



Transportation Coordinating Council

*William Miller, Chairperson
Commissioner, Oakland County*

DATE: July 24, 2026

TO: Executive Committee

SUBJECT: Recommended Approval of an Amendment to the 2050 Vision Regional Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP)

Summary of action requested

The Transportation Coordinating Council recommends Executive Committee approval of 2050 RTP and FY 26-29 TIP Amendment 26:3 (Full).

Background

The [Transportation Improvement Program \(TIP\)](#) is a list of specific projects which implement the policies of the [2050 Regional Transportation Plan \(RTP\)](#) a long-range vision and strategy that directs investment in the regional transportation system. TIP projects are recommended by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation (MDOT) over a four-year period. SEMCOG's Executive Committee makes the final approval of the TIP project list.

The Vision 2050 RTP amendment process allows for updating the adopted plan's project list to address shifting transportation needs while maintaining regional priorities. RTP amendments may include additions, removals, and modifications that impact regional transportation beyond the 2026-2029 TIP. The RTP project list may be amended five times each year, following the same rules and timelines of the TIP amendment schedule.

The TIP is amended five times each year. Two categories of projects may undergo a TIP amendment: Line Item projects and General Program Accounts (GPAs) as detailed below:

- Line Item projects are individual jobs that cost more than \$10 million dollars and/or require supplemental review(s).
- GPAs are groupings of similar routine TIP projects.
 - Projects of this nature are programmed within a GPA by jurisdiction and type, such as Local Road, Trunkline Bridge, or Transit Capital.
 - GPAs are permitted in Federal regulation 23 CFR 450.324 (f) under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93.

There are two different TIP Amendment designations as detailed below:

- Amendment periods designated "(Full)" allow:
 - Major changes to be made to Line-Item projects for any reason necessary (cost, scope, etc.) and;
 - Budget adjustments to GPAs, as needed, to increase total funding available for projects programmed within them.

- When the total cost of all the projects within a GPA equals or exceeds 125% of the GPA's current federally approved limit, an amendment is required to reflect this change in size.
- GPAs undergoing amendment are programmed to at least 115% of the approved baseline.
- Amendment periods designated "(Cost-Only/GPA)" are limited to:
 - Line-item projects for cost changes of 25% or more, and;
 - Budget adjustments to GPAs, as needed.

FY 26-29 TIP Amendment 26:3 (Full)

Pages 1-4 of the [Amendment 26:3 list](#) provides details of 100 TIP phases to be revised:

- 70 Additions
- 3 Length changes
- 12 Cost changes
- 1 Cost and length change
- 1 Cost and schedule change
- 4 Cost and scope change
- 9 Deletions

This amendment, as proposed, primarily pertains to changes in projects related to bridge and pavement preservation and safety enhancements. 6 GPAs require amendment as shown in the attached list. Note that there is one-line item (JN 226619) including a capacity change and this is the preliminary engineering (PE) phase of an RTP project. All TIP revisions will be incorporated in the RTP.

Vision 2050 RTP Amendment 26:3

Page 5 of the [Amendment 26:3 list](#) provides details of 8 RTP projects to be revised:

- 4 Additions
- 3 Scope changes
- 1 Cost and scope change

This amendment, as proposed, pertains to pavement projects. Note that there are four line-items in the RTP list that are different portions of the same capacity change project (50-RTP-039, 50-RTP-059, 50-RTP-060, 50-RTP-61). See attached list for more information.

Amendment evaluations

The amendment requires all proposed projects undergo a series of evaluations – identification of financial resources, air quality conformity analysis, assessment for consistency with the regional Intelligent Transportation System (ITS) architecture, and a public comment process. The results of these evaluations are summarized below:

- The fiscal constraint analysis indicates the RTP and TIP remain fiscally constrained.
- An [updated air quality conformity analysis](#) was required for this amendment since 6 of the proposed projects were designated as *not exempt* from the requirement to determine conformity by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG).
- The projects are consistent with the regional [Congestion Management Process](#).

The public comment period for the amendment officially began on July 8, 2026 and will end with Executive Committee action on July 24, 2026.

Action requested

The Transportation Coordinating Council recommends Executive Committee approval of 2050 RTP and FY 26-29 TIP Amendment 26:3 (Full).

**Executive Committee Resolution
to Amend the FY 2026-2029 Transportation Improvement Program and 2050
Regional Transportation Plan for Southeast Michigan**

WHEREAS, the Transportation Improvement Program (TIP) supports this vision:

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

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

WHEREAS, the 2050 RTP was developed pursuant to the transportation planning provisions of Title 23 of United States Code (USC) Section 134 and Title 49 USC Section 5303;

WHEREAS, the 2050 RTP requires periodic updates to include projects not fully developed at the time the 2050 RTP was originally adopted, to take advantage of new funding and reflect changing priorities;

WHEREAS, SEMCOG is required to develop amendments to the FY 2026-2029 TIP pursuant to Title 23 of the United States Code (USC) Section 134;

WHEREAS, the 2050 RTP and FY 2026-2029 TIP were analyzed in accordance with 40 CFR 51 for air quality conformity and found not to exceed present and future emission budgets in all analysis years;

WHEREAS, the amendments to the FY 2026-2029 TIP are consistent with the 2050 RTP policies, were financially constrained to identified funding resources, and the amendment process actively encouraged public and agency review and comment;

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

WHEREAS, General Program Accounts (GPA) are used to group smaller, routine transportation projects together in the TIP;

WHEREAS, when the total cost of projects programmed in a GPA equals or exceeds 115% of the GPA's currently authorized amount, that GPA needs to be amended;

WHEREAS, SEMCOG has determined that the amendment to the 2050 RTP and the FY 2026-2029 TIP conform to the State Implementation Plan for Air Quality as required by provisions of Title 40 Code of Federal Regulations (CFR) 51 and Title 23 CFR 450;

NOW THEREFORE BE IT RESOLVED, this 24th day of July 2026 THAT the Executive

Committee of SEMCOG, the Southeast Michigan Council of Governments, approves the amendment of projects to the 2050 RTP and FY 2026-2029 TIP;

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG approves the amendment of the GPAs in the FY2026-2029 TIP;

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits this amendment to the 2050 RTP and the FY 2026-2029 TIP to the Michigan Department of Transportation, as designee for the Governor's Office of the State of Michigan, for review and transmittal to the Michigan Department of Environment, Great Lakes, and Energy; Michigan Department of Natural Resources; Federal Highway Administration; Federal Transit Administration; and U.S. Environmental Protection Agency.

ATTEST: Michael Spence
Committee Clerk

DATE: July 24, 2026

SEMOG FY 26-29 TIP Amendment 26:3 (Full) DRAFT Project List																								
Line Item	Fiscal Year	Job no.	Amendment # (CR #)	Job Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	AC Budget	ACC Years	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Air Quality Conformity Classification
1	2024	130035* (obligated)	37	Trunkline	CON	Wayne	MDOT	I-375	I-75 Interchange to Atwater Street	3.362	Reconstruction	I-375 as a new at-grade boulevard	No			\$ 104,657,051	RBMP,INFR	\$ 68,167,978		\$ 4,000,000	\$ 176,825,029	Scope and Cost Change	Not Applicable	Non-Exempt
2	2024	130035* (obligated)	37	Trunkline	ROW	Wayne	MDOT	I-375	I-75 Interchange to Atwater Street	3.362	Reconstruction	I-375 as a new at-grade boulevard	No			\$ 2,455,500	RBMP,INFR	\$ 5,262,043		\$ -	\$ 7,717,543	Cost Change	Not Applicable	Exempt
2026																								
3	2026	226585	0	Trunkline	PE	Livingston	MDOT	I-96BL	over South Branch Shiawassee River	0	Bridge Replacement	Bridge Replacement	No			\$ 149,375	BFP	\$ 33,123		\$ -	\$ 182,498	Addition	Not Applicable	Exempt
4	2026	226585	0	Trunkline	PES	Livingston	MDOT	I-96BL	over South Branch Shiawassee River	0	Bridge Replacement	Road reconstruction with operational improvements, interchange reconstruction, drainage improvements, noise wall construction, and signal modernization	No			\$ 420,360	BFP	\$ 93,214		\$ -	\$ 513,574	Addition	Not Applicable	Exempt
5	2026	218544	4	Local	CON	Livingston	Pinckney	Dexter Pinckney Rd	Dexter Pinckney Road from Darwin Road to M-36, Putnam Township, Livingston County	1.254	New Non-Motorized Path	Non-motorized pathway construction	No			\$ 2,000,000	EAR	\$ -		\$ 500,000	\$ 2,500,000	Deletion	Not Applicable	Exempt
6a	2026	227063	0	Local	CON	Macomb	Macomb County	North Ave	North Avenue over E B Coon Creek, Structure# 6266	0	Bridge Replacement	Bridge Replacement	No			\$ -		\$ 299,001	LBB1	\$ -	\$ 299,001	Addition	Not Applicable	Exempt
6b	2026	227063	0	Local	PE	Macomb	Macomb County	North Ave	North Avenue over E B Coon Creek, Structure# 6266	0	Bridge Replacement	Bridge Replacement	No			\$ -		\$ 39,000	LBB1	\$ -	\$ 39,000	Addition	Not Applicable	Exempt
7a	2026	211179	20	Trunkline	CON	Macomb	MDOT	M-3 NB	Church St to Canfield Dr	1.478	Reconstruction	Reconstruction & Sewer Separation	No			\$ 15,528,991	NH	\$ 3,443,509		\$ 2,055,526	\$ 21,028,026	Cost change	Not Applicable	Exempt
7b	2026	211179	20	Trunkline	PE	Macomb	MDOT	M-3 NB	Church St to Canfield Dr	1.478	Reconstruction	Reconstruction & Sewer Separation	No			\$ 1,677,925	NH	\$ 372,075		\$ 268,112	\$ 2,318,112	Cost change	Not Applicable	Exempt
8	2026	211179	20	Trunkline	ROW	Macomb	MDOT	M-3 NB	Church St to Canfield Dr	1.478	Reconstruction	Reconstruction & Sewer Separation	No			\$ 81,850	NH	\$ 18,150		\$ -	\$ 100,000	Deletion	Not Applicable	Exempt
9	2026	226553	0	Trunkline	PE	Macomb	MDOT	M-59	from Ryan Road to Delco Boulevard	0	Bridge CPM	Epoxy Overlay, Substructure Patching, Superstructure Repair	No			\$ 409,767	BFP	\$ 90,865		\$ -	\$ 500,632	Addition	Not Applicable	Exempt
10	2026	226553	0	Trunkline	PES	Macomb	MDOT	M-59	from Ryan Road to Delco Boulevard	0	Bridge CPM	Epoxy Overlay, Substructure Patching, Superstructure Repair	No			\$ 368,411	BFP	\$ 81,694		\$ -	\$ 450,105	Addition	Not Applicable	Exempt
12	2026	226925	0	Trunkline	PES	Monroe	MDOT	I-75	under Dunbar Road	0	Bridge Replacement	Bridge Replacement	No			\$ 555,053	BFPI	\$ 61,673		\$ -	\$ 616,726	Addition	Not Applicable	Exempt
11	2026	226925	0	Trunkline	PE	Monroe	MDOT	I-75	under Dunbar Road	0	Bridge Replacement	Bridge Replacement	No			\$ 92,674	BFPI	\$ 10,297		\$ -	\$ 102,971	Addition	Not Applicable	Exempt
12	2026	226925	0	Trunkline	PES	Monroe	MDOT	I-75	under Dunbar Road	0	Bridge Replacement	Bridge Replacement	No			\$ 555,053	BFPI	\$ 61,673		\$ -	\$ 616,726	Addition	Not Applicable	Exempt
13	2026	222834	0	Trunkline	PE	Monroe	MDOT	US-23	under Consear Road and under Sterns Road	0	Bridge Replacement	Bridge Replacement	No			\$ 135,458	BFP	\$ 30,038		\$ -	\$ 165,496	Addition	Not Applicable	Exempt
14	2026	222834	0	Trunkline	PES	Monroe	MDOT	US-23	under Consear Road and under Sterns Road	0	Bridge Replacement	Bridge Replacement	No			\$ 1,092,670	BFP	\$ 242,296		\$ -	\$ 1,334,966	Addition	Not Applicable	Exempt
15	2026	215782	0	Trunkline	PE	Monroe	MDOT	US-23	NB and SB over Indiana and Ohio RR	0	Bridge Replacement	Bridge Replacement	No			\$ 591,836	BFP	\$ 131,238		\$ -	\$ 723,074	Addition	Not Applicable	Exempt
16	2026	215782	0	Trunkline	PES	Monroe	MDOT	US-23	NB and SB over Indiana and Ohio RR	0	Bridge Replacement	Bridge Replacement	No			\$ 1,267,245	BFP	\$ 281,008		\$ -	\$ 1,548,253	Addition	Not Applicable	Exempt
17	2026	222839	0	Trunkline	PE	Monroe	MDOT	US-24	over Indian Creek and M-125 over Indian Creek	0	Bridge Replacement	Bridge Replacement	No			\$ 273,219	BFP	\$ 60,585		\$ -	\$ 333,804	Addition	Not Applicable	Exempt
18	2026	222839	0	Trunkline	PES	Monroe	MDOT	US-24	over Indian Creek and M-125 over Indian Creek	0	Bridge Replacement	Bridge Replacement	No			\$ 807,330	BFP	\$ 179,023		\$ -	\$ 986,353	Addition	Not Applicable	Exempt
19	2026	226632	0	Trunkline	PE	Monroe	MDOT	US-24	Four Culvert replacements on US-24 & M-125	0	Bridge Replacement	Culvert replacements	No			\$ 383,575	ST	\$ 85,057		\$ -	\$ 468,632	Addition	Not Applicable	Exempt
20	2026	226632	0	Trunkline	PES	Monroe	MDOT	US-24	Four Culvert replacements on US-24 & M-125	0	Bridge Replacement	Culvert replacements	No			\$ 798,285	ST	\$ 177,017		\$ -	\$ 975,302	Addition	Not Applicable	Exempt
21	2026	226575	0	Trunkline	PE	Oakland	MDOT	I-696	at US-24 / M-10 Interchange	0	Bridge Replacement	Deck Replacement	No			\$ 156,972	BFP	\$ 34,808		\$ -	\$ 191,780	Addition	Not Applicable	Exempt
22	2026	226575	0	Trunkline	PES	Oakland	MDOT	I-696	at US-24 / M-10 Interchange	0	Bridge Replacement	Deck Replacement	No			\$ 361,848	BFP	\$ 80,239		\$ -	\$ 442,087	Addition	Not Applicable	Exempt
23	2026	226921	0	Local	CON	Oakland	Pontiac	E Walton Blvd	Railroad crossing East of Baldwin Road City of Pontiac	0	Rail	Install, maintain, and remove temporary warning devices	No			\$ 62,919	STU	\$ -		\$ 13,952	\$ 76,871	Addition	Not Applicable	Exempt
24	2026	226297	1, 2	Trunkline	CON	Saginaw, Arenac, Shiawassee, Huron, St. Clair, Midland, Isabella, Mecosta, Sanilac	MDOT	M-83	Various Routes - Bay Region throughout Arenac, Huron, Isabella, Midland, Saginaw, Sanilac, Shiawassee and St. Clair Counties.	88.028	Road Capital Preventive Maintenance	Asphalt Crack Treatment	No			\$ 131,718	ST	\$ 29,208		\$ -	\$ 1,175,468	Construction length change	Not Applicable	Exempt
25	2026	222093	3	Trunkline	CON	St. Clair	MDOT	I-94	Richmond Rest Area	0	Environmental	Wetland Restoration	No			\$ 270,105	ST	\$ 59,895		\$ -	\$ 330,000	Cost change	Not Applicable	Exempt
26	2026	217674	5	Trunkline	PE	St. Clair	MDOT	M-29	over Belle River	0	Bridge Replacement	Bridge Replacement	No			\$ 158,674	BFP	\$ 35,186		\$ -	\$ 193,860	Cost change	Not Applicable	Exempt
27	2026	217674	5	Trunkline	PES	St. Clair	MDOT	M-29	over Belle River	0	Bridge Replacement	Bridge Replacement	No			\$ 784,385	BFP	\$ 173,935		\$ -	\$ 958,320	Cost change	Not Applicable	Exempt
28	2026	226192	0	Trunkline	PE	St. Clair	MDOT	M-29	M-29 over Beaubien Creek	0	Bridge Replacement	Bridge Replacement	No			\$ 113,282	BFP	\$ 25,120		\$ -	\$ 138,402	Addition	Not Applicable	Exempt
29	2026	226192	0	Trunkline	PES	St. Clair	MDOT	M-29	M-29 over Beaubien Creek	0	Bridge Replacement	Bridge Replacement	No			\$ 437,708	BFP	\$ 97,061		\$ -	\$ 534,769	Addition	Not Applicable	Exempt
30	2026	225356	1	Trunkline	PE	Washtenaw	MDOT	I-94BL	From US-23BR/Main Street to Stadium Boulevard	2.799	Pedestrian and Bike Safety	Pedestrian Push Buttons, Hardened Centerline, Road Diet, and HAWK Signal	No			\$ 33,750	VRU	\$ 3,281		\$ 469	\$ 37,500	Deletion	Not Applicable	Exempt
31	2026	224878	2	Trunkline	PE	Washtenaw	MDOT	US-12BR	/M-17 over the Huron River	0	Bridge Replacement	Bridge Replacement	No			\$ 437,769	BFP	\$ 97,074		\$ -	\$ 534,843	Addition	Not Applicable	Exempt
32	2026	224878	2	Trunkline	PES	Washtenaw	MDOT	US-12BR	/M-17 over the Huron River	0	Bridge Replacement	Bridge Replacement	No			\$ 1,109,278	BFP	\$ 245,979		\$ -	\$ 1,355,257	Addition	Not Applicable	Exempt
33	2026	222577	3	Local	CON	Wayne	Detroit	Woodmere St	Dequindre, Mack Ave to Warren Ave and Woodmere, Fort St to Vernor Hwy	1.701	Roadside Facilities - Improve	Construct two shared-use paths	No			\$ 20,704,712	RAIS	\$ -		\$ -	\$ 20,704,712	Cost and schedule change	Not Applicable	Exempt
34	2026	219316	4	Local	CON	Wayne	Grosse Pointe Woods	Mack Plz	City of Grosse Pointe Woods	0.112	Air Quality Improvement	Public EV Charging Stations	No			\$ 500,000	CRSM,CRU	\$ -		\$ 125,000	\$ 625,000	Deletion	Not Applicable	Exempt

SEMCOG FY 26-29 TIP Amendment 26:3 (Full) DRAFT Project List																								
Line Item	Fiscal Year	Job no.	Amendment # (CR #)	Job Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	AC Budget	ACC Years	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Air Quality Conformity Classification
2026																								
35	2026	226577	0	Trunkline	PE	Wayne	MDOT	I-75	at/near I-96 Interchange	0	Bridge Replacement	Deck Replacement	No			\$ 259,473	BFPI	\$ 28,830		\$ -	\$ 288,303	Addition	Not Applicable	Exempt
36	2026	226577	0	Trunkline	PES	Wayne	MDOT	I-75	at/near I-96 Interchange	0	Bridge Replacement	Deck Replacement	No			\$ 775,312	BFPI	\$ 86,146		\$ -	\$ 861,458	Addition	Not Applicable	Exempt
37	2026	226279	2	Trunkline	PE	Wayne	MDOT	I-75 N	at Pennsylvania Rd	0	Bridge Replacement	Deck Replacement	No			\$ 59,019	BFPI	\$ 6,558		\$ -	\$ 65,577	Cost and scope change	Not Applicable	Exempt
38	2026	226279	2	Trunkline	PES	Wayne	MDOT	I-75 N	at Pennsylvania Rd	0	Bridge Replacement	Deck Replacement	No			\$ 471,147	BFPI	\$ 52,350		\$ -	\$ 523,497		Cost and scope change	Not Applicable
39	2026	226589	0	Trunkline	PE	Wayne	MDOT	I-94	at US-12 Interchange	0	Bridge Replacement	Deck Replacement, Epoxy Overlay	No			\$ 190,571	BFPI	\$ 21,175		\$ -	\$ 211,745	Addition	Not Applicable	Exempt
40	2026	226589	0	Trunkline	PES	Wayne	MDOT	I-94	at US-12 Interchange	0	Bridge Replacement	Deck Replacement, Epoxy Overlay	No			\$ 461,689	BFPI	\$ 51,299		\$ -	\$ 512,988	Addition	Not Applicable	Exempt
41	2026	226592	0	Trunkline	PE	Wayne	MDOT	I-96	under Burt Road, under M-5 Grand River, and at EB M-8 Davison	0	Bridge Replacement	Deck Replacement, Substructure Replacement, Epoxy Overlay	No			\$ 248,750	BFPI	\$ 27,639		\$ -	\$ 276,389	Addition	Not Applicable	Exempt
42	2026	226592	0	Trunkline	PES	Wayne	MDOT	I-96	under Burt Road, under M-5 Grand River, and at EB M-8 Davison	0	Bridge Replacement	Deck Replacement, Substructure Replacement, Epoxy Overlay	No			\$ 700,691	BFPI	\$ 77,855		\$ -	\$ 778,546	Addition	Not Applicable	Exempt
43	2026	226594	0	Trunkline	PE	Wayne	MDOT	M-10	under Greenlawn Avenue	0	Bridge Replacement	Deck Replacement	No			\$ 51,033	BFP	\$ 11,317		\$ -	\$ 62,350	Addition	Not Applicable	Exempt
44	2026	226594	0	Trunkline	PES	Wayne	MDOT	M-10	under Greenlawn Avenue	0	Bridge Replacement	Deck Replacement	No			\$ 342,478	BFP	\$ 75,944		\$ -	\$ 418,422	Addition	Not Applicable	Exempt
45	2026	224519	8	Trunkline	ROW	Wayne	MDOT	M-10 E	under Canfield Ave Pedestrian Bridge	0	Bridge Replacement	Pedestrian Bridge Replacement	No			-	CRU	-		\$ -	\$ 10	Deletion	Not Applicable	Exempt
46	2026	226604	0	Trunkline	PE	Wayne	MDOT	M-10 S/Jefferson	between Jefferson Avenue and Chicago Boulevard	0	Bridge Replacement	Deck Replacement, Substructure Patching, Epoxy Overlay	No			\$ 181,465	BFP	\$ 40,239		\$ -	\$ 221,704	Addition	Not Applicable	Exempt
47	2026	226604	0	Trunkline	PES	Wayne	MDOT	M-10 S/Jefferson	between Jefferson Avenue and Chicago Boulevard	0	Bridge Replacement	Deck Replacement, Substructure Patching, Epoxy Overlay	No			\$ 1,179,133	BFP	\$ 261,469		\$ -	\$ 1,440,602	Addition	Not Applicable	Exempt
48	2026	226197	0	Trunkline	PE	Wayne	MDOT	M-14	under Napier Road	0	Bridge Replacement	Deck Replacement	No			\$ 64,782	BFP	\$ 14,365		\$ -	\$ 79,147	Addition	Not Applicable	Exempt
49	2026	226197	0	Trunkline	PES	Wayne	MDOT	M-14	under Napier Road	0	Bridge Replacement	Deck Replacement	No			\$ 378,963	BFP	\$ 84,034		\$ -	\$ 462,997	Addition	Not Applicable	Exempt
50	2026	226531	0	Trunkline	PE	Wayne	MDOT	US-24	over Rouge River	0	Bridge Replacement	Deck Replacement	No			\$ 59,475	BFP	\$ 11,540		\$ 1,649	\$ 72,664	Addition	Not Applicable	Exempt
51	2026	226531	0	Trunkline	PES	Wayne	MDOT	US-24	over Rouge River	0	Bridge Replacement	Deck Replacement	No			\$ 407,557	BFP	\$ 79,078		\$ 11,297	\$ 497,932	Addition	Not Applicable	Exempt
52	2026	226619	0	Trunkline	PE	Wayne, Oakland	MDOT	I-75 N	at 8 Mile Rd Interchange	1.599	Reconstruction	Interchange Reconfiguration and Widening of I-75	No			\$ 5,483,950	BFPI,NH	\$ 1,064,044		\$ 152,006	\$ 6,700,000	Addition	Not Applicable	Exempt
53	2026	226619	0	Trunkline	PES	Wayne, Oakland	MDOT	I-75 N	at 8 Mile Rd Interchange	1.599	Reconstruction	Interchange Reconfiguration and Widening of I-75	No			\$ 2,701,050	BFPI,NH	\$ 524,081		\$ 74,869	\$ 3,300,000	Addition	Not Applicable	Exempt
2027																								
54	2027	226402	1	Trunkline	CON	Jackson, Lenawee, Livingston, Eaton	MDOT	Regionwide	All trunkline routes in SEMCOG MPO	5.293	Traffic Safety	Application of permanent pavement markings on University Region trunklines	No			\$ 2,517,750	HSIP,VRU	\$ 279,750		\$ -	\$ 7,460,000	Cost change	Not Applicable	Exempt
55	2027	226402	0	Trunkline	PE	Jackson, Livingston, Lenawee, Eaton	MDOT	Regionwide	All trunkline routes in SEMCOG MPO	5.293	Traffic Safety	Application of permanent pavement markings on University Region trunklines	No			\$ 13,500	HSIP	\$ 1,500		\$ -	\$ 40,000	Addition	Not Applicable	Exempt
56	2027	226402	0	Trunkline	CON	Jackson, Livingston, Lenawee, Eaton	MDOT	Regionwide	All trunkline routes in SEMCOG MPO	5.293	Traffic Safety	Application of permanent pavement markings on University Region trunklines	No			\$ 1,927,125	HSIP,VRU	\$ 214,125		\$ -	\$ 5,710,000	Addition	Not Applicable	Exempt
57	2027	210655	18	Trunkline	CON	Livingston	MDOT	M-59	M-59 at Latson Road	0.414	Minor Widening	Roundabout	No			\$ 4,808,968	CM	\$ 1,066,374		\$ -	\$ 5,875,342	Cost change	Not Applicable	Exempt
58	2027	222632	3	Local	CON	Macomb	Macomb County	10 Mile Rd	10 Mile Road from Hayes Ave to Kelly Rd	2.042	Road Rehabilitation	Mill, patch and HMA overlay, and reconstruction	Yes	\$ 1,451,711.00	2028	\$ 2,492,857	STU	\$ -		\$ 5,326,408	\$ 7,824,265	Addition	Not Applicable	Exempt
59	2027	226404	0	Local	CON	Macomb	Macomb County	South River Road	South River Road from Pineridge Street to east of Bridgeview Street	1.104	Reconstruction	Asphalt Reconstruction	No			\$ 1,120,000	EAR	\$ -		\$ 280,000	\$ 1,400,000	Addition	Not Applicable	Exempt
60	2027	222166	1	Local	CON	Oakland	Auburn Hills	University Dr	University Dr, Cross Creek Pkwy to Squirrel Rd	1.286	Road Rehabilitation	3R Road Project.	Yes	\$ 1,417,513.00	2028	\$ -	STU	\$ -		\$ 1,771,891	\$ 1,771,891	Addition	Not Applicable	Exempt
61	2027	226394	0	Trunkline	PE	Saginaw, Bay, Midland, Lapeer, St. Clair, Genesee	MDOT	Regionwide	All trunkline routes in St. Clair County	4.135	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	No			\$ 4,995	HSIP	\$ 555		\$ -	\$ 30,000	Addition	Not Applicable	Exempt
62	2027	226394	0	Trunkline	CON	Saginaw, Bay, Midland, Lapeer, St. Clair, Genesee	MDOT	Regionwide	All trunkline routes in St. Clair County	4.135	Traffic Safety	Application of permanent pavement markings on trunklines in Bay Region	No			\$ 855,810	HSIP,VRU	\$ 95,090		\$ -	\$ 5,140,000	Addition	Not Applicable	Exempt
63	2027	219152	5	Local	CON	Washtenaw	Washtenaw County	Huron River Dr	Mast Rd at Huron River Drive and at Joy Rd	1.118	Traffic Safety	Construction of a roundabout at Mast Rd and Huron River Dr and at Joy Rd in	No			\$ 1,473,300	CM	\$ -		\$ 1,047,600	\$ 2,520,900	Cost change	Not Applicable	Exempt
64	2027	223349	6	Trunkline	CON	Wayne	MDOT	I-94	2nd Ave to Conner Street	5.077	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay	No			\$ 13,680,000	IM	\$ 1,520,000		\$ -	\$ 15,200,000	Cost and construction length change	Not Applicable	Exempt
65	2027	225205	3	Trunkline	CON	Wayne	MDOT	M-10 N	Meyers to Steel	0.261	Road Rehabilitation	Retaining wall reconstruction	No			\$ 11,049,750	NH	\$ 2,450,250		\$ -	\$ 13,500,000	Addition	Not Applicable	Exempt
66	2027	226619	0	Trunkline	ROW	Wayne, Oakland	MDOT	I-75 N	at 8 Mile Rd Interchange	1.599	Reconstruction	Interchange Reconfiguration and Widening of I-75	No			\$ 40,925	BFPI,NH	\$ 7,941		\$ 1,134	\$ 50,000	Addition	Not Applicable	Exempt

SEMCOG FY 26-29 TIP Amendment 26:3 (Full) DRAFT Project List																								
Line Item	Fiscal Year	Job no.	Amendment # (CR #)	Job Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	AC Budget	ACC Years	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Air Quality Conformity Classification
2028																								
67	2028	214555	10	Trunkline	CON	Livingston	MDOT	Highland/I-96 E Ramp	I-96 at M-59	0.802	Traffic Safety	Roundabout	No			\$ 3,741,624	CM	\$ 829,694		\$ -	\$ 4,571,318	Deletion	Not Applicable	Exempt
68	2028	227063	0	Local	CON	Macomb	Macomb County	North Ave	over E B Coon Creek	0	Bridge Replacement	Bridge Replacement	No			\$ -		\$ 299,001	LBB1	\$ -	\$ 299,001	Addition	Not Applicable	Exempt
69	2028	130126	25	Trunkline	CON	Macomb	MDOT	I-94	between Clinton River Spillway and M-59, 11 Bridges	0	Bridge CPM	Epoxy Overlays, Various Rehabilitation and Preventive Maintenance	No			\$ 24,418,411	BFPI	\$ 2,713,157		\$ -	\$ 27,131,567	Cost change	Not Applicable	Exempt
70	2028	221899	3	Trunkline	ROW	Macomb	MDOT	M-59 E	Ryan Rd to Delco Blvd	3.206	Road Rehabilitation	Concrete Pavement Inlay	No			\$ 40,925	NH	\$ 7,941		\$ 1,134	\$ 50,000	Construction length change	Not Applicable	Exempt
71	2028	226553	0	Trunkline	ROW	Macomb	MDOT	M-59	from Ryan Road to Delco Boulevard	0	Bridge CPM	Epoxy Overlay, Substructure Patching, Superstructure Repair	No			\$ 81,850	BFP	\$ 18,150		\$ -	\$ 100,000	Addition	Not Applicable	Exempt
72	2028	215782	0	Trunkline	CON	Monroe	MDOT	US-23	NB and SB over Indiana and Ohio RR	0	Bridge Replacement	Bridge Replacement	No			\$ 17,971,116	BFP	\$ 3,985,043		\$ -	\$ 21,956,159	Addition	Not Applicable	Exempt
73	2028	226925	0	Trunkline	CON	Monroe	MDOT	I-75	under Dunbar Road	0	Bridge Replacement	Bridge Replacement	No			\$ 7,448,865	BFPI	\$ 827,652		\$ -	\$ 8,276,517	Addition	Not Applicable	Exempt
74	2028	219828	11	Trunkline	CON	Oakland	MDOT	I-75	over Clarkston Road and under Sashabaw Road	0	Bridge Replacement	Deck Replacement, Misc Rehab and Preservation	No			\$ 10,990,739	BFPI	\$ 1,221,194		\$ -	\$ 12,211,933	Addition	Not Applicable	Exempt
75	2028	226579	0	Trunkline	PE	Oakland	MDOT	M-5	from I-696 to 14 Mile	0	Bridge Rehabilitation	Bridge Railing Replacement, Epoxy Overlay	No			\$ 630,321	BFP	\$ 139,772		\$ -	\$ 770,093	Addition	Not Applicable	Exempt
76	2028	226579	0	Trunkline	PES	Oakland	MDOT	M-5	from I-696 to 14 Mile	0	Bridge Rehabilitation	Bridge Railing Replacement, Epoxy Overlay	No			\$ 1,570,846	BFP	\$ 348,330		\$ -	\$ 1,919,176	Addition	Not Applicable	Exempt
77	2028	222174	1	Local	CON	Oakland	Oakland County	Gallagher Rd	Gallagher, Silverbell to Orion; Silverbell, Abbey to 1700' e/o Gallagher	1.459	Reconstruction	Pave Gravel	No			\$ 7,591,227	ST,STU	\$ -		\$ 1,897,807	\$ 9,489,034	Cost change	Not Applicable	Exempt
78	2028	222175	1	Local	CON	Oakland	Oakland County	Clintonville Rd	Clintonville Rdat Mann Rd	0.041	Reconstruction	Roundabout	No			\$ 986,457	STU	\$ -		\$ 246,614	\$ 1,233,071	Deletion	Not Applicable	Exempt
79	2028	222195	2	Local	CON	Oakland	Oakland County	Keith Rd	Keith Rd at Willow Rd	0.132	Reconstruction	Roundabout.	No			\$ 877,770	STU	\$ -		\$ 219,443	\$ 1,097,213	Deletion	Not Applicable	Exempt
80	2028	222197	2	Local	CON	Oakland	Oakland County	Lochaven Rd	Lochaven Rd at Willow Rd	0.071	Reconstruction	Roundabout.	No			\$ 1,007,000	STU	\$ -		\$ 251,750	\$ 1,258,750	Deletion	Not Applicable	Exempt
81	2028	223754	3	Local	CON	Oakland	Oakland County	Richardson Rd	Richardson Road at Martin Road and Union Lake Road	0.906	Traffic Safety	Construct Roundabouts on Richardson Rd Martin Rd and Union Lake Rd	Yes	\$ 3,100,000.00	2029	\$ 2,000,000	CMG,CRU	\$ -		\$ 3,100,000	\$ 5,100,000	Construction length change	Not Applicable	Exempt
82	2028	123305	23	Trunkline	CON	St. Clair	MDOT	M-29	over Swan Creek	0	Bridge Replacement	Deck replacement	No			\$ 1,149,339	BFP	\$ 254,863		\$ -	\$ 1,404,200	Addition	Not Applicable	Exempt
83	2028	110678	27	Trunkline	CON	St. Clair,Macomb	MDOT	M-29	from Macomb/St. Clair County Line to Church Road	1.037	Road Rehabilitation	Milling and Two Course Asphalt Resurfacing	No			\$ 4,423,993	NH	\$ 981,008		\$ -	\$ 5,405,000	Addition	Not Applicable	Exempt
84	2028	224878	2	Trunkline	ROW	Washtenaw	MDOT	US-12BR	/M-17 over the Huron River	0	Bridge Replacement	Bridge Replacement	No			\$ 2,455,500	BFP	\$ 544,500		\$ -	\$ 3,000,000	Addition	Not Applicable	Exempt
85	2028	222509	1	Local	CON	Washtenaw	Washtenaw County	S State Rd	State from Old State to Textile	0.608	Reconstruction	Reconstruct Roadway	No			\$ 350,000	STU	\$ -		\$ 1,500,000	\$ 1,850,000	Addition	Not Applicable	Exempt
86	2028	226247	1	Local	CON	Washtenaw	Washtenaw County	Dexter Ann Arbor Rd	Str #14363, over Honey Creek, Washtenaw County.	0	Bridge Replacement	Bridge Replacement	No			\$ 1,520,000	BRT	\$ -		\$ 380,000	\$ 1,900,000	Addition	Not Applicable	Exempt
87	2028	226686	0	Local	CON	Wayne	Detroit	W Lafayette Blvd	W. Grand Boulevard to Scotten St.	0.289	New Facilities	New non-motorized pathway, cycle track	No			\$ 708,134	TA	\$ -		\$ 177,034	\$ 897,168	Addition	Not Applicable	Exempt
88	2028	226279	2	Trunkline	CON	Wayne	MDOT	I-75 N	at Pennsylvania Rd	0	Bridge Replacement	Deck Replacement	No			\$ 6,096,914	BFPI	\$ 677,435		\$ -	\$ 6,774,349	Cost and scope change	Not Applicable	Exempt
89	2028	226589	0	Trunkline	CON	Wayne	MDOT	I-94	at US-12 Interchange	0	Bridge Replacement	Deck Replacement, Epoxy Overlay	No			\$ 7,500,990	BFPI	\$ 833,443		\$ -	\$ 8,334,432	Addition	Not Applicable	Exempt
90	2028	226592	0	Trunkline	CON	Wayne	MDOT	I-96	under Burt Road, under M-5 Grand River, and at EB M-8 Davison	0	Bridge Replacement	Deck Replacement, Substructure Replacement, Epoxy Overlay	No			\$ 7,866,795	BFPI	\$ 874,088		\$ -	\$ 8,740,883	Addition	Not Applicable	Exempt
91	2028	226689	0	Trunkline	CON	Wayne	MDOT	M-10	St Martins Ave & Vassar Dr	0.173	Road Rehabilitation	Wall Reconstruction	No			\$ 9,822,000	NH	\$ 1,905,750		\$ 272,250	\$ 12,000,000	Addition	Not Applicable	Exempt
92	2028	226366	1	Local	CON	Wayne	Wayne County	Inkster Rd	Str #12169, over Edward N Hines Drive, Wayne County.	0	Bridge Replacement	Bridge Replacement	No			\$ 3,136,080	BRT	\$ -		\$ 1,159,920	\$ 4,296,000	Addition	Not Applicable	Exempt
2029																								
93	2029	222834	0	Trunkline	CON	Monroe	MDOT	US-23	under Consear Road and under Sterns Road	0	Bridge Replacement	Bridge Replacement	No			\$ 14,246,286	BFP	\$ 3,159,071		\$ -	\$ 17,405,357	Addition	Not Applicable	Exempt
94	2029	222839	0	Trunkline	CON	Monroe	MDOT	US-24	over Indian Creek and M-125 over Indian Creek	0	Bridge Replacement	Bridge Replacement	No			\$ 7,083,597	BFP	\$ 1,570,767		\$ -	\$ 8,654,364	Addition	Not Applicable	Exempt
95	2029	226632	0	Trunkline	CON	Monroe	MDOT	US-24	Four Culvert replacements on US-24 & M-125	0	Bridge Replacement	Culvert replacements	No			\$ 7,747,753	ST	\$ 1,718,041		\$ -	\$ 9,465,794	Addition	Not Applicable	Exempt
96	2029	226575	0	Trunkline	CON	Oakland	MDOT	I-696	at US-24 / M-10 Interchange	0	Bridge Replacement	Deck Replacement	No			\$ 5,015,262	BFP	\$ 1,112,120		\$ -	\$ 6,127,382	Addition	Not Applicable	Exempt
97	2029	217674	5	Trunkline	CON	St. Clair	MDOT	M-29	over Belle River	0	Bridge Replacement	Bridge Replacement	No			\$ 6,182,278	BFP	\$ 1,370,903		\$ -	\$ 7,553,180	Addition	Not Applicable	Exempt
98	2029	202036	19	Trunkline	CON	Washtenaw	MDOT	I-94 E	7 bridges in western Washtenaw County	0	Bridge Replacement	Epoxy Overlays, deck replacement	No			\$ 13,635,335	IM	\$ 1,515,037		\$ -	\$ 15,150,372	Cost change	Not Applicable	Exempt

SEMCOG FY 26-29 TIP Amendment 26:3 (Full) DRAFT Project List																								
Line Item	Fiscal Year	Job no.	Amendment # (CR #)	Job Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Advance Construct	AC Budget	ACC Years	Federal Budget	Federal Fund Source	State Budget	State Fund Source	Local Budget	Total Phase Cost	Amendment Type	General Program Account	Air Quality Conformity Classification
2029																								
99	2029	224878	2	Trunkline	UTL	Washtenaw	MDOT	US-12BR	/M-17 over the Huron River	0	Bridge Replacement	Bridge Replacement	No			\$ 409,250	BFP	\$ 90,750		\$ -	\$ 500,000	Addition	Not Applicable	Exempt
100	2029	221825	6	Trunkline	CON	Wayne	MDOT	I-96	at M-39 Interchange	0.38	Bridge Replacement	Deck Replacement, Bridge Removal, Superstructure and Substructure Repair	No			\$ 172,699,891	BFPI	\$ 19,188,871		\$ -	\$ 191,888,762	Cost change	Not Applicable	Exempt

26/29 TIP Amendment 26:3 DRAFT General Program Accounts (GPAs)				
FY	Type	GPA Name	Previously Approved	New Cost
2027	Local	Livability & Sustainability	\$12,652,603	\$18,010,492
2028	Local	Bridge	\$1,597,000	\$9,696,000
2026	Trunkline	Livability & Sustainability	\$2,874,476	\$4,348,013
2027	Trunkline	Bridge	\$13,125,637	\$20,361,170
2029	Trunkline	Bridge	\$3,803,199	\$4,803,185
2029	Trunkline	Road	\$1,656,640	\$2,113,095

These seven core policies, found on page 2 of the Vision 2050 RTP, have been designed to create a safe, equitable, and resilient transportation system:

1. **Preserve** - Use asset management practices, technology, and cost-effective transportation solutions to preserve infrastructure.

2. **Safety** - Increase safety for all travelers, especially for the most vulnerable road users.

3. **Equity** - Ensure equitable access regardless of age, race, gender, ethnicity, national origin, physical or cognitive ability, or income.

4. **Shared Prosperity** - Promote a thriving regional economy by facilitating seamless movement of goods, efficient trade connections, enhancing labor mobility, and fostering tourism and local placemaking.

5. **Resilience** - Integrate infrastructure coordination, equitable stormwater management, and comprehensive resiliency planning into the transportation system to achieve greater public health and environmental benefits.

6. **Education** - Educate and foster collaboration among local governments, transportation agencies, utility providers, and residents to enhance knowledge about and efficiency of the transportation system.

7. **Funding** - Increase funding and broaden local options to ensure adequate resources and coordination for meeting regional transportation needs to achieve fiscal sustainability.

Fund Source Abbreviations:

5307	CTF Urbanized Formula	CRU	Carbon Reduction Program > 200K IJJA	NHFI	hway Freight Intersate
5310	CTF Elderly And Disabled	CTF	Comprehensive Transportation Fund	NHFP	igway Freight Program
5311	CTF Non Urban Formula	EAR	Federal/Congressional Spending Item (Earmark)	NHG	ay Safety100% Federal
5337	CTF State Of Good Repair	EDA	Econ Development Category A	OP11	s Operating Assistance
5339	CTF Bus and Bus Facilities	EDC	Econ Development Category C	PRO	PROTECT Program
BFP	Bridge Formula Program	EDD	Econ Development Category D	RCP	g Community Program
BFPI	Bridge Formula Program on the Interstate	EDF	Econ Development Category F	ST	ransportation Any Area
BFPO	Bridge Formula Program Off-System	EMRP	Earmarks Re-purposed	STG	00% Fed For ST-Items
BHT	Bridge Rehab Surface Transportation	HRRR	High Risk Rural Roads HSIP	STL	æ Transportation Rural
BO	Bridge Not Classified Off System	HSIP	Highway Safety Improvement	STPF	: for the Local Program
BOI	Bridge Off System Interstate - No Added Capacity	IM	Interstate Maintenance No Added Lanes	STPR	rtation Program- Rural
BRT	Bridge Replacement Surface Transportation	INFR	INFRA Grants	STU	ban Areas > 200K Pop
CM	Congestion Mitigation Air Quality	LBBI	Local Bridge Bundling Initiative.	STUL	reas < 200K Pop Local
CMG	Congestion Mitigation 100% Federal	M	Michigan Funds Michigan Betterment	SUG	% Fed For STU-Items
CPM	CMAQ Projects To Reduce PM 2.5 Emissions	MNMP	Michigan Non-Motorized Program Set-Aside	TA	rnatives Program Flex
CPMG	CMAQ Reduction Of PM 2.5 Emissions 100% Federal	MX	Non State Funded 100% Local	TAU	ban Areas > 200K Pop
		NH	National Highway System	VRU	/ulnerable Road Users

Phase Abbreviations:

CON = Construction EPE = Early Preliminary Engineering PE = Preliminary Engineering ROW = Right of Way UTL = Utility

SEMCOG VISION 2050 RTP Amendment 26:3 DRAFT Project List

Line Item	Fiscal Year	Job no.	Job Type	Phase	County	Responsible Agency	Project Name	Limits	Length	Primary work Type	Project Description	Federal Budget	State Budget	Local Budget	Total Phase Cost	Amendm ent Type	Air Quality	RTP Goal
1	2027-2030	50-RTP-039	Local	ROW	Oakland	Oakland County Road Commission	Southfield	South of Mt. Vernon to Lincoln Dr	1	Widening	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	\$ 8,000,000	\$ -	\$ 2,000,000	\$ 10,000,000	Add	Exempt	1, 4
2	2027-2030	50-RTP-59	Local	CON	Oakland	Oakland County Road Commission	Southfield	South of Mt. Vernon to Lincoln Dr	1	Widening	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	\$ 40,000,000	\$ -	\$ 10,000,000	\$ 50,000,000	Scope Change	Non-Exempt	1, 4
3	2041-2050	50-RTP-60	Local	CON	Oakland	Oakland County Road Commission	Southfield	Lincoln Drive to 12 Mile Road	1.5	Widening	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	\$ 55,000,000	-	\$ 13,750,000	\$ 66,750,000	Scope Change	Non-Exempt	1, 4
4	2041-2050	50-RTP-61	Local	CON	Oakland	Oakland County Road Commission	Southfield	12 Mile to 13 Mile	1	Widening	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	\$ 30,000,000	\$ -	\$ 7,500,000	\$ 37,500,000	Scope Change	Non-Exempt	1, 4
5	2026	211155	Trunkline	CON	Washtenaw	MDOT	US-23 N	I-94 N to Earhart Road in Ann Arbor and Pittsfield Township	5.606	Reconstuction	Road reconstruction with operational improvements, interchange reconstruction, drainage improvements, noise wall construction, and signal modernization	\$ 191,422,228	\$ 37,277,543	\$ -	\$ 228,699,771	Add**	Exempt	1,2,5
6	2026	129977	Trunkline	CON	Washtenaw	MDOT	US-23 N	13 bridges on US 23 in Washtenaw County	0	Bridge	Bridge Replacement, Epoxy Overlay, Deck Patching	\$ 147,648,192	\$ 32,740,560	\$ -	\$ 180,388,752	Add**	Exempt	1,2,5
7	2024	130035**	Trunkline	CON	Wayne	MDOT	I-375	I-75 Interchange to Atwater Street	3.36	Reconstruction	I-375 as a new at-grade boulevard	\$ 104,657,051	\$ 68,167,978	\$ 4,000,000	\$ 176,825,029	Cost and Scope Change	Non-Exempt	1
8	2031-2040	50-RTP-62*	Trunkline	CON	Wayne	MDOT	M-375 Interchange Reconstruction	Macomb St. to Mack Ave	0	Reconstuction	Reconstruct M-375/I-75/Gratiot Connector Interchange. - I-75 two to three lanes each direction. M-3 (Gratiot Ave) - two lanes each direction. New City Streets - one lane in each direction. M-375 Boulevard north of M-3 (Gratiot Ave) - four lanes each direction. New interchange ramp configuration.	\$ 740,000,000	\$ 170,000,000	\$ 15,000,000	\$ 925,000,000	Add	Non-Exempt	1, 4

* This project is a new phase split for project 130035
**Projects in the Transportation Improvement Program (TIP) make up the first 4 years of the Regional Transportation Plan (RTP) project list. These projects were added to this list per FHWA request.

Phase Abbreviations: CON = Construction PE = Preliminary Engineering EPE = Early Preliminary Engineering

These seven core policies, found on page 2 of the Vision 2050 RTP, have been designed to create a safe, equitable, and resilient transportation system:

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



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

For immediate release: July 8, 2026

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

SEMCOG invites public comment on an amendment to the 2050 Regional Transportation Plan and the FY 2026-2029 Transportation Improvement Program

SEMCOG, the Southeast Michigan Council of Governments, announces the public comment period for an amendment to the [FY 2026-2029 Transportation Improvement Program \(TIP\)](#) and the Vision 2050 [Regional Transportation Plan \(RTP\)](#). The RTP is a long-range vision and strategy that directs investment in the regional transportation system. The TIP is a list of specific projects which implement the RTP policies. TIP projects are recommended by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation (MDOT) over a four-year period. SEMCOG's Executive Committee votes on the final approval of the TIP project list.

Amendment periods designated (Full) allow major changes to be made to S/TIP Line-Item projects (projects not under a GPA) for any reason (cost, scope, etc.) and budget adjustments may be made to GPAs to increase total funding available for projects programmed under them.

Amendment periods designated (Cost-Only/GPA) are limited to S/TIP Line-item projects for cost changes of 25% or more, and adjustments to GPAs, when necessary, to increase total funding available for projects programmed under them.

General Program Accounts (GPAs) are groupings of similar routine transportation projects within the TIP as permitted in Federal regulation 23 CFR 450.324 (f) under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Projects not required to be programmed as Line-Item projects are programmed under an appropriate GPA by jurisdiction and type, such as Local Road, Trunkline Road, or Transit Capital. When the total cost of all the projects within a GPA equals or exceeds 125% of the GPA's current federally approved limit, an amendment is required to reflect this change in size.

FY 26-29 TIP Amendment 26:3 (Full)

Pages 1-3 of the [Amendment 26:3 list](#) provides details of 100 TIP phases to be revised:

- 70 Additions
- 3 Length changes
- 12 Cost changes
- 1 Cost and length change
- 1 Cost and schedule change
- 4 Cost and scope change
- 9 Deletions
- 6 GPAs

Vision 2050 RTP Amendment 26:3

Page 4 of the [Amendment 26:3 list](#) provides details of 8 RTP projects to be revised:

- 4 Additions
- 3 Scope changes
- 1 Cost and scope change

Amendment details are available on [SEMCOG's Transportation Improvement Program webpage](#) or by contacting SEMCOG's [Information Center](#) at (313) 961-4266.

Accepting Public Comments until July 24

How to comment

Comments may be submitted via:

- [Comment form](#)
- [MDOT's web map](#)
- Mail: 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226;
- Fax: 313-961-4869
- Call: 313-961-4266
- Email infocenter@semcog.org.

Comments can also be made during the following in-person meetings, in which the amendment will be considered:

- Transportation Coordinating Council, Thursday, July 16, 2026, 9:30 a.m., 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226;
 - [Register now](#)
- Executive Committee, Friday, July 24, 2026, 1 p.m., 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226.
 - [Register now](#)

Coverage of this notice

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

Translation of this notice is available upon request free-of-charge. SEMCOG offers interpretation services, including language translation services and signage for the hearing impaired, at public meetings upon request with seven days advance notice. SEMCOG will not exclude persons based on age, religion, or disability. Individuals with disabilities requiring assistance should contact the SEMCOG Information Center, infocenter@semcog.org, or call 313-324-3330. For assistance, contact the SEMCOG Information Center, infocenter@semcog.org, or call 313-961-4266.

La traducción de este documento está disponible si se pide y sin costo alguno. SEMCOG ofrece servicios de interpretación, incluyendo servicios de traducción de idiomas y señalización para las personas con discapacidad auditiva, en reuniones públicas si se pide con siete días de anticipación. SEMCOG no excluye a las personas basándose en edad, religión o discapacidades. Los individuos con discapacidades que requieran ayuda deberían contactar al centro de información del SEMCOG infocenter@semcog.org o llamar al 313-324-3330. Para obtener ayuda, contacte al centro de información del SEMCOG a infocenter@semcog.org o 313-961-4266.

ترجمة هذا المستند متوفر عند الطلب و مجاناً.

يوفر مجلس حكومات جنوب شرق ميشيغان (SEMCOG) خدمات ترجمة شفوية، وذلك يتضمن خدمات ترجمة لغوية ولغة الإشارة للمعوقين سمعياً، في الاجتماعات العامة بناءً على طلب إشعار مسبق مدته 7 أيام.

لن يستثنى مجلس حكومات جنوب شرق ميشيغان (SEMCOG) أشخاص بناءً على العمر، الدين، أو الإعاقة.

على الأفراد ذوي الإعاقة والذين يحتاجون مساعدة، التواصل مع مركز معلومات مجلس حكومات جنوب شرق ميشيغان (SEMCOG) على البريد الإلكتروني infocenter@semcog.org

أو الإتصال على الرقم 313-961-4266.

للمساعدة، تواصل مع مركز معلومات مجلس حكومات جنوب شرق ميشيغان عبر البريد الإلكتروني infocenter@semcog.org أو الإتصال على الرقم 313-961-4266.

SEMCOG will ensure that qualified individuals shall not, solely on the basis of their disability, be excluded from participation in, denied the benefits of, or subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA).

Accommodations at SEMCOG meetings

SEMCOG offers reasonable accommodations for persons with disabilities. Persons in need of auxiliary aids or services, such as interpretation services, are asked to contact SEMCOG at least 72 hours (three business days) in advance of the meeting.

SEMCOG regularly documents its meetings and events with photos/videos. If you attend, your image may be used in future promotional materials. This may include - but is not limited to - social media, printed material, YouTube videos, and more. Thank you for your understanding, and [please contact us](#) to let us know if you would prefer not to be photographed.



SEMCOG - Southeast Michigan Council of Governments
1001 Woodward Avenue, Suite 1400, Detroit, Michigan 48226
313-961-4266 • Fax: 313-961-4869 • Staff email: lastName@semcog.org
www.semcog.org

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

Manage your mailing preferences anytime in your [SEMCOG account profile](#).
[Unsubscribe](#) from receiving any mailings from SEMCOG.

Laura Kropp Chairperson Mayor, City of Mount Clemens	Anne Marie Graham-Hudak First Vice Chairperson Supervisor, Canton Township	Diana McKnight-Morton Vice Chairperson Trustee, Washtenaw Community College	Jonathan Kinloch Vice Chairperson Commissioner, Wayne County	Joe LaRussa Vice Chairperson Mayor, City of Farmington	Frank Viviano Vice Chairperson Supervisor, Macomb Township	Amy O'Leary Executive Director
--	--	--	--	--	--	--



SEMCOG MITC-IAWG Meeting TIP/RTP Amendment 26:3 (Full)

Summary of June 16th, 2026 Call

Participants:

MDOT: Donna Wittl, Mike Davis Jr., Maxwell Gierman, Richard Bayus, Lane Masoud, James VanSteel, Andrea Strach

EGLE: Breanna Bukowski

EPA: Michael Leslie

WATS: Nick Sapkiewicz

SCCOTS: Peter Klomparens

FHWA: Andy Pickard

SEMCOG: Steve Brudzinski, Ally Racisz, Saima Masud, Chris Williams, Madison Penque, Cherry Liu

On June 16th, 2026, the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) conducted a virtual Teams call to review the proposed Amendment 26:3 (Full) project list for SEMCOG's Fiscal Year (FY) 2026-2029 Transportation Improvement Program (FY 26-29 TIP) and the 2050 Regional Transportation Plan (2050 RTP). The purpose of the call was to determine the projects being amended to the FY 26-29 TIP and/or 2050 RTP would trigger the need for a new transportation conformity analysis and, if so, which need to be included in that analysis.

This meeting oversaw two project lists in total, one for the TIP amendments and one for RTP amendments. During the call, the group discussed the following projects in more detail.

- JN 130035 and 50-RTP-062 This trunkline reconstruction project was discussed as already being obligated, however there is a major change to the project. The boulevard part of the project is expected to follow original schedule while the scope of the interchange portion has been delayed to 2040. The boulevard project was originally reflected within the RTP, and a project was created for the interchange to reflect the amendment to the scope. As far as air quality purposes, the project is non-exempt due to the interchange portion's delay in the open to traffic assumption passing over into a new traffic model year.
- 50-RTP-039 Is a project with implementation spread out over four different limits within different windows of fiscal years. There will be widening from a 5-lane road to a 6-lane boulevard (three travel lanes in each direction and a 50-foot median). The widening had already been modeled; however, the separate boulevard will need to be updated in the model.

No other major discussion was held over the details of the remaining non-exempt projects. Due to several projects given "Non-Exempt" status, **a new conformity analysis will be needed for SEMCOG's TIP/RTP Amendment 26:3 (Full).**

The meeting was adjourned.

Ozone and Fine Particulate Matter (PM_{2.5}) Conformity Analysis

***For 2026 Spring (26-3) Amendment of SEMCOG's FY 2026-FY 2029
Transportation Improvement Program and 2050 Regional Transportation
Plan***

July 27, 2026

Prepared by the
Southeast Michigan Council of Governments (SEMCOG)
1001 Woodward Avenue, Suite 1400
Detroit, MI 48226
(313) 961-4266

Table of Contents

Introduction	5
1. MOVES Model Run Specifications	6
2. Results of Transportation Conformity Analysis	6
A. 24-Hour Fine Particulate Matter (PM _{2.5})	6
B. Ozone	7
3. Projects Included in the Conformity Analysis	8
4. Coordination With Interagency Workgroup	8
A. Coordination Process	8
B. MITC-IAWG Comments and Responses	8
5. Description of Public Participation Process	8
A. Public Involvement	8
B. Public Comments and Responses	8
6. Formal MPO Action Supporting the Conformity Determination	8
7. Key Modeling Assumptions and Local Inputs for SEMCOG Area	8
A. Description of Local Travel Data Inputs	8
1) Demographic Data	8
2) SEMCOG's Travel Demand Forecasting Model (TDFM)	9
3) Mapping of Road Types between TDFM and MOVES	10
5) Hourly VMT Fractions	14
6) Road Type Distribution	16
7) Average Speed Distributions	17
B. Description of Local Vehicle Data Inputs	17
1) Vehicle Population	18
2) Vehicle Age Distribution	19
3) Alternate Vehicle and Fuel Technology (AVFT)	19
C. Local Temperature Used for PM _{2.5} and Ozone	20

List of Tables:

Table 1: Results of Daily PM _{2.5} Conformity Analysis -Budget Emissions Test	7
Table 2: Results of 8-Hour Ozone Conformity Analysis -Budget Emissions Test.....	7
Table 3: Mapping of TDFM Functional Class and Area Type to MOVES Road Type.....	11
Table 4: HPMS Normalization Factors.....	12
Table 5: VMT Distribution Factors by HPMS Vehicle Type	12
Table 6: Monthly and Weekend Adjustment Factors	13
Table 7: Weekday Hourly Fractions for Restricted Road Types	14
Table 8: Weekday Hourly Fractions for Unrestricted Road Types.....	15
Table 9: Weekend Hourly Fractions for Restricted/Unrestricted Road Types.....	16
Table 10: Road Type Distribution Factors.....	17
Table 11: Mapping between MOVES Vehicle Types and Michigan DOS Body Styles	18
Table 12 Regional Vehicle Population Growth Factors	19
Table 13: Mapping between HPMS Vehicle Types and Michigan DOS Body Styles.....	19
Table 14: Mapping between MOVES Fuel Type and DOS Fuel Code	20
Table 15: Monthly Average Min/Max Temperatures for PM _{2.5}	20

Appendices:

Appendix A: Projects Included in Conformity Analysis	A-1
Appendix B: Summary of the MITC-IAWG Conference Call	B-1

Introduction

The federal Clean Air Act requires that federally funded highway and transit projects contained in regional long-range transportation plans (RTP) and Transportation Improvement Programs (TIP) be consistent with the air quality goals established in state air quality implementation plans (SIP). The process for demonstrating this consistency is called Air Quality Conformity. The purpose of Conformity is to ensure that projects in the plan will not cause new air quality violations, worsen any existing violations, or delay timely attainment of National Ambient Air Quality Standards (NAAQS).

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

Pollutants Analyzed for Transportation Conformity in Southeast Michigan

Air quality transportation conformity analysis is required for the entire seven-county region of southeast Michigan due to its designated status of “maintenance” for particulate matter and ozone. Below is a summary of southeast Michigan’s [current air quality status](#) for each of these two pollutants.

- **Fine Particulate Matter (PM_{2.5}):** The entire seven-county region was originally designated nonattainment for both the 1997 annual (15 µg/m³) and 2006 24-hour (35 µg/m³) PM_{2.5} standards. However, since the implementation of Michigan’s State Implementation Plan (SIP) for this pollutant, levels have declined significantly, and all air monitors have been measuring levels well below the standards since 2009. Consequently, the U.S. EPA has re-designated the region as a “maintenance area” for these two standards in 2013. In 2015, southeast Michigan was designated as “attainment” for the tougher 2012 annual standard (12 µg/m³) and the 1997 annual standard was revoked by the EPA in 2016. Thus, conformity analysis for this pollutant is only required for the 24-hour standard for the region.
- **Ozone:** The SEMCOG region was originally designated nonattainment for the 1997 ozone NAAQS of 0.08 ppm. Following the successful implementation of Michigan’s SIP, the region was re-designated to maintenance status in 2009. In 2012, Southeast Michigan was designated attainment for the 2008 ozone NAAQS of 0.075 ppm. However, in 2018, EPA designated the entire seven-county region as nonattainment for the more stringent 2015 ozone NAAQS of 0.070 ppm. As a result, a conformity analysis for ozone is required throughout the region. Although Michigan has submitted a maintenance plan for the 2015 ozone NAAQS through 2040 that includes 2035 and 2040 volatile organic compounds (VOC) and nitrogen oxides (NOx) motor vehicle emissions budgets (MVEBs), EPA approval of those budgets remains pending. Consequently, SEMCOG has continued to conduct ozone conformity analyses for the entire region and has demonstrated conformity using the MVEBs established under the 1997 ozone NAAQS.

Overview of Conformity Analysis Process

To analyze conformity, emissions generated by all vehicles on Southeast Michigan's roadway system are estimated using a complex set of computer models. The models estimate the expected change in these emissions due to the combination of:

- Anticipated growth in the region, and
- The implementation of regionally significant transportation projects that either increase or decrease roadway capacity (e.g., building of new roads, adding or reducing the number of traffic lanes on existing roads). The impact of major transit projects is also included.

This report provides the results of SEMCOG's air quality conformity analysis for SEMCOG's 2050 Regional Transportation Plan (RTP) with the amendment of FY26-29 Transportation Improvement Plan (TIP), as well as detailed documentation on the modeling process used to conduct this analysis.

1. MOVES Model Run Specifications

EPA's latest Motor Vehicle Emission Simulator (MOVE5) was used to perform this transportation conformity analysis. MOVES' County level run was utilized, and Wayne County was chosen to represent the fuel characteristics used in all seven SEMCOG counties (Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne counties).

These seven counties comprise Southeast Michigan's maintenance area for the 1997 ozone National Air Ambient Quality Standard (NAAQS). As ozone conformity analysis involves generating emissions for a high-ozone summer weekday, only weekday emissions were specified in MOVES. The simulated ozone meteorological data was entered into the month of July to represent the typical summer day.

These seven counties also reflect the maintenance area for the 2006 24-hour PM_{2.5} NAAQS. MOVES runs for this pollutant specify the weekdays of the three winter months: December, January and February since previous monitoring data has shown PM_{2.5} emissions are highest during these months.

Although Wayne County was chosen to represent the whole region geographically in MOVES runs, all local inputs were developed to represent the transportation activities in all seven SEMCOG counties. More information on the development of these local inputs is provided in Section 7.

2. Results of Transportation Conformity Analysis

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

Table 1 shows the results of the 24-hour fine particulate matter (PM_{2.5}) conformity analysis for the Southeast Michigan attainment/maintenance area. This area includes the entire seven-county SEMCOG region. In accordance with EPA conformity guidance on the 24-hour PM_{2.5} standard, the analysis uses daily emissions inventories for the season in which most 24-hour PM_{2.5} violations occur. Research by the Michigan Environment, Great Lakes, and Energy (EGLE) and SEMCOG's Air Quality Study (SEMAQS) group found that PM_{2.5} concentrations in Southeast Michigan tend to be highest during the winter season. Thus, vehicle emissions for an average winter day are used for this conformity analysis.

On-road mobile source emission budgets for the 24-hour standard were approved by the EPA in 2013, when the region was re-designated as an attainment/maintenance area. Conformity is demonstrated if forecasted 24-hour PM_{2.5} and nitrogen oxide (NO_x) emissions for specific future years do not exceed these budgets. The data in Table 1 show that forecasted emissions of both

PM_{2.5} and NO_x are well below the established budgets for all analysis years. Thus, conformity is demonstrated.

Table 1: Results of Daily PM_{2.5} Conformity Analysis -Budget Emissions Test

Analysis Year	Emissions (Tons per winter weekday)		Regional Winter Weekday VMT (millions)
	Primary PM _{2.5}	NO _x	
Conformity Budget	16	365	NA
2025	3.05	58.90	121.76
2030	2.77	42.90	123.87
2035	2.39	29.97	125.88
2040	2.12	24.48	127.17
2050	1.80	20.82	129.02

B. Ozone

Table 2 presents the results of the ozone conformity analysis for SEMCOG's 2015 ozone nonattainment area, which encompasses the entire seven-county SEMCOG region.

Transportation conformity is demonstrated when forecasted on-road mobile source emissions for each analysis year do not exceed the EPA-approved motor vehicle emissions budgets (MVEBs) established in Michigan's State Implementation Plan (SIP).

As shown in Table 2, forecasted emissions of the two ozone precursor pollutants: volatile organic compounds (VOC) and nitrogen oxides (Nox), remain below the EPA-approved 1997 ozone MVEBs for all analysis years. Thus, conformity is demonstrated.

For informational purposes only, Table 2 also includes the pending 2035 and 2040 budgets submitted to EPA for approval under the 2015 ozone National Ambient Air Quality Standards (NAAQS).

Table 2: Results of 8-Hour Ozone Conformity Analysis -Budget Emissions Test

Analysis Year	Emissions (Tons per summer weekday)		Regional Summer Weekday VMT (millions)
	VOC	NO _x	
1997 Ozone Maintenance Budgets	106	274	NA
2025	41.22	58.77	145.74
2030	35.94	41.91	148.27
<i>Conformity Budget - 2035 Interim Year*</i>	49.14	101.68	NA
2035	31.65	27.60	150.68
<i>Conformity Budget - 2040 Maintenance Year*</i>	46.5	100.51	NA
2040	26.37	21.07	152.22
2050	23.32	16.59	154.44

**pending for EPA's approval on the 2015 ozone NAAQS*

3. Projects Included in the Conformity Analysis

This analysis included all capacity-related projects proposed for 2026 Spring amendment of SEMCOG's FY26-29 TIP, plus those already in SEMCOG's 2050 RTP. A complete list of the projects included in this analysis can be found in Appendix A.

4. Coordination With Interagency Workgroup

A. Coordination Process

On June 16, 2026, the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) held a conference call to review proposed projects of the 2026 Spring amendment of SEMCOG's FY26-29 TIP. The group also made consensus on the modelling process and assumptions. A summary of this call is provided in Appendix B, along with the list of projects being reviewed during the call. The results of the conformity analysis are documented in Section 2 above. A copy of this conformity analysis documentation was sent to each member of the MITC-IAWG for review and comment.

B. MITC-IAWG Comments and Responses

No comments received to date.

5. Description of Public Participation Process

A. Public Involvement

A public comment period for the 2026 Spring amendment of SEMCOG's FY26-29 TIP, was initiated on July 8, 2026, and concluded on July 24, 2026. Public notices were emailed to a broad cross section that included interested citizens, advocacy groups, community organizations, and municipal clerks. The notice was also sent to the media, public libraries, published in SEMCOG's biweekly electronic newsletter, and posted on its Web site and social media pages.

B. Public Comments and Responses

No comments received to date.

6. Formal MPO Action Supporting the Conformity Determination

SEMCOG committee action on the 2026 Spring amendment of SEMCOG's FY26-29 TIP:

- Transportation Coordinating Council (TCC), July 16, 2026
- Executive Committee, July 24, 2026

7. Key Modeling Assumptions and Local Inputs for SEMCOG Area

A. Description of Local Travel Data Inputs

1) Demographic Data

Travel forecasts used to calculate on-road mobile source emissions for the conformity analysis were based on demographic data from SEMCOG's 2050 Regional Development Forecast

(RDF). At the time the base year inputs were developed, 2020 Census had only released limited 2020 household and population summary results, which also included intentional errors known as differential privacy (DP). This introduced complexities in creating a robust database for forecasting. Consequently, several data sources were combined to finalize the base year 2020 demographic data development.

- a) Census 2020 release: This contained block-level household and population counts, along with large-area age group and race composition. This data served as synthesis targets and marginal controls for adjusting ACS attributes.
- b) 2020 5-year ACS: This constituted the primary source for household and person attributes like age, children, income, workers, cars, etc. Data was predominantly obtained at the block group level, with certain attributes, such as household income, available only at the Census tract level.
- c) SEMCOG housing units: Locally collected data primarily used in the household placement process to allocate households across the region into individual buildings.

The household and population data development comprised two key steps:

- a) Household synthesis: adjusted marginal controls for each Census block group or tract using the data from 2020 census and 5-year ACS; conducted a population synthesis process to generate individual household and person records at the block group level using 2020 5-year ACS PUMS samples as seed data.
- b) Placement: allocated households into individual housing units using the synthesized data by the placement program; assembled traffic analysis zone (TAZ) data after addressing some conflicts between Census and local housing data.

The 2050 RDF forecast was adopted in March of 2023. A three-step process was used to develop this forecast.

- a) Regional forecast totals of population, households and jobs were generated from the REMI (Regional Economic Models, Inc.) model. The model forecasts Southeast Michigan's ability to attract and retain population and jobs relative to all other parts of the United States. Regional totals are developed in five-year intervals from the 2020 base year to 2050.
- b) The regional totals were then used to develop a small-area forecast that disaggregates regional population, households and jobs into 1.8 million land parcels using the UrbanSim model. UrbanSim is a computer simulation model for planning and analysis of urban development. It incorporates the interaction between land use, transportation, and public policy. In doing so, it puts future population and jobs into the most desirable land parcel and models residential and nonresidential developments as demand arises.
- c) Land parcels from the small-area forecast were aggregated to traffic analysis zones (TAZs) for use in SEMCOG's travel demand forecasting model.

2) SEMCOG's Travel Demand Forecasting Model (TDFM)

Vehicle miles of travel (VMT) forecasts for the on-road emissions inventory were developed using version E8 of SEMCOG's Travel Demand Forecasting Model (TDFM) for both passenger travel and commercial vehicle travel.

E8 – passenger travel model components were inherited from E7, which was implemented in 2018 using SEMCOG's 2015 travel survey and recalibrated in 2022 with the transit ridership numbers from SEMCOG's 2019 onboard transit survey. It utilizes the standard trip-based modeling process (trip generation, trip distribution and mode choice) to model the passenger travel demand. The program is run on the platform of TransCAD.

E8 - commercial vehicle (CV) travel model components were implemented in 2021 using SEMCOG's 2017 commercial vehicle survey and other observed truck data. The CV model runs with the script language of R and includes three model components, described below at high-level.

- a) The [Firm Synthesis Model](#), which develops a list of business establishment locations and processes zonal land use data used to generate truck trip demand in later steps of the CV model.
- b) The [Long-Distance Truck Model](#), which estimates long-haul freight truck travel to and from the region, as well as external to external truck travel through the region.
- c) The [Commercial Vehicle Touring Model](#) (CVTM), which estimates demand for local deliveries and the provision of services by non-freight carrying trucks. The tours and trips simulated to serve this demand, when combined with the travel from the long-distance truck model, means that the CV model simulates all truck movements within, to, from, and through the region.

The last step of SEMCOG's TDFM is traffic assignment, which runs in TransCAD and assigns zone-to-zone passenger and commercial vehicle trips to the E8 model road network by time period and vehicle type. The base year 2020 of E8 model used the 2020 household/population and the 2019 employment data as model inputs to validate the model output against the travel observed before Covid in the region. The travel behavior changes due to Covid were not reflected in this E8 model version. Regional travel was forecasted in five-year intervals from the base year 2020 to the last year of SEMCOG's 2050 Regional Transportation Plan (RTP).

Detailed documentation on the model is contained in a separate SEMCOG document that is available upon request.

3) Mapping of Road Types between TDFM and MOVES

To use TDFM data in MOVES, the road types used in SEMCOG's TDFM must be reconciled with those used in MOVES. The MOVES model uses four basic road types for on-road activities: Urban Restricted, Urban Unrestricted, Rural Restricted and Rural Unrestricted. The term, "restricted", refers to restricted or limited-access roadways. In the SEMCOG region, this includes all freeway facilities. All other roadways in the SEMCOG region are considered unrestricted facilities. The TDFM also includes several special functional classes that are not

part of the regular roadway network (e.g. walk only, external zone connectors, transit-only links).

As TDFM functional classes do not distinguish between urban and rural facilities, another TDFM variable, Area Type, was used as a surrogate. The TDFM defines five area types (urban business, urban fringe, urban, suburban and rural) and assigns one to each roadway link based on the density of households, population and employment in the traffic analysis zone in which the link resides.

Table 3 shows how each area type and functional class in SEMCOG's TDFM is mapped to the four road types used in MOVES.

Table 3: Mapping of TDFM Functional Class and Area Type to MOVES Road Type

SEMCOG TDFM	SEMCOG TDFM Area Type				
Functional Class	Urban Business	Urban Fringe	Urban	Suburban	Rural
1 - Interstate Freeway	4 – MOVES Urban Restricted Road Type				2 – MOVES Rural Restricted Road Type
2 - Other Freeway					
3 - Principal Arterial	5 – MOVES Urban Unrestricted Road Type				3 – MOVES Rural Unrestricted Road Type
4 - Minor Arterial					
5/6 - Collector					
7 - Local					
9 - Uncertified Road					
99 - Centroid connector (local road surrogate)					
81 - 94 Transit Use Only	Non-road or outside region. Not used in MOVES				
90 - External					
96 - Walk Only					

4) Vehicle Miles of Travel (VMT)

MOVES provides an option to input annual VMT by the six FHWA Highway Performance Monitoring System (HPMS) vehicle types with the passenger car (HPMS 20) and other 4-tire/2-axle vehicles (HPMS 30) combined as HPMS25.

- HPMS10 – Motorcycle;
- HPMS25 - Passenger car and Other 4-tire, 2-axle vehicles;
- HPMS40 – Bus;
- HPMS50 - Single unit truck;
- HPMS60 - Combination truck.

Local VMT data used in the MOVES model is derived from SEMCOG's Travel Demand Forecasting Model (TDFM). The model generates average weekday VMT forecasts and does not currently have the capability to allocate this VMT to different HPMS vehicle types. The remaining part of this section describes the adjustment factors required to convert the TDFM data into the format required for MOVES.

a) HPMS Normalization

In accordance with EPA and FHWA guidance, SEMCOG TDFM VMT was normalized to HPMS VMT by county and road type. Normalization factors were developed by dividing the 2019 HPMS VMT by the estimated 2019 VMT from the E8 base year model. Table 2 shows the resulting factors. These factors were applied to TDFM VMT in all analysis years.

Table 4: HPMS Normalization Factors

County	Road Type	
	Restricted	Unrestricted
Livingston	1.1082	0.9439
Macomb	0.8494	1.0495
Monroe	0.9601	1.0557
Oakland	0.8455	0.9621
St Clair	1.029	1.3872
Washtenaw	1.0214	0.901
Wayne	0.9205	1.2206

b) Distribution of VMT Among HPMS Vehicle Types

Two sets of distribution factors for restricted and unrestricted roadways were developed to allocate the total VMT of an analysis year among five vehicle classes as described at the beginning of this section. Due to the impact of Covid, the scheduled traffic counts collection in 2020 was not able to be conducted. Therefore, all the VMT distribution factors developed with the 2015 counts for SEMCOG's 2045 RTP continued to be used for SEMCOG's 2050 RTP.

Table 5: VMT Distribution Factors by HPMS Vehicle Type

HPMS Vehicle Type	Restricted	Unrestricted
H10 – Motorcycle	0.00276	0.00589
H25 - Passenger Car and Other 4-tire, 2-axle vehicles	0.89201	0.90783
H40 – Bus	0.00166	0.00442
H50 - Single-Unit Truck	0.01931	0.05772
H60 - Combination Truck	0.08426	0.02414

Every five years starting from 2005, SEMCOG has been collecting screen line counts, which are mostly non-freeway counts, throughout the seven-county SEMCOG region. The 2015 screen line traffic count was used to develop VMT distribution factors for unrestricted roadways.

Every year, MDOT collects permanent traffic recording (PTR) counts, which includes vehicle classification counts from 13 freeway stations through SEMCOG region. These

2015 PTR classification counts were used to develop the average distribution factors for restricted roadways.

Both counts collected from MDOT and SEMCOG were classified based on FHWA's standard 13 traffic bins. These bins were aggregated to five vehicle classes required by MOVES. The factors derived from these counts are shown in Table 5.

c) Conversion of Average Weekday VMT to Annual VMT

Monthly and weekend adjustment factors were developed using 2014-2016 count data from the 35 PTR stations in Southeast Michigan. Monthly adjustment factors for motorcycles were developed separately due to its significant difference from other vehicle types. Weekend adjustment factors were developed for each of the five vehicle types since significant variations were shown among each other. These adjustment factors (shown in Table 6), along with the HPMS-normalized weekday VMT by vehicle type, were then entered into EPA's AADVMT converter of "*moves5-aadvmt-converter-tool-2024-11.xls*" to compute the annual VMT, monthly and daily VMT fractions needed for MOVES5.

Table 6: Monthly and Weekend Adjustment Factors

Month	Monthly Adjustment Factors		Weekend Adjustment Factors				
	Motorcycle	Others	H10	H25	H40	H50	H60
Jan	0.61591	0.84277	0.74004	0.76880	0.50814	0.31258	0.34568
Feb	0.64898	0.89507	0.72627	0.74810	0.53906	0.28693	0.32378
Mar	0.70943	0.97283	0.78072	0.80027	0.56487	0.28654	0.32074
Apr	0.86564	1.01831	1.06431	0.80995	0.56013	0.30115	0.30696
May	1.18817	1.03520	1.00755	0.82747	0.51042	0.31796	0.31331
Jun	1.39409	1.08036	1.09094	0.82842	0.53217	0.34252	0.32225
Jul	1.47548	1.06434	1.04333	0.83058	0.61693	0.34956	0.31060
Aug	1.42116	1.07990	1.07714	0.85262	0.61017	0.36666	0.32662
Sep	1.29399	1.04244	1.02136	0.85271	0.61270	0.36014	0.32851
Oct	0.95050	1.04384	0.84475	0.82973	0.63029	0.33629	0.33077
Nov	0.78996	0.98673	0.72377	0.79581	0.61643	0.32037	0.34036
Dec	0.64280	0.93822	0.77974	0.78883	0.52432	0.31239	0.34840

5) Hourly VMT Fractions

Two different data sources were used to develop hourly VMT fractions for MOVES:

- 2015 screen line traffic counts collected by SEMCOG - All screen line counts include classification data but were only collected on weekdays.
- 2015 PTR counts for locations within the SEMCOG region - This data includes both weekdays and weekends. All the count stations are on freeways and only a limited number of these stations collect classification data.

Using this data, SEMCOG was able to develop weekday hourly VMT fractions for each of five HPMS vehicle types by restricted (shown in Table 7) and unrestricted MOVES road types (shown in Table 8).

Table 7: Weekday Hourly Fractions for Restricted Road Types

HOURL	H10	H25	H40	H50	H60	Total
1	0.00901	0.00853	0.01300	0.00685	0.01929	0.00941
2	0.00506	0.00508	0.01077	0.00607	0.01775	0.00618
3	0.00495	0.00412	0.01079	0.00671	0.01748	0.00531
4	0.00572	0.00487	0.01220	0.00855	0.01974	0.00621
5	0.01331	0.01094	0.01839	0.01323	0.02500	0.01218
6	0.03873	0.02914	0.02854	0.02445	0.03304	0.02940
7	0.05610	0.05634	0.04263	0.05114	0.04400	0.05518
8	0.05897	0.07031	0.05985	0.06570	0.04968	0.06843
9	0.05187	0.06151	0.06112	0.07814	0.05658	0.06139
10	0.04527	0.04812	0.06610	0.07654	0.06325	0.04996
11	0.04491	0.04411	0.06347	0.07401	0.06555	0.04653
12	0.04792	0.04569	0.05739	0.07388	0.06606	0.04798
13	0.05076	0.04846	0.06006	0.07350	0.06413	0.05029
14	0.05422	0.05120	0.06267	0.07587	0.06291	0.05269
15	0.06414	0.06073	0.06700	0.07750	0.06062	0.06107
16	0.07425	0.07509	0.06726	0.07268	0.05566	0.07339
17	0.07592	0.08344	0.05918	0.06113	0.04929	0.08007
18	0.07156	0.08323	0.05087	0.04636	0.04353	0.07909
19	0.06320	0.06326	0.04795	0.03500	0.04076	0.06079
20	0.04912	0.04401	0.03725	0.02398	0.03570	0.04292
21	0.03837	0.03466	0.02944	0.01737	0.03160	0.03407
22	0.03307	0.02891	0.03085	0.01314	0.02904	0.02863
23	0.02533	0.02233	0.02336	0.01009	0.02620	0.02243
24	0.01823	0.01591	0.01989	0.00810	0.02316	0.01638

Table 8: Weekday Hourly Fractions for Unrestricted Road Types

Hour	H10	H25	H40	H50	H60	Total
1	0.00536	0.00794	0.00434	0.00529	0.01420	0.00791
2	0.00371	0.00543	0.00249	0.00395	0.01364	0.00552
3	0.00416	0.00527	0.00357	0.00407	0.01379	0.00539
4	0.00426	0.00685	0.00344	0.00528	0.01637	0.00696
5	0.00865	0.01299	0.00744	0.00917	0.02186	0.01294
6	0.01924	0.02808	0.01596	0.02223	0.03012	0.02769
7	0.03800	0.04830	0.06490	0.04586	0.04488	0.04809
8	0.06079	0.06905	0.09539	0.06604	0.06031	0.06873
9	0.05785	0.06046	0.09259	0.07022	0.06781	0.06133
10	0.04103	0.04541	0.06258	0.06268	0.06417	0.04691
11	0.04297	0.04380	0.05978	0.06083	0.06390	0.04533
12	0.04714	0.04747	0.06159	0.06332	0.06677	0.04891
13	0.05924	0.05097	0.05531	0.06543	0.06308	0.05216
14	0.06083	0.05242	0.06116	0.06275	0.06378	0.05338
15	0.07287	0.06154	0.08679	0.06809	0.06259	0.06213
16	0.08846	0.07415	0.09969	0.07556	0.06072	0.07411
17	0.10167	0.08174	0.08279	0.07774	0.05772	0.08105
18	0.09847	0.08327	0.04963	0.07190	0.05491	0.08187
19	0.07032	0.06446	0.03165	0.05387	0.04189	0.06319
20	0.04197	0.04739	0.01901	0.03639	0.03149	0.04621
21	0.03187	0.03906	0.01488	0.02833	0.02705	0.03800
22	0.01966	0.02956	0.01118	0.01918	0.02313	0.02866
23	0.01337	0.02062	0.00735	0.01304	0.01861	0.02003
24	0.00810	0.01378	0.00649	0.00879	0.01722	0.01351

However, for weekends, the count data was not robust enough to develop separate factors by road type, so only a single set of hourly VMT factors (shown in Table 9 below) was developed for both restricted and unrestricted road types.

Table 9: Weekend Hourly Fractions for Restricted/Unrestricted Road Types

HOUR	H10	H25	H40	H50	H60	Total
1	0.01635	0.01781	0.03310	0.01946	0.03316	0.01839
2	0.01066	0.01119	0.02323	0.01586	0.02873	0.01187
3	0.00790	0.00841	0.01984	0.01526	0.02595	0.00911
4	0.00579	0.00642	0.01708	0.01556	0.02498	0.00718
5	0.00749	0.00823	0.01755	0.01712	0.02806	0.00902
6	0.01279	0.01332	0.02291	0.02249	0.03179	0.01407
7	0.01867	0.02010	0.03379	0.03690	0.03798	0.02089
8	0.02291	0.02624	0.05137	0.05046	0.04349	0.02708
9	0.03282	0.03478	0.05412	0.06060	0.04905	0.03552
10	0.04456	0.04581	0.05471	0.06376	0.05285	0.04622
11	0.05503	0.05565	0.05689	0.06525	0.05602	0.05574
12	0.06466	0.06392	0.05137	0.06709	0.05710	0.06369
13	0.07084	0.06986	0.05404	0.06761	0.05578	0.06932
14	0.07520	0.07230	0.04839	0.06710	0.05434	0.07159
15	0.07703	0.07398	0.04786	0.06348	0.05153	0.07307
16	0.08072	0.07576	0.05201	0.06053	0.04996	0.07469
17	0.07736	0.07454	0.05285	0.05702	0.04782	0.07342
18	0.07136	0.07088	0.05550	0.05255	0.04620	0.06982
19	0.06338	0.06289	0.05654	0.04594	0.04549	0.06211
20	0.05482	0.05373	0.04961	0.03817	0.04285	0.05321
21	0.04560	0.04517	0.03900	0.03143	0.03990	0.04486
22	0.03578	0.03735	0.04079	0.02575	0.03628	0.03722
23	0.02814	0.02989	0.03471	0.02164	0.03196	0.02990
24	0.02016	0.02177	0.03273	0.01898	0.02874	0.02201

6) Road Type Distribution

Several steps were involved to produce the VMT road type distribution factors for each HPMS vehicle class. First, the 2019 HPMS VMT numbers were grouped into four MOVES road types (Urban Restricted, Urban Unrestricted, Rural Restricted and Rural Unrestricted). Then, the VMT value for each of the four MOVES road types was divided among five HPMS vehicle types based on the vehicle type distribution factors developed in Table 5. The final VMT road type distribution factors (Table 10) were developed by dividing the calculated VMT for each MOVES road type and each HPMS vehicle type with the total VMT of each HPMS vehicle class.

Table 10: Road Type Distribution Factors

HPMS Vehicle Type	MOVES Road Type			
	Rural Restricted	Rural Unrestricted	Urban Restricted	Urban Unrestricted
H10 - Motorcycle	0.020290	0.048728	0.193794	0.737189
H25 - Passenger Car or Other 4 tire, 2-axle vehicles	0.034454	0.039461	0.329089	0.596996
H40 - Bus	0.017007	0.050876	0.162438	0.769680
H50 - Single-Unit Truck	0.015430	0.051907	0.147378	0.785285
H60 - Combination Truck	0.063482	0.020471	0.606346	0.309700

7) Average Speed Distributions

MOVES uses the distribution of vehicle hours of travel (VHT) by average speed to determine an appropriate operating mode distribution. To develop the local average speed distribution for Southeast Michigan, SEMCOG used congested speed and VHT output from the TDFM to compute the VHT fraction in each MOVES speed bin. MOVES requires the user to input hourly speed distributions by road type and vehicle class. While SEMCOG's travel model does not provide hourly speed data, it calculates speeds by five different time periods:

- AM peak, simulating the hours of 6:30 - 9:00 a.m.;
- Mid-day, simulating the hours of 9:00 a.m. - 2:30 p.m.;
- PM peak, simulating the hours of 2:30 - 6:30 p.m.;
- Evening, simulating the hours of 6:30 p.m. - 10:00 p.m.
- Night, simulating the hours of 10 p.m. – 6:30 a.m.

For MOVES, separate speed distributions were developed for each of these time periods and applied to all hours within that period. This was done as follows:

- For each time period, the directional congested speed of each roadway link was assigned to one of MOVES 16 speed bins;
- The associated directional VHTs on the links were then aggregated by speed bin and MOVES road type;
- Then, for each road type, the VHT fraction in each speed bin was computed.

For each analysis year, the average speed distributions were developed. As no local data is currently available on speed differentiation between vehicle classes, the same distributions were applied to all vehicle types.

B. Description of Local Vehicle Data Inputs

Every year, SEMCOG receives a snapshot of July-01 active vehicle registration data from Michigan Department of State (DOS). The 2025 vehicle registration data was used as the primary data source in developing local vehicle population, age distribution, and alternate vehicle fuel and technology (AVFT) information. The following sections describe briefly how each was developed.

Detailed documentation on their development is contained in a separate memo of “*Development of Local Inputs using Vehicle Registration Data*”.

1) Vehicle Population

Year 2025 vehicle registration data was used to develop the base year vehicle population inputs for most MOVES source types. The body style, plate type and use type fields in the DOS database were used to determine the MOVES source type of each vehicle. Table 11 shows how each combination of DOS body style, plate type and use type was mapped to the MOVES source type. As noted in the table, the base year vehicle population for the transit bus (M42) developed using the 2018/2019 bus fleet data obtained from the Michigan Department of Transportation (MDOT) and 2019 school bus (M43) from the Michigan Department of Education (MDOE). In addition, Combination Short-haul Truck (M61) and Combination Long-haul Truck (M62) count total was amended from the 2025 International Registration Plan (IRP) registration database.

The International Registration Plan (IRP) is a program for licensing commercial vehicles in interstate operations among member jurisdictions (states or provinces). The member jurisdictions of IRP are all states (except Alaska and Hawaii), the District of Columbia, and the Canadian provinces (except Yukon and Northwest Territory).

Table 11: Mapping between MOVES Vehicle Types and Michigan DOS Body Styles

MOVES Vehicle Type	Michigan DOS Body Style
M11 – Motorcycle	Motorcycle
M21 – Passenger Car	2-door, 4-door, Convertible
M31 – Passenger Truck	Non-Commercial Station Wagon/Pick-up/Van
M32 – Light Commercial Truck	Ambulance, Hearse, Panel, Commercial Station Wagon/Pick-up/Van
M41 – Other Bus	Bus population from DOS registration database
M42* – Transit Bus	DOS data not used. Instead, MDOT 2018/2019 transit bus fleet data of SEMCOG region was used.
M43* – School Bus	DOS data not used. Instead, MDOE 2019 school bus fleet data of SEMCOG region was used.
M51 – Refuse Truck	Dump Truck, Mixer, utility, Wrecker, Stake, Tank (Apportioned this data to M51, M52 and M53 vehicle types using split factors from MOVES4 default run.)
M52 – Single-unit Short-haul Truck	
M53 – Single-unit Long-haul Truck	
M54 – Motor Home	Motor Home
M61* – Combination Short-haul Truck	DOS data amended with IRP registration database
M62* – Combination Long-haul Truck	

Future year vehicle population data was based on future growth of regional population, households, and jobs of that year from SEMCOG’s 2050 regional development forecasts (RDF). The rate of growth between 2025 and each future analysis year was calculated. Table 12 shows the growth factors of regional vehicle population. This rate was then uniformly

applied to the 2025 vehicle population to generate the future year population for all the vehicle source types.

Table 12 Regional Vehicle Population Growth Factors

Growth Index from 2025		Regional Growth Index Based on SEMCOG's 2050 RDF					
Forecasted Item	% of	2025	2030	2035	2040	2045	2050
Population	30%	1.000000	1.014418	1.035415	1.049977	1.059009	1.062581
Households	30%	1.000000	1.025841	1.038457	1.049224	1.054223	1.057268
Jobs	40%	1.000000	1.034116	1.040938	1.045942	1.055096	1.070777
Vehicle Population	100%	1.000000	1.025724	1.043053	1.052684	1.060587	1.068893

2) Vehicle Age Distribution

Year 2025 DOS and IRP vehicle registration was used to develop the vehicle age distribution used in MOVES. The body style field was used to assign each vehicle to one of six HPMS vehicle types (see Table 13 below). Once HPMS vehicle types had been assigned, the data was aggregated by model year and assigned to the appropriate age category. Model years 2025 and 2026 were considered age 0, 2024 was considered age 1 and so on. Model years 1985 and older were grouped into the age 40+ category. The age distribution for each HPMS vehicle type was then computed.

Table 13: Mapping between HPMS Vehicle Types and Michigan DOS Body Styles

HPMS Vehicle Type	Michigan DOS Body Style
H10 – Motorcycle	Motorcycle
H20 – Passenger Car	2-door; 4-door; Convertible
H30 – Other 4-tire, 2-axle vehicles	Station Wagon; Pick-up/Van; Ambulance; Hearse; Panel;
H40 – Bus	Bus
H50 – Single-unit Short Truck	Dump Truck; Mixer; Utility; Wrecker; Stake; Tank, Motor Home
H60* – Combination Truck	Data derived from IRP registration dataset

By using the base year 2025 data, future year age distribution was projected by applying EPA's age projection tool of "*moves5-age-distribution-projection-tool-2025-072.xls*".

3) Alternate Vehicle and Fuel Technology (AVFT)

The vehicle fuel engine fractions of AVFT table were developed by using the fuel code information included in the 2025 DOS vehicle *registration* data, 2025 IRP registration data, and the 2018/2019 school/transit bus fleet data. Based on its fuel code, each vehicle record was assigned with one of five MOVES fuel types (see Table 14 below). Then, the vehicles with the same MOVES fuel type were counted for each MOVES vehicle source type and each model year. The fuel engine fractions of vehicles were computed for the model years between 1985 and 2025, and for the following vehicle source type/group: 21, 31 & 32, 41 & 42 & 43, 51 & 52 & 53, and 54, 61 and 62.

The AVFT tool included in MOVES5 incorporates assumptions regarding future fuel use and vehicle market trends. In light of the rescission of the endangerment finding and the resulting

uncertainty surrounding future market conditions, these assumptions are considered likely to overestimate the adoption of alternative vehicle technologies. To address this uncertainty, for all model years 2026 and beyond, the AVFT fuel and engine fraction inputs are held constant at the levels observed in model year 2025.

Table 14: Mapping between MOVES Fuel Type and DOS Fuel Code

MOVES Fuel Type	DOS Fuel Code
1-Gasoline	Convertible
	Electric & Gas Hybrid
	Flexible
	Gas
	Gas & Oil Mix
2-Diesel Fuel	Diesel
	Electric & Diesel Hybrid
3-Compressed Natural Gas	Butane
	Comp Nat Gas
	Liq Nat Gas
	Propane
5-Ethanol (E85)	Alcohol
	Ethanol
9-Electricity	Electric
	FEV
	PHEV

C. Local Temperature Used for PM_{2.5} and Ozone

Temperature and humidity data are required inputs for MOVES. For the PM_{2.5} conformity analysis, local temperature profiles were developed for each month of the year. To generate these profiles, the average minimum and maximum daily temperatures of each month in Southeast Michigan were compiled using 2020-2022 National Weather Service (NWS) local climatological data reports. EPA's *MeteorologicalDataConverter_Mobile6.xls* tool was then used to convert the average minimum and maximum temperatures to the required hourly temperature inputs for MOVES. Table 14 shows the average min/max temperatures that were used to develop each month's hourly profile. Since PM 2.5 emissions are at their highest during winter months, only data from December, January and February are used in the conformity analysis for this pollutant.

Table 15: Monthly Average Min/Max Temperatures for PM_{2.5}

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Min	21.2	19.1	31.5	38.5	50.6	61.0	65.9	64.9	56.1	45.6	34.2	28.1
Max	33.5	34.1	50.8	57.2	70.0	82.0	84.9	84.2	75.3	63.5	51.4	40.5

For ozone analysis, different temperature inputs were used. The objective is to simulate the on-road emissions that are likely to occur on days when meteorological conditions are conducive to high ozone formation (i.e., hot summer days). The emission inventory data from 2019 to 2021 was used to develop the most recent ozone SIP for the ozone redesignation submittal of SEMCOG region. Thus, the maximum summer temperature used in MOVES was calculated by averaging the maximum local temperatures on the 10 highest ozone days of these three years. Similarly, the minimum summer temperature was calculated by averaging the minimum local temperatures on

the same 10 highest ozone days. This yielded a maximum temperature of 88.7 degrees and a minimum of 63.7 degrees. These numbers were entered into the month of July to simulate a typical summer day for ozone conformity analysis.

Appendix B:

Summary of the MITC-IAWG Conference Call

SEMCOG MITC-IAWG Meeting TIP/RTP Amendment 26:3 (Full)

Summary of June 16th, 2026 Call

Participants:

MDOT: Donna Wittl, Mike Davis Jr., Maxwell Gierman, Richard Bayus, Lane Masoud, James VanSteel, Andrea Strach

EGLE: Breanna Bukowski

EPA: Michael Leslie

WATS: Nick Sapkiewicz

SCCOTS: Peter Klomparens

FHWA: Andy Pickard

SEMCOG: Steve Brudzinski, Ally Racisz, Saima Masud, Chris Williams, Madison Penque, Cherry Liu

On June 16th, 2026, the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) conducted a virtual Teams call to review the proposed Amendment 26:3 (Full) project list for SEMCOG's Fiscal Year (FY) 2026-2029 Transportation Improvement Program (FY 26-29 TIP) and the 2050 Regional Transportation Plan (2050 RTP). The purpose of the call was to determine the projects being amended to the FY 26-29 TIP and/or 2050 RTP would trigger the need for a new transportation conformity analysis and, if so, which need to be included in that analysis.

This meeting oversaw two project lists in total, one for the TIP amendments and one for RTP amendments. During the call, the group discussed the following projects in more detail.

- JN 130035 and 50-RTP-062 This trunkline reconstruction project was discussed as already being obligated, however there is a major change to the project. The boulevard part of the project is expected to follow original schedule while the scope of the interchange portion has been delayed to 2040. The boulevard project was originally reflected within the RTP, and a project was created for the interchange to reflect the amendment to the scope. As far as air quality purposes, the project is non-exempt due to the interchange portion's delay in the open to traffic assumption passing over into a new traffic model year.
- 50-RTP-039 Is a project with implementation spread out over three different limits within different windows of fiscal years. There will be widening from a 5-lane road to a 6-lane boulevard (three travel lanes in each direction and a 50-foot median). The widening had already been modeled; however, the separate boulevard will need to be updated in the model. *Updated project numbers have been given to the separate project limits; 50-RTP-59, 50-RTP-060, and 50-RTP-061.

No other major discussion was held over the details of the remaining non-exempt projects. Due to several projects given "Non-Exempt" status, **a new conformity analysis will be needed for SEMCOG's TIP/RTP Amendment 26:3 (Full).**

The meeting was adjourned.

Appendix A:
Projects Included in Conformity Analysis

Projects Included in The Amendment 2026-03 Conformity Analysis

FISCAL YEAR / PERIOD	PROJECT ID	COUNTY	JURISDICTION	Project Name	PROJECT LIMITS	PROPOSED WORK	Length	AQ Exempt	FIRST MODEL YEAR
2016-2018	127063	Wayne	MDOT - Regional	Gordie Howe International Bridge	Detroit to Windsor	Bridge access road infrastructure improvements		Non-Exempt	2030
2020	124103	Oakland	MDOT	I-96	from I-275 to County Line	Installation of Active Traffic Management System	11.39	Non-exempt	2030
2022	209478	Oakland	RCOC	Waldon Rd	Waldon Rd, Clintonville Rd to Baldwin Rd	Pave Gravel Road	2.18	Exempt	2030
2022	210068	Livingston	MDOT	US-23	M-36 to one mile North of Spencer Rd	Milling and two-course overlay, flex route, bridge replacement & widening	8.00	Non-Exempt	2030
2023	202543	Wayne	MDOT	I-94 E	from east of X01 of 82025 to Barrett Avenue, City of Detroit	Road Reconstruction	2.03	Non-exempt	2035
2024	218045	Oakland	Pontiac	Baldwin Ave	Multiple Routes, Various Locations, City of Pontiac	Road Diet (4-3 Lane Conversion), Signal modernization	1.04	Exempt	2030
2024	210599	Oakland	MDOT	I-75BL (Woodward Ave Loop)	I-75 BL (Woodward Ave Loop), M-59, and US-24 BR (N Cass Ave)	Only minor widening at intersections and converting one-way street to two-way street	2.68	Non-Exempt	2030
2024	218416	Wayne	Detroit	Rosa Parks Blvd	Fort St to W Jefferson, W. Jefferson from Rosa Parks to 8th St	Two-way Bike Track, Bus Stop, ADA Upgrades	0.54	Exempt	2030
2024	130035	Wayne	MDOT	I-375BS W	S. of I-75/I-375 interchange to Jefferson Ave.	Reconstructing I-375 as a new at-grade boulevard	3.36	Non-Exempt	2030
2026	218427	Wayne	MDOT	I-94 E	I-94 east of X01 82024 (Conrail RR) to west of Burns Street	Road Reconstruction	2.03	Non-Exempt	2035
2025	219309	Oakland	Novi	Beck Rd	11 Mile Rd to Grand River Ave	Reconstruct and widen from 3 to 5 lanes	1.50	Non-Exempt	2030
2026	219056	Macomb	Macomb County	Schoenherr Rd	Schoenherr from 23 Mile Rd to N of 25 Mile Rd	Reconstruction and add center left turn lane	2.16	Non-Exempt	2030
2026	132535	Oakland	Troy	Rochester Rd	Rochester Rd: Barclay to Trinway	Widen from 5 to 6 lane Blvd	1.11	Non-Exempt	2030
2026	218448	Oakland	RCOC	Pontiac Lake Rd	Pontiac Lake Rd, Margie Dr to Kingston St	Pave Gravel, no widening	0.80	Exempt	2030
2026	218703	Wayne	MDOT	M-10 S/Woodrow Wilson Ramp	M-10 S exit to Elmhurst	Ramp Removal	0.11	Non-Exempt	2030
2026	129149	Wayne	MDOT	I-96 E	Under Fullerton Avenue, Greenfield Road and CSX Railroad	Bridge removal and preservation work		Non-Exempt	2030
2026	218987	Macomb	Eastpointe	E 9 mile Rd	9 Mile Road from Tuscany Street to I-94	Reconstruction with Road Diet	0.99	Non-Exempt	2030
2026	219058	Macomb	Roseville	Little Mack Ave	Little Mack Avenue from Gratiot Ave to Masonic Blvd	Road Rehabilitation	0.38	Non-Exempt	2030
2026-2027	211921	Macomb	MCDR	Romeo Plank Rd	Approximately 725 ft south of Iroquois Middle School drive to 23 Mile Road	Reconstruction from 2 to 5 lanes with replacement of bridges and culverts	1.24	Non-exempt	2030
2027	218464	Oakland	Oakland County	Dunlap Rd	Dunlap Rd, s/o Westlake Ave (end of pavement) to M-24 (Lapeer Rd)	Reconstruction-Pave Grvel	1.96	Exempt	2030
2027	210987	Wayne	MDOT	I-94 W	Lemay St over I-94	New Structure (A new bridge for motor vehicle traffic will be built on existing demolished route as part of I-94 moderization project)	-	Exempt	2030
2027	223655	Wayne	Detroit	Chestnut St	Structure 12427 over Dequindre Cut Greenway	Bridge Miscellaneous - Bridge Removal	-	Non-Exempt	2030
2027-2028	211347	Oakland	Road Commission Oakland County	12 Mile Road	Beck Road to Dixon Road	Widen road to four-lane boulevard.	1.78	Non-Exempt	2030
2027-2030	50-RTP-039	Oakland	Oakland County Road Commission	Southfield	South of Mt. Vernon to Lincoln Dr	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	1.00	Non-Exempt	2030
2027-2030	50-RTP-059	Oakland	Oakland County Road Commission	Southfield	South of Mt. Vernon to Lincoln Dr	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	1.00	Non-Exempt	2030
2028	211937	Livingston	MDOT	Kensington Rd	Kensington Rd from Larkins Rd to Grand River Ave	Install roundabouts at the I-96 and Kensington Rd ramp terminals	0.89	Non-Exempt	2030
2028	214565	Macomb	MDOT	21 Mile/I-94 W Ramp	I-94 Between M-59 and 21 Mile Road	Auxiliary Lane Construction along east and westbound I-94, connecting the ramp lanes between M-59 and 21 Mile Road. Additional work includes lengthening the ramp taper from EB M-59 to WB I-94.	1.88	Non-Exempt	2030
2028	222159	Oakland	Oakland County	11 Mile Rd	11 Mile Rd, Woodward Ave to Main St (Royal Oak)	Asphalt Pavement Repair - Road Diet	0.74	Exempt	2030
2028	222174	Oakland	Oakland County	Gallagher Rd	Silverbell Rd, Abbey Dr to Gallagher Rd & Gallagher Rd, Silverbell Rd to Orion Rd	Reconstruction-Pave Grvel	1.09	Exempt	2030
2028	123138	Wayne	MDOT	M-153	W. of Sheldon Rd. to W. of Lotz Rd.	Reconstruction and widening of M-153 to a boulevard	2.41	Non-Exempt	2030
2029	224961	Macomb	Macomb County	Schoenherr Rd	Schoenherr Road 25 Mile Road to 26 Mile Road	Reconstruction and add center left turn lane	1.06	Non-Exempt	2030

2030	50RTP-014	Washtenaw	City of Ann Arbor	Huron Parkway	Plymouth Road to Washtenaw	Reduce one motor vehicle lane in each direction	3.32	Non-Exempt	2035
2030	50RTP-026	Washtenaw	Washtenaw County Road Commission	State St	US-12 to Textile	Widen from 2 to 4 lane boulevard	1.50	Non-Exempt	2035
2030	210997	Washtenaw	MDOT	I-94	Ann Arbor/Saline Road to US-23; US-23/I-94 interchange	Construct I-94 flex lane and State Street interchange improvements	3.34	Non-Exempt	2035
2030	50RTP-002	Washtenaw	City of Ann Arbor	W. Stadium Blvd	Huron Rd (Jackson) to Main	Rebalance via road-diet to one motor vehicle lane in each direction with a center turn lane.	2.20	Non-Exempt	2035
2030	50RTP-003	Wayne	Wayne County	Ecorse Rd	Merriman Rd to Middle Belt Rd	Reconstruct and Widen from two lanes to three lanes	1.00	Non-Exempt	2035
2030	50RTP-012	Wayne	Wayne County	Ecorse Rd	Middlebelt Rd to 1550' West of Inkster Rd	Reconstruct, Widen from two lanes to three lanes, and Culvert Replacement	1.30	Non-Exempt	2035
2030	50RTP-013	Wayne	Wayne County	Ecorse Rd	1250' East of Wayne Rd to Vining Rd	Reconstruct, Widen from two lanes to three lanes, Replace Culvert	1.00	Non-Exempt	2035
2031-2040	50RTP-044	Wayne	MDOT	I-94	Russell Street to St. Aubin	Road Reconstruction		Non-Exempt	2035
2031-2040	50-RTP-062	Wayne	MDOT	M-375 Interchange Reconstruction	Macomb St. to Mack Ave	Reconstruct M-375/I-75/Gratiot Connector Interchange. - I-75 two to three lanes each direction. M-3 (Gratiot Ave) - two lanes each direction. New City Streets - one lane in each direction. M-375 Boulevard north of M-3 (Gratiot Ave) - four lanes each direction. New interchange ramp configuration.	-	Non-Exempt	2040
2031-2040	50RTP-004	Macomb	Macomb County Department of Roads	North Ave	21 Mile Rd to 23 Mile Rd	Reconstruct and widen road. (2 to 5 lanes)	2.01	Non-Exempt	2040
2031-2040	50RTP-005	Macomb	Macomb County Department of Roads	26 Mile Rd	Baker Rd to County Line Rd	Reconstruct and widen road. (1+1+1). The bridge will remain two lanes and not include a center lane.	1.70	Non-Exempt	2040
2031-2040	50RTP-054	Macomb	Macomb County	Hayes Road	23 Mile Road to 25 Mile Road	Road reconstruction and widening from two to five lanes	2.04	Non-Exempt	2040
2031-2040	50RTP-036	Oakland	Novi	Beck Rd	Eight Mile Rd to 11 Mile Rd	Widen from two to five lanes	2.00	Non-Exempt	2040
2031-2040	50RTP-038	Oakland	Novi	Beck Rd	West Rd to Pontiac Trail	Widen from three to five lanes	1.00	Non-Exempt	2040
2031-2040	50RTP-040	Oakland	Novi	Beck Rd	12 Mile Rd to West Rd	Widen from three to five lanes	1.00	Non-Exempt	2040
2031-2040	50RTP-027	Washtenaw	Washtenaw County Road Commission	State St	Textile to Morgan	Widen from 2 to 4-lane boulevard	1.00	Non-Exempt	2040
2031-2040	50RTP-043	Wayne	MDOT	I-94	St. Aubin St to Burns Rd	Road Reconstruction		Non-Exempt	2040
2031-2040	50RTP-045	Wayne	MDOT	I-94	2nd Avenue to Beaubien Street, I-94 Mainline Service Roads & Cross Streets	Road Reconstruction		Non-Exempt	2040
2031-2040	50RTP-057	Oakland	Oakland County	Adams Road	Hamlin Road to Walton Blvd	Reconfiguration from two to three lanes with roundabouts at Bulter Rd, Avon Rd, and Meadowbrook Rd.	2.22	Non-Exempt	2040
2041-2050	50-RTP-060	Oakland	Oakland County Road Commission	Southfield	Lincoln Drive to 12 Mile Road	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	1.50	Non-Exempt	2050
2041-2050	50-RTP-061	Oakland	Oakland County Road Commission	Southfield	12 Mile to 13 Mile	Widen from 5-lane road to 6-lane boulevard (three travel lanes in each direction and a 50-foot median)	1.00	Non-Exempt	2050
2041-2050	50RTP-047	Wayne	MDOT	I-94	Beaubien Street to Russell Street, I-94 Mainline and I-75 Interchange	Road Reconstruction		Non-Exempt	2045
2041-2050	50RTP-028	Macomb	Macomb County Department of Roads	21 Mile Rd	Romeo Plank Rd to North Ave	Currently 21 mile road is one lane of traffic in each direction. After construction there will be a center turn lane with two lanes of traffic in each direction. (2+1+2)	3.00	Non-Exempt	2050
2041-2050	50RTP-041	Oakland		Beck Rd	11 Mile Rd to Grand River Ave	Widen from two to five lanes	1.50	Non-Exempt	2050
2041-2050	50RTP-042	Oakland	RCOC	Ten Mile Rd	South Lyon E CL to Haggerty Rd	Widen from two to five lanes	10.00	Non-Exempt	2050
2041-2050	50RTP-011	Washtenaw	Washtenaw County Road Commission	Jackson Rd	Dino to Parker	Reconstruct roadway, 2 to 4-lane, add center turn lane	1.00	Non-Exempt	2050
2041-2050	50RTP-029	Washtenaw	Washtenaw County Road Commission	Seven Mile Rd	Main to Seven Mile	Construct new 2-lane road	1.15	Non-Exempt	2050
2041-2050	50RTP-046	Wayne	MDOT	I-94	I-96 to Trumbull Avenue	Road Reconstruction		Non-Exempt	2050