Macomb County – Federal Aid Committee (FAC)

Summer Meeting
July 29, 2025
Agenda Packet Contents

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Macomb County Federal Aid Committee (FAC)

Summer Meeting
Tuesday, July 29, 2025 - 2:00 PM – 4:00 PM
Senior Auditorium - Suite 6 - VerKuilen
Building 21885 Dunham - Clinton Township
Agenda

1. Call to Order - Scott Wanagat, MCDR Highway Engineer, interim FAC Chair
2. Welcome Message - Bryan Santo, MCDR Director
3. FAC Member Introductions – Scott Wanagat
4. Old Business - Approval of January 29, 2025 Winter Meeting Minutes (see Attachment A) - ***(Motion Needed)***
5. **Macomb County Complete Streets Guidelines - Informational Presentation - Irvin Wyche**
6. FY 25 TIP Update - Scott Wanagat
7. New Business – Macomb County FAC - SEMCOG Regional Transportation Plan (RTP) Update
    a. May 28, 2025 RTP Workshop Overview – Scott Wanagat
    b. TIP Subcommittee Recommendation Memo – (See Attachments C thru G) .
        i. Action Item – Approval of Macomb County FAC RTP Criteria ***(Motion Needed)***
        ii. Action Item – Approval of Macomb County FAC RTP Amendment Submittal ***(Motion Needed)***
        iii. **Action Item - Approval of Schoenherr Rd (25 to 26 Mile) to be amended into the FY 26-29 TIP as soon as administratively possible**
        (Motion Needed)
8. SEMCOG Update - Michele Fedorowicz/Steve Brudzinski
9. Public Comment
10. Upcoming Macomb County FAC Meetings
    a. Fall Meeting – Wednesday, September 24, 2025 – 2-4pm – Senior Auditorium, Suite 6, Verkuilen Building, 21885 Dunham, Clinton Township
    b. Winter Meeting – Wednesday, January 28, 2026 – 2-4pm – Senior Auditorium, Suite 6, Verkuilen Building, 21885 Dunham, Clinton Township
11. Adjourn – (***Motion Needed***)

ATTACHMENT A

MEETING SUMMARY

Meeting: Macomb County – Federal Aid Committee (FAC) Special Winter Meeting

Date & Time: Wednesday, January 29, 2025 – 2:00 PM – 4:00 PM

Location: Macomb County Verkuilen Building
Senior Auditorium
21885 Dunham Street, Clinton Township

Invitees: See attached Meeting Attendees list

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1. **Call to Order by the Chair** – Scott Wanagat, MCDR Highway Engineer, interim FAC Chair
    a. Scott Wanagat, interim chair, called the meeting to order at 2:10 PM. He thanked everyone for coming and said everyone should have received an electronic copy of the agenda packet via email and that printed copies are also available if needed.

1. **Introductions –** Scott Wanagat
    a. Introductions were made around the room (See attendance roster).
    b. There was a brief introduction from Brian Santo, MCDR Director.

2. **Old Business –** Scott Wanagat
    a. **Minutes from the FAC meeting on November 13, 2024**
        i. Motion to approve the meeting minutes was made by John Stevenson and seconded by Irvin Wyche.
        ii. Scott Wanagat called for a vote on the motion. Shelby Township opposed; all other FAC members present approved. The motion carried and the meeting minutes were approved.
            1. Shelby Township expressed concern with transparency between the full FAC committee and the TIP Subcommittee. Shelby Township indicated they will continue to vote against meeting minute approval until they deem the process is transparent enough for their community.

2. **New Business** – Scott Wanagat
    a. **Macomb FAC TIP Subcommittee Update**
        i. FY 2026-2029 TIP Update
            1. Attachment B in the agenda packet shows a list of action items for previously held subcommittee meetings.
            2. Attachment C shows all new, alternate, deferred, and pending projects.
                a. New projects are anticipated to be added to the TIP by October 1, 2025.
                b. The current alternate projects have no official TIP status and no current construction funding.
                c. Responsible agencies are encouraged to continue developing their alternate projects to get them 'ready' if additional funding becomes available.
            3. There has been no action on the deferred projects.

4. The subcommittee's preliminary recommendations are to request project #8 (Schoenherr Road Reconstruction, from 25 to 26 Mile Road) be amended into the RTP, and to defer project #18 (Ryan Road Reconstruction, from Auburn Road to 23 Mile Road) - both are pending widening projects.
    a. There is approximately $6.6M set aside for the Schoenherr Road project, and it will remain available for that project pending formal FAC approval to amend it into the RTP. Once it is amended into the RTP, the TIP subcommittee will review and make a recommendation for inclusion into the TIP, which is expected during the winter FAC meeting in January 2026.
    b. Ryan Road is not a candidate because it is not a countywide corridor of significance, there are insufficient funds, and other widening projects scored higher.

ii. FY 2025 Program Status
    1. The goal is to facilitate the coordination and delivery of the core federal aid road improvement program in Macomb County.
    2. The objective is to use all available federal and state funding in any given fiscal year.
    3. The current development schedule data for FY 2025 with FAC funding templates is shown in attachment E.

iii. Process Workflow Feedback Survey
    1. Attachment E shows a printed-out version of the online survey tool.
    2. The subcommittee is seeking feedback on the updated scoring criteria and the new application process.
    3. The survey link will be available on the Macomb County FAC website and via email to FAC members.

iv. MCDR Local Call for Projects (CFP) Program
    1. The Local CFP is due February 14, 2025. MCDR is looking for listings and priorities from local municipalities on possibly road projects.
    2. MCDR sent out an email that describes the Local CFP program.
    3. The goal is to achieve greater overall program effectiveness and efficiency and to release this CFP at the end of each TIP cycle (3-year increments with a carryover year).
    4. The program is changing from an annual process to align with the TIP cycle.
    5. Projects that were not selected during the latest TIP cycle are encouraged to apply through the local CFP program through MCDR.
    6. This program will help integrate the program planning, development, construction, and maintenance cycles for local projects in a more streamlined process. Because this process has no federal funds attached the projects can get done in a timelier manner and with less restrictions than federally funded projects.
    7. The funding split ratio is based on how the roads are classified. For primary roads the funding is split 50/50 (local/MCDR funds); for local roads the split is 60/40. The majority of funding comes from the Michigan Transportation Fund (MTF).
    8. To date, MCDR has been able to fund local road projects within a year or two.
    9. Any additional questions can be sent to Scott Wanagat.

v. Macomb County Nonmotorized Program
    1. MCDR's non-motorized CFP application is open year-round. This helps

supplement the MDOT TAP program and the SEMCOG TAP program.

vi. Macomb County will continue to receive its historical funding allocation from Category C and flex funds. The legislation addressing the unintended consequences of the original bill which tied allocation bands to population has been approved and signed into law. This prevents any unintended allocation reduction and restores the original intent of the legislation.

3. SEMCOG Update – Michele Fedorowicz

a. There is a lot of uncertainty at the federal government level at this time, especially programs in the New Green Deal category (carbon reduction and climate programs). SEMCOG is still moving forward on these climate driven grants until directed otherwise (i.e., CMAQ grant funding).
b. More messaging will be given once available, but for now conducting business as usual.
c. There will be some uncertainty going into this new upcoming TIP cycle.
d. The current Infrastructure Investment and Jobs Act (IIJA) resolution goes through the end of fiscal year 2026.
e. Congressional law was passed extending the obligation authority for the federal budget until mid-March 2025.
f. SEMCOG is currently going through its TIP approval process. On April 15th, 2025, the executive committee will put forth a decision on approving the TIP.

4. MDOT Update – Bruce Kadzban and Ryan Doyle

a. Continuing with SEMCOG's update, there is a lot of uncertainty at the federal government level at this current time.
b. The CFP for the bridge (FY 2028) and safety (FY 2027) programs go out early in February. The Bridge CFP is due in April and the Safety CFP is due in May.
c. There will be LAP spring workshops scheduled. Currently there is not one scheduled for Macomb County yet.
d. They are working on federal eligibility guideline documents which will be sent to FHWA. These were last updated in 2017. These new guidelines would make more projects eligible.
e. MDOT is using loans to balance its current LAP expenses because of late federal funding resolutions. There is no funding expected from the continuing resolution that was passed for funding until mid-March.
    i. Currently MDOT is using a $50M loan to help fund these LAP projects.
    ii. Only six months of funding has been approved for this year.
f. Projects that have a letting date of April and beyond will need to use the new software program AASHTOWare from the company Infotech. Field Manager was the old software platform that is being retired. MDOT has a training list that is available for assistance as well as a wiki page for AASHTOWare.
g. No additional NEPA guidance has been provided from FHWA yet.
h. MDOT has an email newsletter that offers a lot of good current information from the department.
i. MDOT is monitoring the federal government's continued Executive Order mandates and how it is impacting transportation funding and priorities. This is an ongoing development. It is currently business as usual for the LAP program.
j. At the state level, there is support to increase transportation funding in Michigan, but nothing has specifically materialized.

5. Q&A for FAC Members

a. If a project is on the deferral list it did not score high enough during the rating process. Another avenue to get these projects funded would be through MCDR's local RFP program.

b. The subcommittee makes recommendations that are brought to full FAC meeting discussions to be voted on.
    i. The subcommittee meetings are closed working meetings.
    ii. The scoring methodology was brought to the full FAC committee for review multiple times and then for a final vote.
c. MCDR will upload a map to their website of where TIP projects are located.

6. **Public Comment** – None.

7. **Upcoming Macomb County FAC Meetings**
    - Macomb County FAC RTP Workshop Meeting: Wednesday, May 28th, 2025, 1 PM-4 PM
    - Macomb County FAC Summer Meeting: Wednesday, June 25th,2025, 2 PM-4 PM

8. **Adjourn**
    a. Motion to adjourn the meeting was made by Chesterfield Township and seconded by Irvin Wyche of MCDR.
    b. The meeting was adjourned at 3:17 PM.

Attachments: Meeting Attendees
Reviewed By: Danielle Gerlach, Roger Safford
Submitted By: Brendan Esper
CC: File

Meeting Attendees/Agency or Firm Represented

- Brad Kersten, Chesterfield Township
- Brendan Esper, HNTB
- Brent Bashaw, Sterling Heights
- Bruce Kadzban, MDOT
- Bryan Edwards, Michael Baker International
- Bryan Santo, MCDR
- Crystal Kozak, Macomb Township
- Danielle Gerlach, HNTB
- Dustin Elliott, HNTB
- Eric Dimoff, MCDR
- Gordy Wilson, Shelby Township
- Irvin Wyche, MCDR
- Jacob Fenech, Mount Clemens
- John Abraham, MCDR
- John Stevenson, Benesch
- Joseph Paquette, Washington Township
- Karen Gharbie, Chesterfield Township
- Kathy Vosburg, Chesterfield Township
- Ken Verkest, Harrison Township
- Kristen Myers, Hubbell, Roth, and Clark
- Kip Walby, St. Clair Shores
- Laith Aziz, Michael Baker International
- Lynde Oddo, Shelby Township
- Mary Bednar, Clinton Township
- Melissa Williams, MCDR
- Michael Vigneron, AEW
- Michele Fedorowicz, SEMCOG
- Mike Freckelton, St. Clair Shores
- Mitch O'Connor, Chesterfield Township
- Rick Stathakis, Shelby Township
- Roger Safford, HNTB
- Ron Trombly, New Baltimore
- Ryan Doyle, MDOT
- Ryan Kern, Eastpointe
- Scott Wanagat, MCDR
- Steve Brudzinski, SEMCOG
- Willie Souaid, MDOT

REGIONAL TRANSPORTATION PLAN – FAC GUIDING PRINCIPLES AND SEMCOG REGIONAL GOALS

		SEMCOG REGIONAL GOALS						
		EDUCATION	EQUITY	FUNDING	PRESERVATION	RESILIENCE	SAFETY	SHARED PROSPERITY
REF	MACOMB COUNTY FAC RTP GUIDING PRINCIPLES							
1	• Prioritize investments guided by sound principles of asset management;	XX	X	XX	XX	XX	X	X
2	• Prioritize network preservation, safety, and resiliency;	X	XX	XX	XX	XX	XX	XX
3	• Prioritize preservation of roadways older in age requiring more modernization;	X	XX	XX	XX	XX	X	XX
4	• Prioritize limited but strategic corridor capacity improvements with public support, clear and demonstrated purpose and need, and strong local commitments;	X	X	X	X	X	XX	XX
5	• Leverage federal and state discretionary grant opportunities;	X	X	XX	XX	XX	XX	XX
6	• Prioritize multi-modal transportation access, usage, and investments where publicly supported and sustained by federal, state and regional funding sources	X	XX			X	X	XX

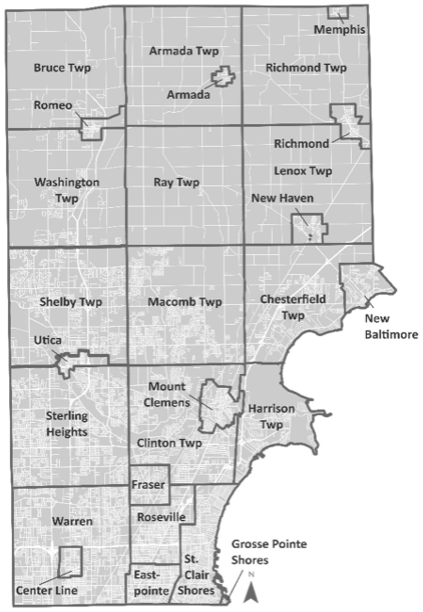
MACOMB COUNTY RTP - CURRENT INVESTMENT LIST - JULY 2025 ATTACHMENT B-1

2050 VISION: The Regional Transportation Plan (RTP) for Southeast Michigan

RIN	COUNTY	LEAD AGENCY	YEAR(S)	PROJECT TITLE	PROJECT LIMITS	PROPOSED WORK	PROJECT TYPE	PROJECT TOTAL	RTP POLICY
50RTP-018	Macomb	Macomb County Department of Roads	2025	33 Mile Rd	33 Mile Rd bridge over North Branch Clinton River to 33 Mile Rd bridge over North Branch Clinton River	Replace bridge.	Bridge	$3,000,000	Preservation
I50RTP-001	Macomb	Macomb County Department of Roads	2026	24 Mile Rd	24 Mile Rd bridge over Newland Drain to 24 Mile Rd bridge over Newland Drain	Reconstruct bridge.	Bridge	$2,800,000	Preservation
I50RTP-010	Macomb	Macomb County Department of Roads	2027-2030	Mound Rd	8 Mile Rd to 11 Mile Rd	Reconstruct road.	Pavement	$100,000,000	Preservation
I50RTP-008	Macomb	Macomb County Department of Roads	2027-2030	Metropolitan Parkway	Mound Rd to Van Dyke Ave	Reconstruct road and replace bridge.	Pavement	$80,000,000	Preservation
50RTP-009	Macomb	Macomb County Department of Roads	2027-2030	Dequindre Rd	8 Mile Rd to 14 Mile Rd	Reconstruct road.	Bridge	$25,000,000	Preservation
50RTP-005	Macomb	Macomb County Department of Roads	2031-2040	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.	Pavement	$60,000,000	Preservation
50RTP-004	Macomb	Macomb County Department of Roads	2031-2040	North Ave	21 Mile Rd to 23 Mile Rd	Reconstruct and widen road. (2 to 5 lanes)	Pavement	$20,000,000	Preservation
50RTP-028	Macomb	Macomb County Department of Roads	2041-2050	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)	Capacity	$30,000,000	Preservation
50RTP-034	Macomb	Macomb County Department of Roads	2041-2050	26 Mile Rd; Hayes Rd	26 Mile Rd to Hayes Rd	Improve intersection operations.	Capacity	$1,500,000	Preservation
50RTP-035	Macomb	Macomb County Department of Roads	2041-2050	27 Mile Rd; Romeo Plank Rd	27 Mile Rd to Romeo Plank Rd	Improve intersection operations.	Capacity	$1,500,000	Preservation
I50RTP-006	Macomb	Macomb County Department of Roads	2041-2050	Bordman Rd	Bordman Rd bridge over Newland Drain to Bordman Rd bridge over Newland Drain	Reconstruct bridge. (No additional lanes)	Bridge	$1,100,000	Shared Prosperity
I50RTP-015	Macomb	Macomb County Department of Roads	2041-2050	McVicar Rd	McVicar Rd bridge over East Pond Creek to McVicar Rd bridge over East Pond Creek	Replace bridge.	Bridge	$1,100,000	Preservation

Project List as of April 1, 2024

MACOMB COUNTY FEDERAL AID COMMITTEE



2050 REGIONAL TRANSPORTATION PLAN (RTP)

CRITERIA AND PRIORITY INVESTMENTS SUMMARY AND RECOMMENDATION MEMO

Prepared by:

HNTB Michigan, Inc.

July 2025

MEMORANDUM

DATE **JULY 2025**

TO **MACOMB COUNTY FEDERAL AID COMMITTEE**

FROM **TIP SUBCOMMITTEE**

SUBJECT **SUMMARY AND RECOMMENDATIONS - 2050 REGIONAL TRANSPORTATION PLAN (RTP) CRITERIA AND PRIORITY INVESTMENTS**

1.0 - BACKGROUND AND OVERVIEW

The purpose of this memorandum is to document the recommendations of the Macomb County Federal Aid Committee (FAC) TIP Subcommittee (subcommittee) with respect to action item #3 approved at the January 2025 Winter Meeting with respect to working with SEMCOG to amend the list of investment priorities on the RTP.

Upon reviewing the current list of Macomb County projects on the RTP, the subcommittee recommended development of more refined criteria for RTP inclusion to focus on longer-term investments in corridors and major investment needs. Some of the projects on the current RTP are short-term investment needs which were originally included to provide examples of unfunded needs on the federal aid network. The other need for criteria development is driven by the FAC widening project policy approved in May of 2024 which requires that roadway widening investments, after they are supported by the FAC, need to be on the RTP in advance of any consideration for the TIP. For environmental classification and air quality modeling purposes per SEMCOG, any road project which adds lane(s), whether for operational or through-put vehicular capacity, shall be classified as a 'widening' project. During the FY 26-29 Call For Projects process, two widening projects were submitted for consideration by Shelby Township and were set aside pending further review and final recommendations. The TIP Subcommittee reviewed relevant data associated with these two projects and presented preliminary recommendations during the January 29, 2025 Winter Meeting (See Attachment A, section 4a) and the May 28, 2025 RTP Workshop (see Attachment D, Item 7.

SUMMARY AND RECOMMENDATIONS (continued)

The subcommittee discussed the timeline and workflow for the development of recommendations and reached consensus on an agenda and approach for an RTP Summer Workshop to engage informally with FAC members and receive feedback on these recommendations. The subcommittee met in February, March and April to develop the workshop agenda and discuss a draft list of criteria, a proposed RTP amendment package, and preliminary recommendations regarding the two widening projects. The May meeting was focused on reviewing the final workshop agenda package. A summary of the feedback received from workshop participants and the TIP Subcommittee responses (with relevant recommendations included herein) is attached to the end of this memorandum (Attachment D).

2.0 - MACOMB COUNTY RTP PRINCIPLES AND PROPOSED CRITERIA

At its June 2023 Summer Meeting, in response to SEMCOG's request for projects to be included in the Vision 2050 RTP, the Macomb County FAC approved a list of 'Principles and Projects' to guide long-term investments in the federal-aid network in Macomb County. This action was recommended by the TIP Subcommittee following the approval by the FAC of the County Corridors of Significance (COS) Study in January 2023, including feedback received from the stakeholder engagement sessions and surveys conducted during the summer of 2022. In addition, SEMCOG has provided recent overall guidance to the FAC that the RTP as such is more 'policy' than 'project' focused, whereas the TIP is more 'project' focused. The TIP is intended to be an implementation plan of the RTP-level policies. A list of the current Macomb County RTP investment priorities can be found on Attachment B-1.

2.1 - SUMMARY OF ANALYSIS AND RTP CRITERIA RECOMMENDATIONS

The TIP Subcommittee reviewed the 'Principles' adopted in 2023 along with the 'Alignment Matrix' showing the policy connection between the FAC Principles and the SEMCOG Regional Goals and recommends that these tools remain the key policy guidance features for the screening and development of criteria and investment priorities. After consulting with SEMCOG, the TIP Subcommittee recommends further refinement of the criteria for RTP inclusion on the basis of four (4)

consideration 'categories,' all within the general criterion of the investment being 'Regionally Significant': (1) Overall Considerations; (2) Corridor Considerations; (3) Regional Air Quality Considerations; and (4) Other Considerations. What follows expands upon each of these in turn.

2.21 - Overall Considerations

After consultation with SEMCOG, the TIP Subcommittee recommends focusing any specific RTP line-item on *corridor* rather than individual *project* investment priorities, with the following exceptions:

(a) individual projects identified as national or state priorities, and therefore prioritized as such for federal or state discretionary funding. These investments would generally be added to the RTP by the FAC as recommended by SEMCOG;

(b) individual projects prioritized by the FAC for implementation and *required* to be there by virtue of either existing FAC or SEMCOG policy or their impact on the Regional Air Quality Model (see 2.23 below).

2.22 - Corridor Considerations

Given that the overall policy consideration for such investment priorities over the long term is recommended to be corridor-based, and after discussing various federal and state road network designations and hierarchies, the TIP Subcommittee further recommends that the recently vetted and approved County 'Corridors of Significance' (COS) be identified as the highest priority RTP corridor network. The TIP Subcommittee further recommends, for fiscal constraint purposes and to focus on more significant priorities, that the priority investments identified in the RTP be limited to:

(a) County COS projects at least $20M in construction cost;

(b) County COS without any proposed segment limits but identified as a general priority by the FAC.

SUMMARY AND RECOMMENDATIONS (continued)

2.23 – Regional Air Quality Modeling Considerations

The TIP Subcommittee discussed incorporating SEMCOG's core requirement that any project required by SEMCOG to be included in the Regional Air Quality modeling for planning purposes would be required to be on the RTP. This requirement also aligns with the FAC policy that any new widening project proposed for the TIP be first added to the RTP and therefore part of a broader Regional planning context and effort. Investments under these policy considerations would include the following:

(a) Widening projects > 0.5 Mile in length – limited according to FAC policy to 1 project per RTP 5-year planning segment unless the projects are in the same NEPA corridor – such as:

- Center left-turn lane additions
- Capacity improvement projects (adding through lanes)

(b) New lane reduction projects

- 4-to-3 lane conversions
- Road diets

2.24 - Other Considerations

The TIP Subcommittee also took into consideration feedback received at the workshop from members (see Attachment D) and in particular heard two suggestions which they felt were worthy of full FAC consideration: (1) First, there was a suggestion to provide opportunity for significant City/Village road investments to have a place on the RTP; (2) Secondly, there was a suggestion to provide a higher funding constraint (if there was a logical rationale for doing so) to more opportunity for more investment needs to be identified in the long term. The TIP Subcommittee agreed with these sentiments. For many road users, the most important road for them is the one which connects more directly to their place of residence, on the City/Village federal aid network. Subsequently the Subcommittee discussed how the RTP investment plan for Macomb could take into consideration both the needed investment priorities on the County COS as well as those key City/Village street network investments which are considered vitally important at the local level.

SUMMARY AND RECOMMENDATIONS (continued)

In addition, the TIP Subcommittee requested more guidance from SEMCOG on the fiscal constraint requirements for the Macomb County RTP to see if the preliminary limit of $340M which was proposed at the workshop could be expanded. As a result of subsequent discussions with SEMCOG and within the Subcommittee on these two feedback items from the workshop, we offer the following recommendations for RTP investment criteria as part of 'Other Considerations':

(a) Establishing an investment 'bucket' for long range roadway preservation investments on County and City/Village owned roads in Macomb County ('Priority County Road Investments' and 'Priority City/Village Road Investments')

(b) Establishing an overall fiscal constraint value for aggregate RTP investment line items of $500M based on the constraint calculations shown on Attachment G.

2.25 – Recommended RTP Criteria and Application

Under the proposed criteria, a Macomb County local long range RTP investment need would be:

REQUIRED TO BE ON THE RTP if it meets the following criteria:

- SEMCOG-identified Federal and State Project Investment Priorities in Macomb County (Section 2.21a)
- FAC-approved widening projects and new capacity-reduction projects (Section 2.23)

ELIGIBLE TO BE ON THE RTP if it meets the following criteria:

- County COS roadway segment $\geq$ $20M;
- County COS w/o defined limits but identified as a general priority;
- Investment 'Templates' identifying a target long-term investment for the preservation of roadways on both the County and City/Village federal aid network;

All of the above subject to an overall RTP fiscal constraint value of $500M per Attachment G.

SUMMARY AND RECOMMENDATIONS (continued)

2.26 – Macomb County FAC RTP Amendment Recommendation

Accordingly, upon reviewing the current list of Macomb County investment needs on the RTP, the six (6) projects shown on Attachment E under 'Proposed Deletions From The RTP', although prioritized and justified needs at the local level, in the opinion of the TIP Subcommittee, do not meet the proposed criteria of 'Regionally Significant' and are recommended for removal from the RTP.

In addition, the six (6) line item investments shown on Attachment E under 'Proposed Additions To The RTP' are recommended to be submitted to SEMCOG as a proposed amendment to the Macomb County FAC RTP. Here is some additional information on these proposed long-term investment priorities:

(a) RIN Item 50RTP-XXA- 32 Mile Road Corridor -This investment priority was recommended to be added to the RTP during the Summer Workshop and the TIP Subcommittee concurred with this recommendation. The amount of funding noted for this line item is explained in the footnote on Attachment E. This priority meets proposed criteria 2.22 (b);

(b) RIN Item 50RTP-XXB - Priority County Road Investments - This line item is intended to provide a general template investment priority for the preservation of the County COS that are identified and selected for funding as part of the regular TIP Update cycle and meets proposed criteria 2.24 (a).

(c) RIN Item 50RTP-XXC - Priority City/Village Road Investments - This line item is intended to provide a general template investment priority for the preservation of city/village federal aid roadways of significance that are identified and selected for funding as part of the regular TIP Update cycle and meets proposed criteria 2.24 (a).

(d) RIN Item 50RTP-XXD - Hayes Road widening from 2 to 5 lanes from 23 Mile to 25 Mile Rd - This investment is recommended to be added as discussed above and meets proposed criteria 2.22 (a) and 2.23 (a).

(e) RIN Item 50RTP-XXE - Proposed Schoenherr Road center left turn lane widening project from 25 to 26 Mile from the FY 26-29 Call For Projects 'PENDING' list is hereby

recommended for inclusion on the RTP as a prioritized investment supported by the full FAC and required to be on the RTP per FAC Policy and proposed criteria 2.23 (a);

(f) RIN Item 50RTP-XXF - Planned relocation of Rosso Highway at Selfridge AFB as a federal/state priority per proposed criteria 2.21 (a);

See the full Macomb County RTP list with proposed additions and deletions on Attachment E. No additional long-term priorities are recommended to be added at this time due to current fiscal constraint realities (See Attachment G).

3.0 RECOMMENDED ACTIONS FOR MACOMB COUNTY FAC

As a result of the considerations articulated in this memorandum, the TIP subcommittee proposes the following actions for FAC approval at the July 29, 2025 Summer Meeting:

1. Adopt and utilize the Principles and Criteria listed above in Section 2.0 to identify long-term County, City and Village transportation investment priorities;
2. Submit to SEMCOG by August 1, 2025 a proposed amendment to the RTP which would:
    a. Remove projects 50RTP-001, 006, 015, 018, 034 and 035 shown on Attachment E under 'Proposed Deletions from the RTP', since these projects do not meet the proposed criteria for 'Regionally Significant';
    b. Add the long-term investment priorities shown on Attachment E under 'Proposed Additions to the RTP' as RIN #'s 50RTP-XXA thru XXE.
3. As a result of a review of the two set aside widening projects and the considerations listed in Attachment D Item 7, submit the Schoenherr Road improvement (Reconstruction with addition of center left turn lane) from 25 Mile to 26 Mile to be added to the FY 26-29 TIP as soon as administratively possible.

Macomb County Federal Aid Committee (FAC) Regional Transportation Plan (RTP) Workshop Feedback/Comments/Questions received with corresponding TIP Subcommittee Responses

REF	COMMENT/FEEDBACK/ QUESTION	TIP SUBCOMMITTEE RESPONSE
1	Would appreciate more openness and transparency through every step – e.g. the scoring process - would like to see TIP subcommittee meetings open to the public.	Scoring data for the TIP Update process has been shared with FAC members and uploaded to the website. The scoring process is described in the FAC Guidance Document. The TIP Subcommittee open meeting policy question has already been addressed multiple times at the FAC level. Requiring the Open Meetings Act to apply to TIP Subcommittee meetings would hamper subcommittee productivity and is unnecessary, since the subcommittee has no authority to act independent of the full FAC, whose meetings are subject to the Open Meetings Act. Current practice is consistent with SEMCOG best practices and how other FAC's operate.
2	The need for a countywide comprehensive plan was mentioned.	Each local government land-use authority has the opportunity to develop a master plan for long-term planning and economic development, including documented and publicly-vetted priorities for roadway improvements and access needs. This planning could inform county-level plans that in turn informs the RTP. At the County level, for transportation purposes, there is a Long-Range Transportation Plan, a Transportation Asset Management Plan (TAMP) and a Master ROW Plan. MCDR's Corridors of Significance Study also provides a prioritization framework to guide future investment decisions. To help accommodate the on-going need for improved long-range planning at the county level, MCDR proposes to add a formal agenda item to the CORE meetings with locals to discuss long-term transportation priorities. The RTP is a long-range, high level **regional** transportation plan and is not intended to be a countywide comprehensive plan.
3	Would like to see more priority for 32 Mile Road, and busy subdivision roads.	Re: 32 Mile Road: Agreed. **Recommendation #1**: The 32 Mile Corridor should be identified and amended into the RTP for appropriate prioritization for 'Corridor Preservation', subject to approval by MCDR. Re: Busy subdivision roads - The RTP's sole roadway network focus is the regional federal aid road network; subdivision roads are ineligible for federal funding through the FAC. The TIP Subcommittee suggests MCDR continue to engage with local communities on subdivision needs through the CORE process.
4	Would like to see the area add in an airport or university.	This may or may not be a proposal worth pursuing, but no FAC action is needed because this issue is outside the scope of the RTP process.
5	Would like MDOT to be more involved in projects and clarify state jurisdiction of roads in communities (e.g. M-53 (Van Dyke) in Warren) and the state's role.	No formal FAC action required, since MDOT is not a voting member of the FAC and is not subject to FAC action. **Recommendation #2:** The TIP Subcommittee recommends that the FAC Chair or his designee invite the appropriate MDOT planning representative to attend a future FAC meeting to provide the department's perspective on long range planning.
6	Would like better access to regional hospitals (e.g. add a bridge near McLaren/Mt Clemens General from 19 Mile Road)	The TIP Subcommittee recommends providing this feedback regarding improved access to regional hospitals to SEMCOG for further review/appropriate action. As to the McClaren access suggestion: There is currently an access improvement to McClaren Hospital being discussed and developed. It is anticipated being funded by a state earmark.
7	Supports widening Ryan Road (Tip Update Widening Project #18 - Ryan Road from Auburn to 23 Mile - $17.8M).	Pending Widening Projects Schoenherr Rd from 25 to 26 Mile (TIP Update Project #8) and Ryan Road from Auburn to 23 Mile Rd (TIP Update Project #18) have been reviewed by the TIP Subcommittee. **Recommendation #3:** Add Schoenherr to the RTP/TIP. • Widening Project #8 is a candidate for amendment into the RTP due to its prioritization by the Township and the potential long-term benefit of having the entire three mile section of Schoenherr from 23 to 26 Mile be operationally improved (Project #8 being a logical extension of JN 219056.) • Project #18 is not a candidate for amendment into the RTP due to: 1. Insufficient funding for any additional widening projects per FAC policy 2. Project #18 did not score as high as Project #8 in the overall evaluation process 3. Project #18 is not part of the County Corridors of Significance, and therefore is not a priority corridor for long term improvements This recommendation was provided to the FAC on a preliminary basis during the Winter Meeting in January 2025. See Attachment A, Item 2.a.i.4.

Macomb County Federal Aid Committee (FAC) Regional Transportation Plan (RTP) Workshop Feedback/Comments/Questions received with corresponding TIP Subcommittee Responses

REF	COMMENT/FEEDBACK/ QUESTION	TIP SUBCOMMITTEE RESPONSE
8	Questioned where the $340M limit is coming from; Suggested an increase to the limit to around $450M to allow for a few more projects.	The $340M target for long-range investment priorities was suggested as a preliminary recommendation for purposes of discussion at the workshop in order to help manage the prioritization process for future TIP cycles, given the limited funding available. It is a somewhat arbitrary limit based on a logical but conservative estimate of future funding availability. The TIP Subcommittee is not opposed to expanding the limit in order to be able to identify more long-term investment needs that meet the approved criteria, with the understanding that prioritization of needs will be more challenging as the gap between needs and available funding grows. **Recommendation #4**: In coordination with SEMCOG, the TIP Subcommittee has developed an overall 'not to exceed' investment planning target for long-range priorities beyond the current TIP cycle of $500M based on the considerations articulated in Attachment G of the agenda packet.
9	Would like to swap the funding year of 21 Mile Road and North Avenue Projects.	The TIP Subcommittee has no objection to this suggestion, provided that this has the support of the Township. **Recommendation #5**: Change the year of planned implementation for 21 Mile to 2031-2040, and North Avenue to 2041-2050, subject to written confirmation from the Township that this is a desired change.
10	Would like to clarify the 26 Mile Road Limits – Baker Rd (?) - Thinks that it should be to I-94.	Baker Road (extension of) is the proposed **western** terminus of the corridor. I-94 is already within the limits of the current corridor. **Recommendation #6:**To clarify the corridor identification limits, the TIP Subcommittee suggests changing the limits to 'Approx. 0.35 Mile west of the I-94 WB off ramp easterly through the I-94 interchange to County Line Road.'
11	Concerned with not having any new County projects until after 2050, in particular when there is an opportunity to apply for federal or state grants. This comment dovetails with #8.	The TIP Subcommittee discussed clarifying the purpose of identifying long-term RTP investment priorities with SEMCOG (see Note on Attachment F). The TIP Subcommittee also acknowledges the importance of long-term, regionally-significant priority investment needs on the County network being identified and updated as part of an on-going planning process. The list of long-range investment needs for the Macomb County FAC will be reviewed at each Summer Meeting as a 'check-in' to identify any needed changes and to facilitate the next formal update cycle.
12	Would like to see local 'Corridors of Significance'. • Within the community that serves the most importance to the locals • Opens availability of RTP funding to multiple groups.	The TIP Subcommittee is not opposed to this suggestion. **Recommendation #7 –** Establish an additional criterion allowing priority and significant city/village road preservation needs to be identified as a line item priority for the RTP. See Attachment C and F for the criterion and line item, respectively, identifying 'Priority City/Village Road Improvements' as an investment 'template' for the RTP, allocating a portion of the 25% share of the federal aid apportioned to city/village networks such priorities, based on the nominal average allocation for the FY 26-29 TIP. These locations would be identified and prioritized for improvements through the individual TIP cycles.
13	Would like to see more engagement with MDOT and SMART during the planning process.	Referred to SEMCOG.
14	Is there a requirement for the proposed road diet along Van Dyke (M-53) in Warren to be on the RTP? If so, which agency would be the responsible party?	Referred to SEMCOG.
END OF FEEDBACK/COMMENTS/QUESTIONS		

Macomb County 2050 RTP with Proposed Changes

PROPOSED EDITS/ADDITIONS TO CURRENT RTP PRIORITIES SHOWN IN GREEN BACKGROUND

PROPOSED DELETIONS TO CURRENT RTP PRIORITIES SHOWN IN YELLOW BACKGROUND

CURRENT RTP PRIORITIES PROPOSED TO REMAIN

RIN	Project Name	Primary Work Type	Primary SEMCOG Regional Priority/Goal Linkage	Planning Period	Priority Network/Cost		Note
					County COS	Local COS	
50RTP-004	North Avenue, from 21 Mile Road to 23 Mile Road	Road reconstruction and widening	Shared Prosperity	2041-2050	$20.0		
50RTP-005	26 Mile Road, from approx 0.35M west of I-94 easterly to County Line	Road reconstruction and widening	Shared Prosperity	2031-2040	$60.0		
50RTP-008	Metropolitan Parkway, from Mound Road to Van Dyke Avenue	Road reconstruction and bridge replacement	Preservation	2027-2030	$80.0		
50RTP-009	Dequindre Road, from 8 Mile Road to 14 Mile Road	Road reconstruction	Preservation	2027-2030	$25.0		
50RTP-010	Mound Road, from 8 Mile Road to 11 Mile Road	Road reconstruction	Preservation	2027-2030	$100.0		
50RTP-028	21 Mile Road, from Romeo Plank Road to North Avenue	Road reconstruction and widening	Shared Prosperity	2031-2040	$30.0		
	PROPOSED ADDITIONS TO RTP						
50RTP-XXA	32 Mile Road Corridor	Road Preservation	Preservation	2030-2050	$3.3		***
50RTP-XXB	Priority County Road Investments	Road Preservation	Preservation	2030-2050	$47.7		***
50RTP-XXC	Priority City/Village Road Investments	Road Preservation	Preservation	2030-2050		$125.0	****
50RTP-XXD	Hayes Road from 23 Mile to 25 Mile	Road reconstruction and widening from 2 to 5 lanes	Shared Prosperity	2031-2040	$20.0		*
50RTP-XXE	Schoenherr Road, from 25 Mile Road to 26 Mile Road	Road reconstruction and widening for a center left turn lane	Safety	2029	$13.2		
50RTP-XXF	William P Rosso Highway, from I-94 to Jefferson Avenue	Road relocation	Resilience	2026	$11.8		**
	PROPOSED DELETIONS FROM THE RTP						
50RTP-034	26 Mile Road and Hayes Road intersection	Intersection Improvements	N/A	2041-2050	$1.5		
50RTP-035	27 Mile Road and Romeo Plank Road intersection	Intersection Improvements	N/A	2041-2050	$1.5		
50RTP-015	SN 6306, McVicar Road over East Pond Creek	Bridge replacement	N/A	2041-2050	$1.1		
50RTP-018	SN 6285, 33 Mile Road over NB Clinton River	Bridge replacement	N/A	2025	$3.0		
50RTP-006	SN 10113 Bordman Road over Newland Drain	Bridge reconstruction	N/A	2041-2050	$1.1		
50RTP-001	SN 6211, 24 Mile Road over Newland Drain	Bridge reconstruction	N/A	2026	$2.8		
I	**Total Proposed RTP Investments on County COS**	**All RIN Items except 50RTP-XXC and Proposed Deletions**			**$400.0**		
II	**Total Proposed RTP Investments on City/Village Priority Roads**	**Proposed RIN Item 50RTP-XXC**				**$125.0**	
III	**Total Proposed RTP Investments on County/City/Village Roads**	**Row I Plus Row II**			**$525.0**		
IV	**Proposed RTP Investments not included in constraint target**	**RIN Items 50RTP-XXD and 50RTP-XXE**			**$25.0**		
V	**Net Total Proposed RTP Investments subject to constraint**	**Row III Minus Row IV**			**$500.0**		*****

NOTES

* These two capacity improvements, along with 21 Mile Road from Romeo Plank to North Avenue, were identified as priorities as part of the FY 2023-26 Call For Projects. The FAC subsequently approved adding Schoenherr Road to the TIP and 21 Mile Road to the RTP, but Hayes Road was deferred to the future. The TIP Subcommittee recommends adding Hayes Road to the RTP now. Funding shown for Schoenherr is already part of the current TIP and therefore is not included in the $500 M RTP target constraint.

** This improvement was identified as a priority by the federal and state govvernments - funded needed is not included in the $500 M RTP target constraint.

*** This corridor was requested to be put on the long-term priority list and the amount identified represents its pro rata share of County COS Network RTP $$$ left available for investment planning. This pro rata share was calculated as follows: From the $500M target constraint limit on all Macomb County FAC RTP line item priorities, we allocate 75% of that to County COS line items = $500 x .75 = $375M. If we calculate the net amount needed to cover the projects proposed to remain/be deferred, we get $375-$315+11 = $71M in net planning value for new County COS investment lines. $20M of this $71M is allocated to Hayes Road Item XXD, leaving $51M for other Priority County Road investments. Identifying that share of this amount for 32 Mile Road = that corridor's share of the COS network (6.5%) x $51.0M = $3.3M. Therefore the amount of long-term investment for 32M Road able to be identified in the RTP at this time = $3.3M. The remainder ($51.0 - $3.3M = $47.7M) is set aside for future Priority County Road long-term investment needs.

**** See Attachment G. Based on target share of FA - County/City-Village - 75%/25% - x $500M limit for RTP line items not already included in current TIP funding. The line item for 'Priority City/Village Road Investments' represents the Macomb County FAC City/Village share of RTP long-term road improvement needs that are to be identified during any given future FAC TIP Update cycle. This amount does not include the total amount of FA estimated to be available for FAC road improvements to locals for the next 25 years; it identifies that portion of future available funding that can be put on the RTP for priority city/village road investments per the proposed target constraint.

***** See Attachment G for analysis/justification of $500M RTP target constraint

Proposed Macomb County 2050 RTP						
RIN	Project Name	Proposed Work	Primary SEMCOG Regional Priority/Goal Linkage	Planning Period	Priority Network/Cost	
					County Priority	City/ Village Priority
50RTP-004	North Avenue, from 21 Mile Road to 23 Mile Road	Road reconstruction and widening	Shared Prosperity	2041-2050	$20.0	
50RTP-005	26 Mile Road, from approx 0.35M west of I-94 easterly to County Line	Road reconstruction and widening	Shared Prosperity	2031-2040	$60.0	
50RTP-008	Metropolitan Parkway, from Mound Road to Van Dyke Avenue	Road reconstruction and bridge replacement	Preservation	2027-2030	$80.0	
50RTP-009	Dequindre Road, from 8 Mile Road to 14 Mile Road	Road reconstruction	Preservation	2027-2030	$25.0	
50RTP-010	Mound Road, from 8 Mile Road to 11 Mile Road	Road reconstruction	Preservation	2027-2030	$100.0	
50RTP-028	21 Mile Road, from Romeo Plank Road to North Avenue	Road reconstruction and widening	Shared Prosperity	2031-2040	$30.0	
50RTP-XXA	32 Mile Road Corridor	Road Preservation	Preservation	2030-2050	$3.3	
50RTP-XXB	Priority County Road Investments	Road Preservation	Preservation	2030-2050	$47.7	
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50RTP-XXE	Schoenherr Road, from 25 Mile Road to 26 Mile Road	Road reconstruction and widening for a center left turn lane	Safety	2029	$13.2	
50RTP-XXF	William P Rosso Highway, from I-94 to Jefferson Avenue	Road relocation	Resilience	2026	$11.8	
I	**Total Proposed RTP Investments on County Priority Roads**	**All RIN Items except 50RTP-XXC and Proposed Deletions**			**$400.0**	
II	**Total Proposed RTP Investments on City/Village Priority Roads**	**Proposed RIN Item 50RTP-XXC**				**$125.0**
III	**Total Proposed RTP Investments on County/City/Village Roads**	**Row I Plus Row II**			**$525.0**	
IV	**Proposed RTP Investments not included in constraint target**	**RIN Items 50RTP-XXD and 50RTP-XXE**			**$25.0**	
V	**Net Total Proposed RTP Investments subject to constraint**	**Row III Minus Row IV**			**$500.0**	

NOTE: “Identifying a need for the RTP does not guarantee funding for that need. It is not the intent of the RTP to completely identify all the needs that will be funded over the next 25 years; each four-year TIP cycle accomplishes that. The RTP project ‘list’ is intended to identify key long-term priorities to be considered when developing implementation plans, making decisions about grant opportunity pursuits, or otherwise prioritizing needs during a given TIP cycle. It is acknowledged that significant additional revenues will be required in the long-term to adequately address the overall needs of the federal aid road system in the region, including those already identified as priorities.”

Macomb County Federal Aid Committee (FAC)
Analysis of Funding Constraint for Macomb County FAC
Regional Transportation Plan (RTP) Investment Priorities (FY 30-50)

REF	FUNDING CALCULATION ELEMENT	AMOUNT ($M)	COMMENT
A	FROM SEMCOG - ALL FAC TEMPLATES	$600.0	MACOMB FAC FED-STATE FISCAL CONSTRAINT LIMIT PER SEMCOG - FY 25-FY 50 - ROUNDED TO NEAREST $10M
B	LOCAL MATCH (ROW A/0.8*0.2)	$150.0	ROUNDED UP CURRENT STP MATCH REQUIREMENT OF 18.18%
C	TOTAL INVESTMENT AVAILABLE W FED-STATE FUNDING + LOCAL MATCH FY 25-29	$750.0	
D	AMOUNT ALREADY COMMITTED FOR FY 25-29	$132.4	FROM FAC TIP UPDATE LIST IN AGENDA PACKET ($132.43M)
E	BALANCE (ROW C-ROW D)	$617.6	UNCOMMITTED AMOUNT OF FED-STATE FUNDING FOR FY 25-50
I	TARGET 75% FOR COUNTY FA NETWORK (ROW E AMOUNT X 0.75)	$463.2	PER FAC POLICY
J	TARGET 25% FOR LOCAL FA NETWORK (ROW E AMOUNT X 0.25)	$154.4	PER FAC POLICY
K	TARGET 75% OF ROW I FOR LONG-TERM COUNTY COS PRIORITIES	$347.4	TARGET VALIDATION: SHARE OF COS INVESTMENTS IN CURRENT COUNTY FAC TIP = 76%
L	TARGET 100% OF ROW J FOR LONG-TERM LOCAL COS PRIORITIES	$154.4	PER PROPOSED GUIDELINE, LOCAL COS ARE IDENTIFIED BY THE LOCALS DURING THE TIP UPDATE PROCESS
M	TOTAL OF ROWS K AND L	$501.8	FUNDING CONSTRAINT FOR RTP PLANNING PURPOSES FOR COUNTY AND LOCAL COS PRIORITIES - FY 2030-2050
N	ROUNDED TO NEAREST $10M	$500.0	