Continuous activity

WATS

FY 2027

Unified Planning Work Program (UPWP)

Washtenaw Area Transportation Study (WATS)

POLICY COMMITTEE

Chair:	Brain Marl, City of Saline
Vice-Chair:	Leigh Greden, Eastern Michigan University
Secretary/Treasurer	Brenda Stumbo, Ypsilanti Township

Diane O'Connell	Ann Arbor Township
Erica Briggs	City of Ann Arbor
Eric Keaton	City of Chelsea
Shawn Keough	City of Dexter
Vacant	Dexter Township
Mike Davis	Michigan Department of Transportation
Vacant	Northfield Township
Trish Reilly	Pittsfield Township
John Reiser	Scio Township
Vacant	Superior Township
Michael Sessions	SWWCOG
Matt Carpenter	TheRide
Kim Kiernan	University of Michigan
Caroline Sanders	Washtenaw County BOC
Matt MacDonell	Washtenaw County Road Commission
Desirae Simmons	City of Ypsilanti

Ex-officio Non-voting Members:

Andy Pickard	Federal Highway Administration
Michele Fedorowicz	Southeast Michigan Council of Governments

Staff:

Ryan Buck	Director
Nick Sapkiewicz	Deputy Director
Anton Schauerte	Transportation Planner
Maggie Huntley	Transportation Planner

Washtenaw Area Transportation Study
Unified Planning Work Program
Fiscal Year (FY) 2027

For the Period July 1, 2026 – June 30, 2027

Washtenaw Area Transportation Study (WATS)
200 N. Main
Ann Arbor, MI 48104
Website: www.miwats.org

The WATS UPWP represents a portion of the Southeast Michigan Metropolitan Planning Organization's Work Program for transportation planning. The entirety of the Work Program for Southeast Michigan is available on the SEMCOG website at http://www.semcog.org/

WATS financed the preparation of this document through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government, public transit, and educational unit members of the Washtenaw Area Transportation Study. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Introduction

For over 50 years, Washtenaw County's federal "continuing, coordinated, and comprehensive" (3C) urban transportation planning has operated at two levels. The Washtenaw Area Transportation Study Committee (WATS) oversees transportation planning and ensures federal eligibility for local communities and providers, while the Southeast Michigan Council of Governments (SEMCOG), representing a seven-county region, acts as the Metropolitan Planning Organization (MPO). Together, WATS and SEMCOG integrate transportation and community planning, engaging diverse members, stakeholders, and the public.

WATS includes roughly half the County's townships, the Cities of Ann Arbor, Chelsea, Dexter, Milan, Saline, and Ypsilanti, the Ann Arbor Area Transportation Authority, the University of Michigan, Eastern Michigan University, the Southwest Washtenaw Council of Governments, the Washtenaw County Board of Commissioners, and the Washtenaw County Road Commission.

Local involvement in WATS began in 1965, and in 1974, it reorganized under Act 200 of Michigan's Public Acts of 1957. A coordinated framework with SEMCOG, including three Memorandums of Understanding and a Pass-Through of Funds Agreement, allows WATS to operate as an independent yet aligned sub-study within SEMCOG's Unified Planning Work Program (UPWP).

UNIFIED PLANNING ACTIVITIES

The Unified Planning Work Program (UPWP) outlines WATS' planning tasks and expenditures for the fiscal year (July 1–June 30), reflecting both local WATS Committee goals as well as transportation emphasis areas. It is flexible to adapt to changing regulations, policies, and directives, while clearly defining major annual tasks. The program undergoes periodic reevaluation and amendments as needed.

The UPWP organizes activities into five major elements essential for maintaining and implementing Washtenaw County's transportation planning process, aligned with SEMCOG's regional program:

1. **Plan Monitoring**: Collects, maintains, and analyzes planning data, monitoring impacts of land use, transportation changes, and demographic/environmental indicators. Tasks support plan development, performance measurement, and local data requests.
2. **Plan Development and Detailing**: Updates the Metropolitan Transportation Plan (MTP) and related documents as needed. Focus areas include transportation corridors, sub-regions, and economic or demographic concerns.
3. **Planning Services**: Ensures public and stakeholder understanding of planning goals and findings, fostering strategic partnerships. Includes public involvement, publications, and social media outreach.
4. **Plan Implementation**: Focuses on short- and long-term implementation, including the Transportation Improvement Program (TIP), federal funds management, project tracking, and coordination with state and federal agencies.
5. **Program Administration**: Manages program operations, ensuring compliance and collaboration with SEMCOG, MDOT, FHWA, and local partners. Tasks include accounting, payroll, and transparency.

These elements provide a structured framework for WATS. Federal Planning Emphasis Areas, set by the FHWA Michigan Division, and State Emphasis Areas also guide specific tasks and priorities for implementing the UPWP and are included in the work of WATS. Those Emphasis Areas are provided at the end of the document.

More detailed WATS work tasks for FY 2027 are included below. These tasks are designed to provide guidance on major activities while allowing flexibility based on changing local and regional needs, requirements or unforeseen circumstances. The objectives of each task are included, with a description of the method used to conduct the task, the overall impact of the task, and the proposed products. In addition, work tasks provide the estimated person weeks needed for staff and the estimated budget and funding distribution. A summary of the budget is included at the end of the document.

PLAN MONITORING

1.1 WATS DATA RESEARCH, COLLECTION AND ANALYSIS

Purpose:
This task maintains and expands data on Washtenaw County's transportation system, land use, demographics, and related factors. Data supports local, regional, and national planning, providing a historical basis for comparative analysis and informing Metropolitan Transportation Plan project implementation and federal funding decisions. It supplies inputs for travel demand models, the WATS data dashboard, and performance management, while also covering non-motorized counts, HPMS, crash data, and asset management. Resiliency, climate change, and greenhouse gas data are increasingly central to this work.

It includes plan reviews as per P.A. 168 of 1959, analysis of regional, state, and national planning initiatives, and adapting to changes from the Infrastructure Investment and Jobs Act (IIJA) and future rulemaking.

Method:
WATS collaborates with local communities, agencies, and planning staff to update and analyze data on demographics, land use, traffic counts, transit services, and transportation systems. This includes inventories of sidewalks, bikeways, and bicycle crashes, supported by permanent and mobile non-motorized counters. WATS partners with SEMCOG to refine travel demand modeling and manage a regional traffic count database for HPMS. The task also tracks and updates performance measures and explores new data sources, tools, and techniques.

Research includes resilience, local demographic and other factor's impacts on economics, land use, and travel patterns. Asset management tasks align with the Transportation Asset Management Council's strategic vision, including updates to the National Functional Classification map.

WATS emphasizes analysis and further understanding of human and social interactions through collaboration with Washtenaw County and The Ride, attending training sessions, webinars, and workshops to improve staff capacity, skills, and knowledge of best practices in transportation planning, safety and security.

1.1 DATA COLLECTION AND ANALYSIS

PRODUCTS:

1. New, expanded and updated data files
2. Updated FHWA data files with field data
3. HPMS count coordination
4. Classification and Non-trunkline Federal Aid Count Coordination
5. Updates to online data sources
6. Support and coordination of data related to the SEMCOG travel demand model
7. Modeled traffic projections as requested
8. Annual Washtenaw County Traffic Crash Report and Crash analysis upon request
9. Discussion, research and inclusion of various safety and security related issues in WATS plans and products
10. Asset Management training, ratings, data processing and PASER ratings on the WATS website

11. Continuously monitored and updated data dashboard
12. Archive record of previous data points and historical data management
13. Monitoring of data trends related to local and state performance measurement and target setting
14. Evaluation of new data sets and tools
15. National Functional Classification (NFC) update process
16. Copies or links of plans reviewed
17. Copies or links to plan comments
18. Provision of Asset Management Data, National Functional Classification, and other requested or critical data to local units of government for inclusion in plan updates
19. Participation in best practice webinars
20. Review and consideration of a wide range of best practice documents and processes
21. List of webinars and virtual conferences attended

PERSON/WEEKS: 20

BUDGET:

Personnel	$50,780
Indirect	$11,529
	$62,309

WATS DISTRIBUTION:

Consolidated Planning Grant	$51,000
Local match	$11,309
Total	$62,309

1.2 COMPLETE STREETS PLANNING

Purpose:
This task calls out more than 2.5% of funding dedicated to complete streets planning as required by federal law. Complete streets planning includes but is not limited to, non-motorized data collection and analysis, multi-modal best practice discussions with regional partners and education on complete streets best practices.

Method:
In cooperation with local agencies WATS will promote complete streets best practices and work with interested communities to consider various options. WATS will review project applications to ensure complete street treatments are considered.

PRODUCTS:

1. Review of Complete Streets best practices
2. Review of non-motorized count data
3. Updated non-motorized counts

PERSON/WEEKS: 9

BUDGET:

Personnel	$22,851
Indirect	$5,188
	$28,039

WATS DISTRIBUTION:

Consolidated Planning Grant	$22,950
Local match	$5,089
Total	$28,039

PLAN DEVELOPMENT

2.1 WATS TRANSPORTATION PLANS DEVELOPMENT AND REFINEMENT

Purpose:
This task supports the development, monitoring, and updating of WATS Transportation Plans, focusing on the implementation of the 2050 Metropolitan Transportation Plan (MTP) and integrating it into transportation improvement and maintenance programs as well as the development of the 2055 MTP. It includes significant support for transit planning, including TheRide's Master Plan, regional transit efforts, and rural/small urban transit services.

Method:
The 2050 transportation plan prioritizes projects countywide, ensuring financial constraint and efficiency. This task includes managing amendments, public meetings, engagement, and updates to local demographic and mitigation analyses. Staff will research and apply tools supporting local economic and demographic priorities. Efforts also include performance-based planning, supporting transit planning, and collaboration with SEMCOG to implement findings from regional and state plans, such as Access to Core Services.

PRODUCTS:

1. Documents related to the implementation of the 2050 Metropolitan Transportation Plan and development of the 2055 Plan including working papers and related data files
2. Updated Transportation Revenues and fiscal constraint demonstration as needed
3. Updates and changes to planned improvement maps and project information
4. Updated Plan related items on the WATS Website
5. Enhanced consultation with partners and stakeholders
6. Metropolitan Transportation Plan Amendments
7. Metropolitan Transportation Plan Environmental and Human and Social Considerations
8. Metropolitan Transportation Plan local demographic anlaysis as coordinated with SEMCOG
9. Participation and data provision necessary to feed the National Environmental Policy Act (NEPA) process.
10. Review and update as necessary other planning documents

PERSON/WEEKS: 17

BUDGET:

Personnel	$43,163
Indirect	$9,800
Total	$52,963

WATS DISTRIBUTION:

Consolidated Planning Grant	$43,350
Local match	$9,613
Total	$52,963

2.2 WATS TRANSPORTATION DATA TOOLS AND SEMCOG COLLABORATION

Purpose:
Transportation analysis tools and data are essential for effective planning. WATS is transitioning to SEMCOG's Travel Demand model to analyze transportation supply and demand, moving away from a redundant countywide model. This task supports collaboration with SEMCOG to evaluate and acquire tools for analysis of travel demand, safety, resiliency, and other local priorities.

Method:
This task enables the purchase, maintenance, and improvement of tools and data sources for transportation analysis, ensuring alignment with SEMCOG's model. WATS will perform independent model runs and refine tools for long-range planning, public requests, and regional impact analysis. Coordination with SEMCOG, MDOT, and others will identify data needs and timelines. These capabilities support Intelligent Transportation Systems (ITS), demand forecasting, safety analysis, project selection, and site impact and economic development studies.

PRODUCTS:

1. Working papers and data files
2. Computer files of model attributes
3. Updated highway networks as needed or requested
4. Updated transit networks as needed or requested
5. Updated model resource code as needed
6. Additional model runs as requested
7. Participation in regional discussions on direction and needs for updating the WATS model
8. Evaluation of additional tools including those for travel demand, safety, resiliency and other local priorities
9. Scoping of model improvements and refinements with SEMCOG
10. Review of state of the modeling practice and best practices
11. Data purchases and coordination with SEMCOG if necessary.

PERSON/WEEKS: 7

BUDGET:

Personnel	$17,773
Indirect	$4,035
Total	$21,808

WATS DISTRIBUTION:

Consolidated Planning Grant	$17,850
Local match	$3,958
Total	$21,808

This task also provides a "pass-back" allocation to SEMCOG to assist with this work which may include data purchases, service assistance and facilitate additional collaboration. The amount of CPG funds to SEMCOG is $89,044. Though allocated to WATS this number is not included in the WATS budget.

2.3 PERFORMANCE MEASURES, PERFORMANCE BASED PLANNING

Purpose:
This task advances WATS's performance-based planning by refining performance measures, maintaining data, and implementing dashboard-style metrics on the WATS website. It evaluates measures through topic papers, framing policy and planning issues to better align WATS priorities with Metropolitan Transportation Plan goals. Efforts focus on livability, economic, human and social interactions, and alignment with national goals, including safety, infrastructure, congestion, reliability, freight, sustainability, and project streamlining.

Method:
WATS will monitor progress using data dashboards and trends, creating topic papers and visualizations as needed. Coordination with SEMCOG, MDOT, and MPO partners will establish targets under the Bipartisan Infrastructure Law and local measures.

PRODUCTS:

1. Topic papers/memos framing planning and policy issues
2. Management and update of the performance measurement section of the WATS website
3. Involvement in national and state discussions of performance-based planning
4. Maintaining 2050 LRP Measures

PERSON/WEEKS: 10

BUDGET:

Personnel	$25,390
Indirect	$5,765
	$31,155

WATS DISTRIBUTION:

Consolidated Planning Grant	$25,500
Local match	$5,655
Total	$31,155

2.4 CITY OF DEXTER SCHOOL AREA STUDY

OBJECTIVE:

Due to a chronic shortage of bus drivers, Dexter Community Schools recently changed its bussing policy and no longer busses students who live within 1.5 miles of the school's bus depot. This has caused a marked increase in traffic during morning drop-off and afternoon pick-up times as formerly bussed students are now primarily driven to and from school. Dexter City Council has identified investigating this issue as a top priority, and upon learning about this WATS grant opportunity, the City Manager directed OHM Advisors to submit an application on the City's behalf. This project will fund a traffic study (including data collection and analysis) to recommend changes to traffic patterns in and around Dexter Community Schools, with the goal of relieving this congestion.

METHOD:

WATS, in coordination with the City of Dexter and other interested regional stakeholders will develop an RFP for consultant services to perform the work outlined in this task. WATS, in coordination with the City of Dexter and other stakeholders will serve as a steering committee during plan development.

BUDGET:

This task provides a direct CPG allocation to the City of Dexter in the amount of $40,000. The local match will be paid for by the City of Dexter or other local partners. Though included in the total funds allocated to WATS this number is not included in the WATS budget. WATS will act as a pass through, and the local funds will be paid by Dexter.

2.5 PLANNING SUPPORT FOR THERIDE

OBJECTIVE:

Comprehensive process for developing long-range planning processes for the region's public transit system and fashioning them into medium- and short-term plans for implementation while monitoring those plans and the region's systems for efficient and equitable operation.

BUDGET:

WATS will allocate $75,000 of planning funds for Washtenaw County to TheRide. TheRide shall seek reimbursement of these funds directly from SEMCOG.

PLANNING SERVICES

3.1 WATS PARTICIPATION AND COLLABORATION

PURPOSE:
This task ensures local studies and initiatives incorporate a regional transportation perspective, fostering coordination across federal, state, regional, and local efforts. WATS staff provide technical assistance, participate in special studies, and engage in committees, conferences, and board meetings to gain insight and educate the public on the transportation system and involvement opportunities. It also supports innovative techniques like tactical urbanism and emphasizes Planning and Environmental Linkages (PEL) and NEPA processes.

METHOD:
Staff participate in relevant committees, conferences, studies, and meetings, including SEMCOG's Transportation Coordinating Council, TIP Development Committee, Michigan Transportation Planning Association, and others. Participation extends to newly formed groups addressing evolving regulations and priorities. WATS also informs member agencies of available training opportunities.

PRODUCTS:
1. Monthly summary of activities included in WATS' progress reports
2. Reporting of meetings and external participation.
3. Important legislation and upcoming meetings for both Technical and Policy Committees as needed
4. Written comments on other studies as appropriate
5. Preparation and distribution of various maps, program guidelines and other transportation or land use materials for outside groups or agencies
6. Support and planning for innovative solutions including tactical urbanism
7. Public presentations as requested
8. Record of participation in internal and external meetings related to general and special interest planning
9. PEL study and process involvement and meeting attendance

PERSON/WEEKS: 27

BUDGET:

Personnel	$68,553
Indirect	$15,565
Total	$84,118

WATS DISTRIBUTION:

Consolidated Planning Grant	$68,850
Local match	$15,267
Total	$84,118

3.2 WATS EDUCATION, PUBLICATIONS, AND ELECTRONIC COMMUNICATIONS

Purpose:
This task provides information and public comment opportunities on WATS transportation activities for citizens, officials, agencies, and interest groups. It focuses on creating educational tools tailored to transportation plans and regulations to improve communication and cooperation among stakeholders.

Method:
WATS publishes reports, newsletters, blog posts, brochures, and maintains its website to share updates on projects, studies, and activities. The website serves as a hub for transportation data, plans, and public feedback. WATS manages its website, blog, and social media in-house, using these platforms for education, information dissemination, and public engagement. Visualization tools will also be utilized to enhance outreach efforts.

PRODUCTS:

1. Online news articles and website postings
2. Transportation information and educational brochures/electronic media
3. Maintain and update educational brochures Website, weblog, twitter and Facebook updates
4. Update of Public Participation Plan as needed
5. General marketing
6. General public involvement
7. ($75,000 of planning funds provided from WATS to SEMCOG budget not included below)

PERSON/WEEKS: 27

BUDGET:

Personnel	$68,553
Indirect	$15,565
	$84,118

WATS DISTRIBUTION:

Consolidated Planning Grant	$68,850
Local match	$15,267
Total	$84,118

PLAN IMPLEMENTATION

4.1 TRANSPORTATION IMPROVEMENT PROGRAM AND FEDERAL FUND MANAGEMENT

PURPOSE:
This task prepares, amends, and documents a four-year Transportation Improvement Program (TIP) to implement the WATS Metropolitan Transportation Plan in compliance with the Bipartisan Infrastructure Law (BIL) and other federal, state, and regional requirements. The TIP ensures fiscal constraint, Title VI compliance, and local demographic analysis while managing federal funding programs, including Surface Transportation Urban, Small Urban, Rural Programs, and TEDF-D funds. It also provides assistance to local agencies on funding applications, planning studies, and project implementation.

METHOD:
WATS develops and maintains a TIP for all surface transportation modes, aligning with regional and state TIPs while reflecting local priorities. It processes amendments, conducts GIS-based Title VI and local demographic analyses, and evaluates impacts on low-opportunity areas using the County's Opportunity Index. Public notices and engagement opportunities are provided per the WATS Public Participation Plan. Annual lists of obligated projects are published in compliance with MAP-21 and FAST-Act.

WATS monitors funding sources and assists local agencies with securing funds for transportation activities. It also supports local planning efforts, such as AAATA's Master Plan, route analysis, ReImagine Washtenaw, and MDOT-led studies. Coordination with local governments, transit providers, and the public ensures alignment with the WATS Long Range Plan, visionary plans, and community-based goals, including accessibility, rural and paratransit services, and human and social considerations.

PRODUCTS:

1. Maintain Washtenaw County TIP with subsequent amendments or administrative modifications as necessary
2. Continued refinement and analysis of FY 2026-2029 TIP
3. Supplemental TIP documentation as necessary
4. Documentation of public involvement and engagement process
5. Local demographic focus analysis process review and documentation
6. Analysis for low and very low opportunity areas as defined by the Washtenaw County Office of and Community and Economic Development's Opportunity Index and or other data sources
7. Annual Listing of Obligated Funds
8. Participation in regional and state discussions to develop methods to streamline the TIP process
9. Projects entered to regional/state project tracking systems
10. Management of STP Urban, STP Rural, and TEDFD priority programs including project description
11. Management of and meeting minutes for Federal Aid Committee meetings

12. Memorandums and correspondence
13. Prioritization process for CMAQ
14. Project evaluations using WATS criteria
15. Continued refinement of project evaluation process and WATS federal funding policies
16. Record of technical assistance provided to partners
17. Letters of support for grant applications
18. Memos and other communications
19. Record of participation in internal and external meetings related to the TIP and federal funding

PERSON/WEEKS: 69

BUDGET:

Personnel	$175,191
Indirect	$39,776
	$214,967

WATS DISTRIBUTION:

Consolidated Planning Grant	$175,951
Local match	$39,017
Total	$214,967

PROGRAM ADMINISTRATION

5.1 WATS UNIFIED PLANNING WORK PROGRAM, GENERAL PROGRAM MANAGEMENT

PURPOSE:
This task ensures the efficient operation of WATS, its Committees, and the planning process while documenting work and expenditures in compliance with regulations. It ensures the transportation planning process for Washtenaw County remains comprehensive, coordinated, and continuous, meeting state and federal requirements. Activities include developing the FY 2028 Unified Work Program, monitoring and amending the FY 2027 program, and addressing administrative needs such as human resources and hiring. This task also documents improvements to the planning process in collaboration with MDOT, SEMCOG, and other partners.

METHOD:
WATS conducts this task per its Bylaws, Pass-Through Agreements, and Memoranda of Understanding with SEMCOG, MDOT, and others. Staff consults local, state, and federal officials to review the current Unified Work Program and develop future versions, incorporating input from technical staff and committee members. Special topics identified by agencies like MDOT, FTA, or FHWA are included.

Routine financial transactions follow approved procedures, with quarterly financial statements prepared for the Policy Committee. Staff collaborates with a payroll company for tax filings and works with auditors to ensure financial accuracy and compliance. Monthly progress reports and billings are submitted to SEMCOG and MDOT, while annual audits are conducted and submitted to the Michigan Department of Treasury.

5.1 WATS UNIFIED PLANNING WORK PROGRAM AND GENERAL PROGRAM MANAGEMENT (CONTINUED)

PRODUCTS:
1. Committee and Subcommittee Minutes
2. Committee correspondence and memoranda
3. Monthly books and Quarterly Financial Statements
4. Monthly progress reports and payment vouchers
5. Quarterly and annual tax filings (via payroll company)
6. Annual Administrative Budget
7. Annual project completion report
8. Reviewed and updated as necessary STP funding applications
9. FY 2027 Unified Work Program amendments as necessary
10. Draft FY 2028 Unified Work Program and Budget
11. Adopted FY 2028 Unified Work Program and Budget
12. FY 2027 Administrative Budget and amendments as necessary
13. Audit Report
14. Memorandums of Understanding and amendments as necessary
15. Comprehensive Transportation Improvement Program
16. Comprehensive Metropolitan Transportation Plan
17. Comprehensive Planning Process
18. Participation in any required certification processes

PERSON/WEEKS: 22

BUDGET:

Personnel	$55,858
Indirect	$12,682
	$68,540

WATS DISTRIBUTION:

Consolidated Planning Grant	$56,100
Local match	$12,440
Total	$68,540

WATS COST ALLOCATION PLAN

July 1, 2026 – June 30, 2027

	Total	Direct	Indirect
Direct Expenses - Labor (Salary, Benefits, Contingencies, Consultant Contracts Managed by WATS)			
Monitoring	$ 73,631	$ 73,631	$ 0
Development	$ 86,326	$ 86,326	$ 0
Services	$137,106	$137,106	$ 0
Implementation	$175,191	$175,191	$ 0
Administration	$ 55,858	$ 55,858	$ 0
Subtotal	**$ 528,112**	**$ 528,112**	**$ 0**
Indirect Expenses			
Rent and Utilities	$ 35,000	$ 0	$ 35,000
Printing	$ 3,847	$ 0	$ 3,847
Supplies & Equipment (includes depreciation, if applicable)	$ 12,500	$ 0	$ 12,500
Travel and Training	$ 11,808	$ 0	$ 11,808
Postage	$ 250	$ 0	$ 250
Insurance	$ 6,000	$ 0	$ 6,000
Licenses/subscriptions	$ 18,500	$ 0	$ 18,500
Professional Services (includes Audit, banking, bookkeeping, design)	$ 32,000	$ 0	$ 32,000
Subtotal	**$ 119,905**	**$ 0**	**$ 119,905**
Total	**$ 648,017**	**$ 528,112**	**$ 119,905**
Indirect Percentage			**18.5%**

Note: This includes only the WATS portion of the Unified Work Program, not the pass throughs to the City of Dexter, The Ride, or SEMCOG. Those direct allocations of CPG total $190,000 and are further documented in SEMCOG's Regional UPWP.

TECHNICAL ADVISORY COMMITTEE

Nathan Voght, Chair	Washtenaw County OCED
Bonnie Wessler, 1st Vice-Chair	City of Ypsilanti
Tesha Humphriss, 2nd Vice-Chair	City of Saline

Dina Reed	Ann Arbor Area Transportation Authority
Trevor Brydon	City of Ann Arbor
Paul Montagno	City of Chelsea
Justin Breyer	City of Dexter
Michael Boettcher	Dexter Township
Dieter Otto	Eastern Michigan University
Andrea Strach	Michigan Department of Transportation
Jessica West	Pittsfield Township
Michael Sessions	Southwest Washtenaw Council of Governments
Steve Dolen	University of Michigan
Brent Schlack	Washtenaw County Road Commission Engineering
Paul Ajegba	Ypsilanti Township
John Waterman	People with Disabilities Representative
Evan Pratt	Environmental Representative
Eveliina Taylor	Equity Representative
Vacant	Freight Representative
Adam Goodman	Non-motorized Representative
Marie Gress	Senior Representative

Ex-Officio Non-Voting Members:

Andy Pickard	Federal Highway Administration
Steve Brudzinski	Southeast Michigan Council of Government

Related Activities – Non-Subcontract

Michigan Department of Transportation
Southeast Michigan Council of Governments – Detroit

Coordination and Implementation
FY 2026-2027

Purpose:

This element provides for the development and implementation of the unified planning work program (UPWP), technical assistance and staff participation in all relevant UPWP items, and coordination with applicable federal, state, regional and local transportation programs. The total annual budget for MDOT staff time for administration of the Southeast Michigan Council of Governments Unified Planning Work Program for transportation activities; and coordination with the Washtenaw Area Transportation Study, the St. Clair County Transportation Study and the Toledo Metropolitan Area Council of Governments is approximately $452,626. Estimated budget, hours and products are listed below.

Methods:

The purpose will be achieved by active administration and participation in the development of the UWP and its revisions. Federal legislation and regulations require transportation programs to utilize a more multi-modal perspective, connectivity between the transportation systems and geographic areas, a greater emphasis on intergovernmental agency cooperation, and a greater use of the available "tools." Technical assistance through MDOT staff participation will be provided at all appropriate steps in the overall transportation planning process. All working papers, reports, and required submittals will be reviewed by MDOT prior to their transmittal to the Federal Highway Administration, Federal Transit Authority, Environmental Protection Agency, or other federal, state or local agencies.

Products:

1. On-going support of the planning process throughout the development of core planning documents, which include the Transportation Improvement Plan (TIP) (4-year short range plan), Metropolitan Transportation Plan (MTP) (20-year long range plan), Unified Work Program (UWP) and amendments as needed to these documents.

2. Provide coordinated travel and socioeconomic database and modeling procedures, directed toward the completion/implementation of the Regional Transportation Plan for Southeast Michigan and the State Long-Range Transportation Plan (SLRTP). Section 23 of the Code of Federal Regulations (23 CFR) Part 450 requires that the Regional Transportation Plan encompasses at least a 20-year horizon, must be fiscally constrained, be multi-modal in nature, meet all Environmental Protection Act (EPA) requirements, address all ten transportation planning factors, provide for all public involvement and feedback into the process, and be approved by the appropriate deadline.

3. MDOT Committee participation includes but is not limited to the following Committees: the Transportation Coordinating Council (TCC), Administrative Committee, Executive Committee, General Assembly, Transportation Technical Team (TTT), the eight Federal Aid Committees, SEMCOG Interagency Work Group, SEMCOG/WATS/MDOT Model Coordination Team, and various project studies and related committees.

4. Coordination with other urbanized areas/transportation providers in the region.

    a. Washtenaw Area Transportation Study (WATS)
    b. St. Clair County Urban Area Transportation Study (SCCOTS)
    c. Toledo Metropolitan Area Council of Governments (TMACOG)
    d. Suburban Mobility Authority for Regional Transportation (SMART)
    e. Detroit Department of Transportation (DDOT)
    f. Regional Transportation Authority of Southeast Michigan (RTA)
    g. Ann Arbor Area Transportation Authority (AAATA)

5. MDOT technical assistance to local government units as necessary, such as JobNet.

6. Provide MDOT elements for SEMCOG and the State Transportation Improvement Program (STIP) by coordinating project selection, prioritization, scheduling and monitoring.

7. Provide Statewide Transportation Planning Division Products as needed.

8. Ensure federally required public involvement throughout the entire planning process.

9. Cooperation in MDOT's project development and selection process. This process follows a meticulous, data- intensive reviewing and analyzing procedure that culminates in the MDOT Highway Call for Projects (CFP) process and program development. The MDOT Highway CFP is an internal document that includes policy direction from the federally required SLRTP. Both documents have mutually consistent policy and project implementation direction. The SLRTP is a 25 - year plan specifying MDOT's broad goals, objectives, and direction toward providing the highest quality of integrated transportation services for economic benefit and improved quality of life in Michigan. The SLRTP provides policy guidelines, implementation strategies and measures of efficiencies necessary for plan development. The Highway CFP is a strategic process that includes the identification of condition and investment strategies, and the final selection of candidate projects that roll up into MDOT's Five-Year Transportation Program (5YTP).

10. Provide technical support to SEMCOG and WATS in the development, maintenance, operation and maintenance of a regional travel demand model, to apply in the MTP, TIP and other project investment decisions. Partner with MDOT in the application of the model for program and project work zone, impact and environmental analysis.

11. Participation and coordination with the Major Investment Study's process and analysis within the Region and the identification of these projects on an ongoing basis.

12. Assist SEMCOG in the facilitation of the development of Local Asset Management Plans and data collection activities for the transportation system.

13. Assist SEMCOG staff in the implementation and increased impact of the Regional Public Participation Plan.

14. Assist SEMCOG in coordination with the regional transit agencies to increase the Access to Work program and the Reverse Commute Program in southeast Michigan and increase the role transit plays within the region.

15. Continue to implement the Metropolitan Planning Process as specified in federal and state transportation planning regulations throughout the SEMCOG Region. The roles/responsibilities and procedural changes established under the Metropolitan Planning Process will be pursued in a timely manner pertaining to the development of the RTP and TIP.

16. Coordinate with SEMCOG on community composition and transportation impact analysis for the region.

17. Develop a single methodology for forecasting revenue for the area.

18. Work with those who prepare environmental documents to develop a mechanism to include information from the systems planning effort in environmental documents.

19. Continue to implement procedures to improve the management of projects in the TIP.

20. Provide technical support in the development, maintenance and incorporation of Air Quality Conformity Analysis, and staff support to their Interagency Work Group.

SEMCOG – Administration (Estimated Budget)

PERSON WEEKS FY 2026-2027	
MDOT STAFF	72
BUDGET	
Salaries	$239,111
Fringe	$107,665
Consultant	$0
Other	$11,839
TOTAL	$358,615
AGENCY DISTRIBUTION	
STATE MTF	$286,892
MDOT/FTA	$71,723
TOTAL	$358,615

Michigan Department of Transportation
Washtenaw Area Transportation Study

Purpose:

The maintenance of a continuing, comprehensive transportation planning process within the Ann Arbor/Ypsilanti urbanized area and surrounding communities which will coordinate local agency input into SEMCOG's regional planning process and provide a vehicle for the establishment of priorities and ensuring compliance of the transportation planning process outlined under 23 CFR Part 450 and CAAA.

Method:

Continue monitoring the program to satisfy state and federal requirements of the region and local planning agencies. Provide local units of government with planning and technical assistance. Represent MDOT on all required policy and technical committees for the Washtenaw Area Transportation Study (WATS).

Products:

Review local area work products to ensure compliance with UWP, review billing statements, technical memoranda and working papers as required, provide technical assistance as required in JobNet, TIP/UWP revisions, development and implementation of MDOT's project development and selection process, and participation and coordination with the SEMCOG Regional Transportation Plan and the Statewide Long-Range Plan.

WATS – Administration (Estimated Budget)

PERSON WEEKS FY 2026-2027	
STAFF	22
BUDGET	
Salaries	$32,878
Fringe	$18,082
Consultant	$0
Other	$2,450
TOTAL	$53,409
AGENCY DISTRIBUTION	
STATE MTF	$53,409

Michigan Department of Transportation
St. Clair County Transportation Study

Purpose:

The maintenance of a continuing, comprehensive transportation planning process within the St. Clair County Area, including the urban area of Port Huron and surrounding communities, which will coordinate local agency input into SEMCOG's regional planning process and provide a vehicle for the establishment of priorities and ensuring compliance of the transportation planning process outlined under 23 CFR Part 450 and CAAA.

Method:

Continue monitoring the program to satisfy state and federal requirements of the region and local planning agencies. Provide local units of government with planning and technical assistance. Represent MDOT on all required policy and technical committees for the St. Clair County Transportation Study (SCCOTS).

Products:

Review local area work products to ensure compliance with UWP, review billing statements, technical memoranda and working papers as required, provide technical assistance as required in JobNet, TIP/UWP revisions, development and implementation of MDOT's project development and selection process, and participation and coordination with the SEMCOG Regional Transportation Plan and the Statewide Long-Range Plan.

SCCOTS – Administration (Estimated Budget)

PERSON WEEKS FY 2026-2027	
STAFF	15
BUDGET	
Salaries	$16,439
Fringe	$9,023
Consultant	$0
Other	$2,450
TOTAL	$27,912
AGENCY DISTRIBUTION	
STATE MTF	$27,912

Michigan Department of Transportation
Toledo Metropolitan Area Transportation Study

Purpose:

To maintain interstate coordination with the Toledo Urbanized Area Transportation Study, this includes three townships in Monroe County and the City of Luna Pier. The maintenance of a continuing, comprehensive transportation planning process in the Toledo urbanized area with will coordinate local agency input into SEMCOG's regional planning process and provide a vehicle that insures interstate coordination.

Method:

Represent MDOT at the required policy and technical committee meetings of the Toledo Metropolitan Area Council of Governments (TMACOG); assist in activities related to the review of federally aided projects. Monitor the traffic network as required by the continuing monitoring program. Review billings and comment on all technical data and reports generated in the planning process. Ensure that regional plans include local area plans, as represented by MDOT. Coordinate between the statewide planning process in Michigan and Ohio.

Products:

Files, working papers or memoranda as necessary for documentation of the planning program.

TMACOG – Administration (Estimated Budget)

PERSON WEEKS FY 2026-2027	
STAFF	5
BUDGET	
Salaries	$7,625
Fringe	$4,164
Consultant	$0
Other	$902
TOTAL	$12,690
AGENCY DISTRIBUTION	
STATE MTF	$12,690

Regional Transit Authority of Southeast Michigan
2026-2027 Unified Work Program Planning Projects

The Regional Transit Authority of Southeast Michigan's (RTA) Unified Work Program for 2026-2027 provides an overview of its regional coordination activities, with the budget focusing on projected costs and funding.

Regional Coordination Activities

Purpose/Outcome

In accordance with Public Act 387 of 2012, the RTA is responsible for the coordination of services and planning for all transit providers in its four-county region. This includes the development of a Regional Transit Master Plan (RTMP) to provide a guidance document for coordination activities, ongoing program development, and stand-alone projects that advance regional priorities. By statute, the RTA is required to annually revisit the regional transit plan including working with the providers through ongoing working groups and formal PAC meetings and advance several stand-alone planning and pilot projects to advance regional coordination, consistent with the RTMP vision.

Regional Transit Master Plan:

In 2025, the Regional Transit Authority (RTA) completes an annual update of its RTMP. For next year, the focus includes a simplified updating based on organizational strategic planning direction. The subsequent annual update of the RTMP is planned for the fall of 2026. The RTMP serves as the strategic roadmap for the RTA to enhance transit services in Southeast Michigan. The plan assesses the current transit services, achievements of transit agencies, ongoing initiatives, travel patterns, and feedback from the public. This information shapes overarching investments that guide the region's transit system toward the RTA's mission, vision, values, strategies, and goals, outlined below:

Our mission is creating new and better ways to move and connect people. We envision a Southeast Michigan where advances in transit create greater prosperity for all. RTA values: creativity - bringing innovative thinking to enhance the transit experience; empathy - understanding how we can help improve lives across the region; and opportunity - leading the way to the future of transit in Southeast Michigan.

We are transit subject matter experts. We’re deeply experienced, data-driven, dig into the nuts and bolts, and lead all regional planning. We are drivers and doers. We come up with new ideas, implement them, test them and assess the results. We are community connectors. We bring together citizens, governments, and businesses to solve problems and create opportunities.

The RTA’s strategies for achievement of our goals are to:

- **Move People**
  - Increase Frequency, Reliability, and Hours on Fixed-Route Services
  - Build On and Coordinate Demand-Response Services
  - Grow Mobility Access to Local Communities and Regional Destinations

- **Strengthen Access**
  - Invest in and Implement a Rapid Transit Network
  - Advance Accessibility, Comfort, and Well-Being at Transit Stops
  - Upgrade Multimodal Connections to and between Services
  - Regionalize Trip Planning and Fare Payment Systems

- **Enhance Experience**
    - Enhance Ride Quality and Promote On-Board Safety
    - Modernize and Maintain Infrastructure in a State of Good Repair
    - Recruit, Develop, and Retain a Thriving Workforce

We support transit providers in maintaining and improving core services, implementing expansion programs through collaboration with local public transportation agencies and nonprofits, and providing a seamless user experience. Our team coordinates with organizations that have priorities related to accessibility improvements.

Method

The RTA advances the RTMP by pursuing various initiatives and constantly looking for opportunities to partner with stakeholders who are interested in making regional transit improvements. Funding for these activities is provided through a combination of state and federal grants.

RTA Administration (Planning Activities)

- **Securing Funding**: RTA staff are actively working to secure more long-term sustainable funding for the region as a whole, for specific projects, and for the RTA as an entity. This includes looking for solutions to sustain Detroit to Ann Arbor (D2A2) and Detroit to Airport Express (DAX) services, working with the legislature to secure funding mechanisms for the regional toolbox, working with Wayne, Washtenaw, Oakland, and Macomb counties to leverage new resources in the state as well as region, and finding opportunities to support regional coordination through current funding programs.

- **Coordination:** The Providers Advisory Committee (PAC) priorities and RTMP are a couple of examples for how the RTA coordinates with stakeholders including operational partners and communities toward regional transit advancements.

- **Federal and State Fund Programming:** The RTA is the designated recipient for all urban federal and state funding in Southeast Michigan as the umbrella organization for splitting formula program funds among direct reicipients (DDOT, People Mover, SMART, and TheRide) within the Detroit and Ann Arbor urbanized areas. Utilizing 5-year capital plans, the RTA administers allocations to the providers in accordance with regional needs based on Board-approved appropriated dollars annually.

- **Grant Strategy:** In addition to dedicated grants, discretionary or competitive grants are strategized to maximize potential opportunities for moving pilot, project, and program initiatives ahead, including through the US and Michigan Departments of Transportation, as well as aligning regional interests and prospective collective agency efforts.

- **Community Engagement:** The RTA would like to more effectively invest in sustained community engagement efforts that proactively support regional transit. As travel demand continues to rise and approach pre-pandemic levels, it is crucial to explore engaging alternatives that can connect with diverse demographics. This becomes increasingly significant as we seek ways to position transit as a more affordable, reliable, equitable, and effective substitute for driving.

- **Technical Assistance:** The RTA has initiated pilot technical assistance programs with transit providers, leveraging planning software and offering support to municipalities and organizations. Through this initiative, RTA aims to cultivate a pool of planning resources accessible to these providers and municipalities. These resources will aid in advancing regional programs and crafting tailored strategic solutions to address their specific mobility challenges. Moreover, RTA staff will offer their expertise in project management to provide additional support throughout the process.

RTA Current Projects

- **Regional Capital Planning**: A regional plan would help to set and coordinate regional priorities, consolidate planning and funding processes, and help RTA measure regional progress. Each transit agency has its capital plan but combining them into a unified regional capital plan is essential for growing Southeast Michigan's transit network. A regional capital plan is essential for RTA to be able to carry out its responsibilities as described in Public Act 387 of 2012.

- **Express Bus:**
  Continuation of the Detroit to Ann Arbor (D2A2) and Detroit Air Xpress (DAX) express bus services.

- **Corridors:**
  The Thriving Communities initiative supports the RTA's capacity building for enhancing transit along Woodward, Washtenaw, Michigan, and Gratiot Avenues by leveraging the US Department of Transportation's Reconnecting Communities Pilot (RCP) and Better Utilizing Investments to Leverage Development (BUILD) grant opportunities, if awarded, in addition to technical assistance.

- **Mobility for All**: Staff will continue to develop the Mobility 4 All (M4A) Program, which advances priority strategies in the Coordinated Human Services and Transportation Plan (CHSTP). This includes preparing for the updated 5310 Call for Projects by early 2027 and identifying investments in vehicle replacements, technology, mobility management, and operations that address gaps in same-day paratransit and on-demand service delivery, as well as grant programming.

- **Mobility as a Service:**
  The regional Transit app and Mobility Wallet pilot are innovative approaches to enhancing urban transit accessibility and integration through a user-friendly digital platform. Supported by state grants from the Michigan Service Initiatives and Mobility Wallet Challenge, these platforms are designed to simplify trip planning and fare payment across various transit modes. By providing real-time information, on-demand booking, scheduling, and e-ticketing services, Mobility as a Service technology enables riders to seamlessly plan, reserve, and pay for multimodal trips.

- **Access to Transit Program:**
  In the inaugural phase of the Access to Transit Program kicked off in 2024, the RTA will strategically implement key facets derived from the Mobility Oriented Development study. This phase will be characterized by the initiation of mobility hubs designed to test and evaluate specific recommendations from the study, providing valuable insights into their real-world feasibility and effectiveness.

  The RTA will embark on targeted infrastructure enhancements around selected transit stops, encompassing improvements in pedestrian pathways, waiting areas, and the integration of technological solutions to facilitate seamless transit experiences. As we progress into subsequent environmental review and design in 2026 with construction beginning by 2027, the program will address broader and more comprehensive aspects.

- **QLINE:**
  The QLINE streetcar, operating along Woodward Avenue in Detroit, is now fully owned and operated by the RTA as of October 2024. This transition underscores the RTA's commitment to enhancing regional transit connectivity and improving mobility options for residents and visitors. As part of its stewardship, the RTA will prioritize operational improvements, including optimizing reliability, frequency, and safety, as well as maintaining a state of good repair through preventative maintenance, while integrating the QLINE into broader regional transit initiatives.

RTA Prospective Programs

- **Express Bus:** Exploration of highway bus-on-shoulder as well as additional cross-county express bus services.

- **Corridors:**
  Congressional district spending funding further strengthens these efforts by providing critical financial support to advance the initiative's purpose. These efforts focus on preliminary engineering, environmental review, land use zoning improvements, dedicated transit lanes, mobility hub enhancements, and community engagement to enhance connectivity, reduce emissions, and advance equitable access along critical regional corridors.

- **Mobility for All: M4A** efforts will focus on building partnerships to further non-emergency medical, small urban, and rural transportation and to update the Coordinated Plan in 2026 in alignment with evolving regional needs and funding opportunities. These awards will prioritize accessibility, efficacy, and collaboration to better serve individuals with disabilities, older adults, people with lower incomes, and underserved communities in Southeast Michigan.

- **Mobility as a Service Application Platform**:
  The prospective Mobility as a Service (MaaS) application platform is an innovative approach to urban transit trip planning and fare payment that integrates various transit options into a seamless, user-friendly digital system. This opportunity would provide real-time information, on-demand booking, scheduling, and e-ticketing services, making it easy for riders to plan, reserve, pay for, and take multi-modal trips. This initiative not only enhances convenience and accessibility for commuters but also promotes sustainable and effective public transportation choices, laying the foundation for a more connected and agile region’s mobility landscape.

  Access to Transit: Phase Two in 2027 will involve scaling up successful planning initiatives to a wider scope, implementing infrastructure improvements on a larger scale, and further solidifying partnerships with a focus on sustainability and long-term impact. Additionally, community engagement efforts will be refined based on feedback from Phase One, ensuring an ongoing dialogue with the public.

  In Phase Three, slated from 2027 through 2029 and onward, the emphasis will shift towards the holistic integration of transit stops into the fabric of urban development. This may include more ambitious projects such as advanced technological integrations, and transit-oriented devolvement to enhance the overall urban mobility experience. Regular data collection and analysis will remain integral throughout all phases, providing valuable insights for adaptive decision-making and ensuring the program evolves with the needs of our community.

- **QLINE:** The RTA will work with regional stakeholders and funding partners to ensure the QLINE’s financial sustainability and continued role as a critical link in advancing equity, economic development, and sustainable growth in Southeast Michigan.

Products

- RTA D2A2, DAX, and Mobility Wallet/MaaS Transit app Pilot/Projects
- Express Bus On-Shoulder and Dedicated Lane Analysis
- Corridors Framework, Access to Transit, and QLINE Preventive Maintenance Programs
- Community Services Management and Rider Experience Improvements
- Regional Capital Plans and Mobility For All
- Updated RTMP Deliverables

RTA 2026-2027 UWP Budget

Element	Federal Amount	State/Local Match	Total
Administration	$ 550,000	$ 57,000	$ 607,000
Current Projects	$ 3,630,000	$ 2,158,000	$ 5,788,000
Prospective Programs	$ 5,230,000	$ 1,558,000	$ 7,188,000
TOTAL	**$ 9,410,000**	**$ 3,773,000**	**$13,183,000**

Appendix A – Asset Management

Asset Management

The resources allocated to the Metropolitan/Regional Planning Organization (MPO/RPO) from the Transportation Asset Management Council (TAMC) annual budget shall be used to assist in completion of the TAMC Work Program. All work shall be consistent with the policies and priorities established by the TAMC. All invoices submitted for reimbursement of Asset Management activities shall use Michigan Department of Transportation (MDOT) standard invoice forms and include the required information for processing. The MPO/RPO shall complete the required products and perform tasks according to the timeframes and directives established within TAMC's data collection policies, which are located on the TAMC website (http://tamc.mcgi.state.mi.us/TAMC/#/aboutus). The MPO/RPO will emphasize these tasks to support the top 125 Public Act 51 agencies (agencies that certify under Public Act 51 a minimum of 100 centerline miles of road) within the planning area when resources are limited. The activities eligible for TAMC reimbursement include the following:

Tasks

I. Training Activities
   A. Attendance at training seminar(s) on the use of Pavement Surface Evaluation and Rating (PASER) and Inventory-based Rating System for unpaved roadways.
   B. Represent MPO/RPO at TAMC-sponsored conferences and seminars, including attending either the Spring or Fall TAMC Conference.
   C. Attend TAMC-sponsored Investment Reporting Tool (IRT) training seminars.
   D. Attend TAMC-sponsored Asset Management Plan Development training seminars.

II. Data Collection Participation and Coordination
   A. Federal Aid System:
      1. Organize schedules with Public Act 51 agencies within MPO/RPO's boundary for participating in Federal Aid data collection efforts; ensure all participants of data collection have access to State of Michigan travel reimbursement rates.
      2. Coordinate, participate and facilitate road surface data collection on approximately one-half of the Federal Aid System in accordance with the TAMC Policy for the Collection of Roadway Condition Data on Federal Aid Eligible Roads and Streets.
      3. Collect unpaved roadway condition data on approximately half of any unpaved Federal Aid eligible roadways using the Inventory-based Rating System developed by the Michigan Technological University's Center for Technology and Training.
   B. Non-Federal Aid System
      1. The RPO/MPO may allocate reimbursements for Non-Federal Aid data collection to Public Act 51 agencies according to the resources available to

them in the manner that best reflects the priorities of their area and supports the TAMC work.

2. Coordinate Non-Federal Aid data collection cycles with Public Act 51 agencies with an emphasis on the top 125 agencies.
3. Ensure all participants of data collection understand procedures for data sharing with TAMC as well as TAMC policy and procedures for collecting Non-Federal Aid data.
4. Participate and perform data collection with Public Act 51 agencies on an as-needed basis for the data collection of Non-Federal Aid roads when requested.

III. Equipment

A. Ensure rating teams have the necessary tools to complete the federal aid data collection activity by maintaining a laptop compatible with the Laptop Data Collector and Roadsoft programs, a functioning Global Positioning System (GPS) unit, and other required hardware in good working order.

B. Communicate any equipment needs and purchases with the TAMC Coordinator; laptops are eligible for replacement on a three-year cycle.

IV. Data Submission

A. Develop and maintain technical capability to manage regional Roadsoft databases and the Laptop Data Collector program; maintain a regional Roadsoft database that is accurate and consistent with local agency data sets.

B. Coordinate Quality Assurance/Quality Control activities and data submission tasks according to protocols established in TAMC Data Collection Policies for Federal Aid and Non-Federal Aid Roads.

C. Monitor and report status of data collection efforts to TAMC Asset Management Coordinator through monthly coordinator calls and/or monthly or quarterly program updates that are mailed with invoices.

D. Provide links on agency websites and reports to the TAMC website, interactive maps and dashboards for the dissemination of roadway data.

V. Asset Management Planning

A. Participate and attend TAMC-sponsored training and workshops in order to provide technical support for Asset Management Plan development activities.

B. Provide an annual reporting of the status of Public Act 51 agency Asset Management Plans and keep abreast of the status of these plans for updates and revision.

C. Provide technical assistance and training funds to Public Act 51 agencies during the development of local Asset Management Plans using TAMC templates when applicable; coordinate these tasks with an emphasis on the Top 125 agencies.

VI. Technical Assistance

A. Provide technical assistance to local agencies in using the TAMC reporting tools for planned and completed infrastructure investments or any other TAMC Work Program Activity.

B. Integrate PASER ratings and asset management into project selection criteria:

1. Analyze data and develop road preservation scenarios.

2. Analyze performance of implemented projects.

Required Products

1. PASER data for Federal Aid System submitted to TAMC via the IRT
2. PASER data for Non-Federal Aid System submitted to TAMC via the IRT
3. Quarterly or monthly activities reports submitted with invoices to TAMC Coordinator
4. SEMCOG updates annually the pavement condition map for the region on our public website (https://maps.semcog.org/PavementCondition/)

Appendix B – Highway Performance Monitoring System

Highway Performance Monitoring System (HPMS)

- Collect and submit data items for HPMS in conjunction with MDOT's HPMS coordinator. Staff will review and update the HPMS database sample segments using MDOT supplied spreadsheet that contain only the data items needing to be updated for each sample in the format provided.
- Attendance of MPO staff at the HPMS training workshop in the Lansing, MI area that the MDOT HPMS coordinator will be hosting.

Data collection for federal reporting:

- Provide support to MDOT in the cross-agency coordination effort to plan for, gather, and report roadway characteristics on the non MDOT road network (federal aid and non-federal aid) to meet federal reporting requirements of Highway Performance Monitoring System (HPMS), Moving Ahead for Progress in the 21st Century Act (MAP21), and Fixing America's Surface Transportation Act (FAST-Act).

Support is defined as (but not limited to):

- Outreach
- Training and education
- Data coordination with Local agencies
- Data compilation
- Data load, transfer, and/or reporting (Conduit between local agencies and MDOT/FHWA)

MAP21 and FAST Act are transitioning transportation agencies to be more performance-oriented, which means additional requirements to collect data and to standardize data to support national performance measures. An element of the legislation is the Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE), which is a required inventory of extensive roadway features and traffic data elements important to safety management, analysis, and decision making.

Participate and provide support to MDOT in any of their planning efforts for MIRE FDE data collection. This is a precursor to the MIRE FDE data collection using Roadsoft and other tools. A pilot is planned in FY '19 and the start of MIRE FDE data collection in FY '20. Other tools include: a web application for agencies that do not use Roadsoft and a web MIRE FDE reporting tool.

Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) is a federal reporting requirement for safety roadway data. MDOT will ask for MPO volunteers to participate and supply input during design specification meetings or interviews. These discussions will look at user needs using technology to collect, access, transfer, and store MIRE FDE data. Some learning, material preparation, optional travel, and meeting time would be potential resources required for planning discussions. As data collection elements are known, some MIRE FDE data collection may begin at the MPO's discretion.

Appendix C – Certifications & Assurances

Certificate of Commitment of Local Share

I, Amy O'Leary, acting in my official capacity as representative of the Southeast Michigan Council of Governments, hereby certify and guarantee that the local match of $2,041,683 for the consolidated planning grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Southeast Michigan Council of Governments.

Executive Director

3/2/2026

Date

Certificate of Commitment of Local Share

I, Dina Reed, acting in my official capacity as representative of the Ann Arbor Area Transportation Authority, hereby certify and guarantee that the local match of $11,217 for the technical studies grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Ann Arbor Area Transportation Authority.

Deputy Chief Executive Officer

02/17/2026
Date

Certificate of Commitment of Local Share

I, Robert J. Cramer, acting in my official capacity as representative of the Detroit Department of Transportation, hereby certify and guarantee that the local match of $69,696 for the technical studies grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Detroit Department of Transportation.

Executive Director

2/17/2025

Date

Certificate of Commitment of Local Share

I, Melia T. Howard, acting in my official capacity as representative of the Detroit Transportation Corporation, hereby certify and guarantee that the local match of $16,880 for the technical studies grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Detroit Transportation Corporation.

Executive Director

02/13/2026

Date

Certificate of Commitment of Local Share

I, Peter Klomparens, acting in my official capacity as representative of the St. Clair County Transportation Study, hereby certify and guarantee that the local match of $56,155 for the Metropolitan Planning grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the St. Clair County Transportation Study.

Peter Klomparens

Executive Director

2-12-2026

Date

Certificate of Commitment of Local Share

I, Tiffany J. Gunter, acting in my official capacity as representative of the Suburban Mobility Authority for Regional Transportation, hereby certify and guarantee that the local match of $70,694 for the technical studies grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Suburban Mobility Authority for Regional Transportation.

Tiffany J. Gunter
Executive Director

February 12, 2026
Date

Certificate of Commitment of Local Share

I, SANDY SPANG, acting in my official capacity as representative of the Toledo Metropolitan Area Council of Governments, hereby certify and guarantee that the local match of $22,466 for the Metropolitan Planning grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Toledo Metropolitan Area Council of Governments.

Sandy Spang
Executive Director

2/18/2026
Date

Certificate of Commitment of Local Share

I, ______Ryan Buck__________________________, acting in my official capacity as representative of the Washtenaw Area Transportation Study, hereby certify and guarantee that the local match of $143,116 for the Metropolitan Planning grant application, funding the 2026-2027 Work Program for Southeast Michigan, has been properly appropriated and provided by the Washtenaw Area Transportation Study.

____
Executive Director

____2-12-2026___________________
Date

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
OFFICE OF AVIATION ANALYSIS

TITLE VI ASSURANCE
(Implementing Title VI of the Civil Rights Act of 1964, as amended)

ASSURANCE CONCERNING NONDISCRIMINATION ON THE BASIS OF DISABILITY IN FEDERALLY-ASSISTED PROGRAMS AND ACTIVITIES RECEIVING OR BENEFITING FROM FEDERAL FINANCIAL ASSISTANCE

(Implementing the Rehabilitation Act of 1973, as amended, and the Air Carrier Access Act of 1986)

49 CFR Parts 21 and 27 and 14 CFR Parts 271, and 382

Southeast Michigan Council of Governments (the Recipient) HEREBY AGREES THAT,
(Name of Recipient)

I. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply: with Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d--42 U.S.C. 2000d-4; all requirements imposed by or pursuant to: Title 49, Code of Federal Regulations, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation--Effectuation of Title VI of the Civil Rights Act of 1964; and other pertinent directives so that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 21.7(a) and Title 14, Code of Federal Regulations, section 271.9(c).

II. As a condition to receiving any Federal financial assistance from the Department of Transportation, it will comply with: section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794); the Air Carrier Access Act of 1986 (49 U.S.C. 1374(c)); and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Part 27, Nondiscrimination on the Basis of Handicap in Programs and Activities Receiving or Benefitting from Federal Financial Assistance, Title 14, Code of Federal Regulations, Part 382, Nondiscrimination on the Basis of Handicap in Air Travel; and other pertinent directives so that no otherwise qualified person with a disability, be excluded from participation in, be denied the benefits of, be discriminated against by reason of such handicap in the provision of air transportation, or otherwise be subjected to discrimination under any program for which the Recipient receives Federal financial assistance from the Department of Transportation. This assurance is required by Title 49, Code of Federal Regulations, section 27.9 and Title 14, Code of Federal Regulations, sections 271.9(c) and 382.9.

III. It will promptly take any meaures necessary to effectuate this agreement. The Recipient further agrees that it shall take reasonable actions to guarantee that it, its contractors and subcontractors subject to the Department of Transportation regulations cited above, transferees, and successors in interest will comply with all requirements imposed or pursuant to the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

IV. These assurances obligate the Recipient for the period during which Federal financial assistance is extended. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the statutes and Department of Transportation regulations cited above, other pertinent directives, and the above assurances.

V. These assurances are given for the purpose of obtaining Federal subsidy under the Essential Air Service Program and are binding on the Recipient, contractors, subcontractors, transferees, successors in interest, and all other participants receiving Federal subsidy in the Essential Air Service Program. The person or persons whose signatures appear below are authorized to sign this agreement on behalf of the Recipient.

VI. In addition to these assurances, the Recipient agrees to file: a summary of all complaints filed against it within the past year that allege violation(s) by the Recipient of Title VI of the Civil Rights Act of 1964, as amended, section 504 of the Rehabilitation Act of 1973, as amended, or the Air Carrier Access Act of 1986; or a statement that there have been no complaints filed against it. The summary should include the date the complaint was filed, the nature of the complaint, the status or outcome of the complaint (i.e., whether it is still pending or how it was resolved).

03/02/2026
Date

Southeast Michigan Council of Governments
Legal Name of Recipient

By: ______________________
Signature of Authorized Official

45 CFR Part 604 – New Restrictions on Lobbying

CERTIFICATION REGARDING LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

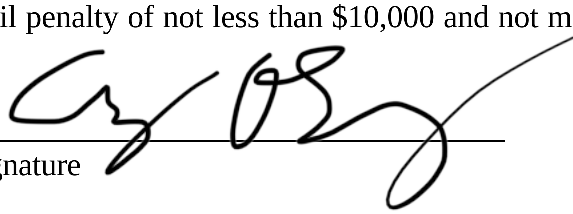
The applicant certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the applicant, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the applicant shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The applicant shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, UPS Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.



Signature

Executive Director, Southeast Michigan Council of Governments

Title/Institution

Standard U.S. DOT Title VI Assurances

The (Title of Recipient) (hereinafter referred to as the "Recipient") HEREBY AGREES THAT as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2000d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent 'directives, no person in the United States shall, on the grounds of race color, or national origin, he excluded from participation in, he denied the benefits of, or he otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the Department of Transportation, including the *(Name of Appropriate Administration)*, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a)(1) of the Regulations, a copy of which is attached.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to its *(Name of Appropriate Program)*:

1. That the Recipient agrees that each "program" and each "facility as defined in subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.

2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all *(Name of Appropriate Program)* and, in adapted form in all proposals for negotiated agreements:

The (Recipient), in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, Office the Secretary, Part 21, Nondiscrimination in Federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidden that it will affirmatively insure that in any contact entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to the Act and the Regulations.

4. That the Recipient shall insert the clauses of Appendix B of this assurance, 'as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over or under such property.

7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land, in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties: (a) for the subsequent transfer of real property acquired or improved under *(Name of Appropriate Program);* and (b) for the construction or use of or access to space on, over or under real property acquired, or improved under *(Name of Appropriate Program)*.

8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.

9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he delegates specific authority to give reasonable guarantee that it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient Department of Transportation under the *(Name of Appropriate Program)* and is binding on it, other recipients, sub-grantees, contractors, subcontractors, transferees, successors in interest and other participants in the *(Name of Appropriate Program)*. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient

Dated 03/02/2026

Southeast Michigan Council of Governments
(Recipient)

by
(Signature of Authorized Official)

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

(1) Compliance with Regulations: The contractor shall comply with the Regulation relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

(2) Nondiscrimination: The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

(3) Solicitations for Subcontractors, Including Procurements of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(4) Information and Reports: The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *(Recipient)* or the *(Name of Appropriate Administration)* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information the contractor shall so certify to the *(Recipient)*, or the *(Name of Appropriate Administration)* as appropriate, and shall set forth what efforts it has made to obtain the information.

(5) Sanctions for Noncompliance: In the event of the contractor's noncompliance with the nondiscrimination provisions of this contract, the *(Recipient)* shall impose such contract sanctions as it or the *(Name of Appropriate Administration)* may determine to be appropriate, including, but not limited to:

(a) withholding of payments to the contractor under the contract until the contractor complies, and/or
(b) cancellation, termination or suspension of the contract, in whole or in part.

(6) Incorporation of Provisions: The contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The contractor shall take such action with respect to any subcontractor procurement as the *(Recipient)* or the *(Name of Appropriate Administration)* may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the contractor may request the *(Recipient)* to enter into such litigation to protect the interests of the *(Recipient)*, and, in addition, the contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

A. The following clauses shall he included in any and all deeds effecting or recording the transfer of real property, structures or improvements thereon, or interest therein from the United States.

(GRANTING CLAUSE)

NOW, THEREFORE, the Department of Transportation, as authorized by law, and upon the condition that the *(Name of Recipient)* will accept Title to the lands and maintain the project constructed thereon, in accordance with *(Name of Appropriate Legislative Authority)*, the Regulations for the Administration of *(Name of Appropriate Program)* and the policies and procedures prescribed by *(Name of Appropriate Administration)* of the Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, Office of the Secretary, Part 21, Nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. .2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the *(Name of Recipient)* all the right, Title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto *(Name of Recipient)* and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the *(Name of Recipient)*, its successors and assigns.

The *(Name of Recipient)*, in consideration or the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person shall on the grounds of race, color, or national origin, he excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on over or under such lands hereby conveyed [,] [and]* (2) that the *(Name of Recipient)* shall use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, Office of the Secretary, Part 21, Nondiscrimination in federally assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may he amended [,] and (3) that in the event of breach of any of the above-mentioned nondiscrimination conditions, the Department shall have a right to reenter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

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* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by the *(Name of Recipient)* pursuant to the provisions of Assurance 6(a).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation program or activity is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permitee, etc.) shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, SubTitle A, office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to terminate the [license, lease, permit, etc.] and to re-enter and repossess said land and the facilities thereon, and hold the same as if said [licenses, lease, permit, etc.] had never been made or issued.

[Include in deed.]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient*) shall have the right to reenter said lands and facilities thereon, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *(Name of Recipient)* and its assigns.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by *(Name of Recipient)* pursuant to the provisions of Assurance 6(b).

The (grantee, licensee, lessee, permitee, etc., as appropriate) for himself, his personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds, and leases add "as a covenant running with the land") that (1) no person on the ground of race, color. or national origin shall be excluded from participation in, denied the benefits of, or he otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over or under such land and the furnishing of services thereon, no person on the ground of, race, color, or national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permitee, etc.) shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations. Department of Transportation, SubTitle A, Office of the Secretary. Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964), and as said Regulations may be amended.

[Include in licenses, leases, permits, etc.]*

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* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

That in the event of breach of any of the above nondiscrimination covenants, (Name of Recipient) shall have the right to terminate the [license, lease, permit, etc.] and to reenter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

[Include in deeds]*

That in the event of breach of any of the above nondiscrimination covenants, *(Name of Recipient)* shall have the right to reenter said land and facilities there-on, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of *(Name of Recipient)* and its assigns.

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* Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purposes of Title VI of the Civil Rights Act of 1964.

DRUG-FREE WORKPLACE ACT CERTIFICATION
FOR A GRANTEE OTHER THAN AN INDIVIDUAL

1. The Southeast Michigan Council of Governments
(Name of Applicant for a Grant or Cooperative Agreement)
certifies that it will establish and continue to provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the Applicant's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b. Establishing an ongoing drug-free awareness program to inform employees about--

1. The dangers of drug abuse in the workplace;
2. The Applicant's policy of maintaining a drug-free workplace;
3. Any available drug counseling, rehabilitation, and employee assistance programs; and,
4. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace;

c. Making it a requirement that each employee to be engaged in the performance of the grant or cooperative agreement be given a copy of the statement required by paragraph (a).

d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant or cooperative agreement, the employee will--

1. Abide by the terms of the statement; and,
2. Notify the employer in writing of his or her conviction for a violation of a criminal drug statue occurring in the workplace no later than five (5) calendar days after such conviction;

e. Notifying the Federal agency in writing, within ten (10) calendar days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction, Employers of convicted employees must provide notice, including position title, to every project officer or other designee on whose project activity the convicted employee was working. Notice shall include the identification number(s) of each affected grant or cooperative agreement.

f. Taking one of the following actions, within thirty (30) calendar days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted--

1. Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or
2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;

g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f).

2. The Applicant's headquarters is located at the following address. The addresses of all workplaces maintained by the Applicant are provided on an accompanying list.

Name of Applicant: Southeast Michigan Council of Governments

(Signature of Authorized Official) 03/02/2026 (Date)

PAPERWORK REDUCTION ACT PUBLIC BURDEN STATEMENT

A Federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a current valid OMB control number. The OMB Control No. for this information collection is 2105-0555. The information requested on this form is being collected and disseminated by the U.S. Department of Transportation, Office of the Secretary as a courtesy to the public. Public reporting for this collection of information is estimated to be 15 minutes per response, including time for reviewing instructions, and completing and reviewing the collection of information. All responses to this collection of information are mandatory Send comments regarding the burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to: Information Collection Clearance Officer, Office of the Secretary, Office of Small and Disadvantaged Business Utilization, Financial Assistance Division, 1200 New Jersey Ave., S.E., 5th Floor, W56-448, Washington, DC 20590.

PRIVACY ACT STATEMENT

The Privacy Act requires that we provide you with the following information regarding our use of your Personally Identifiable Information. The information on this application is solicited under the authority of Title 49 U.S.C. 332(b)(3)(4)(5) which authorizes DOT OSDBU to assist Disadvantage Business Enterprises and Small and Disadvantaged Business in acquiring access to working capital and to debt financing, in order to obtain transportation related contracts wholly or partially funded by DOT. Your request cannot be processed unless the data is complete. Disclosures of name and other personal identifiers are required for a benefit, as DOT requires an individual seeking assistance from DOT to provide with sufficient information for it to evaluate the risk of a loan application. In making loan guarantees pursuant to Title 49 U.S.C. 332(b)(3)(4)(5), DOT is required to have reasonable assurance that the loan is of sound value and will be repaid or that is in the best interest of the Government to grant the assistance required. Routine uses of records maintained in the system include: processing, review, and final approval of your loan by authorized Office of Small and Disadvantaged Business Utilization (OSDBU) personnel; internal loan review and independent financial analyst provided by a financial expert contractor working for OSDBU; the loan referral to a Participating Lender involved in the underwriting, loan approval, and loan servicing of the loan guarantee; and recording in the Grant Information System. Disclosure of your Social Security Number (SSN) and/or date of birth (DOB) are optional. Refusal to furnish your SSN and/or DOB will not result in the denial of any right, benefit or privilege provided by law; however, failure to provide SSN and/or DOB may result in the delay of a response of the processing of your loan application or its rejection. Routine uses of your social security number include: processing, review, and final approval of your loan by authorized Office of Small and Disadvantaged Business Utilization (OSDBU) personnel; internal loan review and independent financial analysis provided by a financial expert contractor working for OSDBU; and the loan referral to a Participating Lender involved in the underwriting, loan approval, and loan servicing of the loan guarantee.

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2025-2026

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