

Vision 2050 – Regional Transportation Plan for Southeast Michigan

APPENDIX: Core Federal Aid Highway Programs (FAHP) as of June 2024.

Note: The term “the region” in this appendix means the seven-county SEMCOG region, which covers Livingston, Macomb, Monroe, Oakland, St. Clair, Washtenaw, and Wayne counties.

National Highway Performance Program (NHPP)

This funding is used to support condition and performance on the National Highway System (NHS). The National Highway System is the network of the nation’s most important highways, including the Interstate and US highway systems. In Michigan, most roads on the National Highway System are state trunk lines (i.e., “I-,” “US-,” and “M-“roads), but also includes certain locally-owned principal roads. Eligible NHPP activities include road resurfacing, restoration, rehabilitation, and construction of new roads/lanes or reconstruction of existing roads; construction, rehabilitation, or demolition of bridges; congestion management activities; and non-motorized facilities. NHPP funds can also be flexed (transferred) to certain transit projects. As of fiscal year (FY) 2022, local agencies in Michigan do not receive NHPP funds; instead, they receive an equal amount of additional Surface Transportation Block Grant funds. Because this program’s funding is retained at the state level, MDOT selects which portions of the National Highway System, statewide, receive NHPP funding. Therefore, the only funding from this program that can be considered reasonably expected to be available in Southeast Michigan are those projects already selected by MDOT in the region and programmed in SEMCOG’s Transportation Improvement Program (TIP).

Surface Transportation Block Grant Program (STBG)

STBG funds are intended for use on the federal-aid road network, which includes both state-owned (trunkline) roads and most major, locally-owned public roads owned by counties, cities, and villages. Eligible STBG activities include road resurfacing, restoration, rehabilitation, and construction of new roads/lanes or reconstruction of existing roads; construction, rehabilitation, or demolition of bridges; congestion management activities; and non-motorized facilities. Michigan’s STBG apportionment from the federal government is split, with approximately half allocated to areas of the state based on population and half that can be used throughout the state. In addition, seven of the eight federal-aid committees in Southeast Michigan also receive STBG-Rural funding, which can only be used on federal-aid roads in rural areas. STBG can also be flexed (transferred) to certain transit projects.

Highway Safety Improvement Program (HSIP)

Funds to correct or improve a hazardous road location or feature or address other highway safety problems. Projects can include intersection improvements, shoulder widening, rumble strips, improving safety for pedestrians, bicyclists, or disabled persons, highway signs and markings, guardrails, and other activities. The State of Michigan retains all Safety funding and uses a portion on the state trunkline system, distributing the remainder to local agencies through a competitive process. Because this program’s funding is retained at the state level, MDOT decides which HSIP applications will be awarded funding. Therefore, the only funding from this program that can be considered reasonably expected to be available in Southeast Michigan are those already awarded by MDOT in the region and programmed in SEMCOG’s Transportation Improvement Program (TIP).

Congestion Mitigation and Air Quality Improvement (CMAQ)

Intended for projects that reduce emissions from transportation-related sources. There is currently an emphasis on projects that reduce particulate matter (PM), but funds can also be used for traffic-signal retiming, actuations, and interconnects; installing dedicated turn lanes; roundabouts; travel demand

management, such as rideshare and vanpools; transit; and nonmotorized projects that divert non-recreational travel from single-occupant vehicles (SOVs). In Southeast Michigan, MDOT uses half of the funding for CMAQ-eligible projects on the state trunkline system; the other half is distributed by SEMCOG to eligible highway and transit projects based on a scoring system. Traffic operations centers (TOCs) in Macomb County, Oakland County, and the City of Detroit also receive operations and maintenance funding through a statewide set aside.

Transportation Alternatives Program (TAP)

Funds can be used for a number of activities to improve the transportation system environment, such as non-motorized projects, preservation of historic transportation facilities, outdoor advertising control, vegetation management in rights-of-way, and the planning and construction of projects that improve the ability of students to walk or bike to school. Funds are split between the state and various larger urbanized areas based on population.

Railway-Highway Grade Crossings Program

Funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The improvements can include the separation or protection of grades at crossings, the reconstruction of existing railroad grade crossing structures, the relocation of highways to eliminate grade crossings, and projects at grade crossings to eliminate hazards posed by blocked grade crossings due to idling trains. This program's funding is retained at the state level, where MDOT selects which railway-highway grade crossings receive this funding for safety treatments each year. Therefore, the only funding from this program that can be considered reasonably expected to be available in Southeast Michigan are those already awarded by MDOT in the region and programmed in SEMCOG's Transportation Improvement Program (TIP).

Metropolitan Planning Program

Funding for planning and administrative activities connected to the federal-aid highway and transit programs, including but not limited to preparation and maintenance of the long-range transportation plan (2050 RTP) and the Transportation Improvement Program (TIP). Funding is distributed to the various MPOs in the state, including SEMCOG, based on a formula determined cooperatively by members of the Michigan Transportation Planning Association (MTPA).

Carbon Reduction Program (CRP)

A new program under the Bipartisan Infrastructure Law (BIL), CRP provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. Eligible projects include traffic monitoring, management, and control facilities; truck stop electrification; certain public transportation projects; non-motorized facilities; intelligent transportation systems (ITS); upgrading street lighting with energy-efficient alternatives; projects for congestion pricing or shifting transportation demand at peak times; reducing environmental and community impacts of freight movement; deploying alternative-fuel vehicles; diesel engine retrofits; and reducing emissions at port facilities. CRP funding is allocated by the state to the MPOs. SEMCOG then distributes these funds to counties, cities, villages, and public transit agencies—collectively known as 'Act 51 agencies'—competitively, based on the cost-effectiveness of the application (i.e., the amount of CO₂ reduced per dollar of project cost).

National Highway Freight Program (NHFP)

NHFP was created by the FAST Act, the predecessor to the current federal-aid highway and transit authorization act, the BIL. It establishes a National Highway Freight Network consisting of 41,518 miles of roadway, plus the addition of critical rural and urban freight corridors, as well as the remainder of the Interstate system not yet designated as part of the National Highway Freight Network. Every five years after enactment of the FAST Act (i.e., 2020, 2025, etc.), the system is reviewed and re-

designated to keep it up-to-date. Eligible projects address system operational improvements that improve national economic competitiveness. Examples include, but are not limited to, intelligent transportation systems (ITS), railway-highway grade separations, truck-only lanes, shoulder widening, geometric improvements to interchanges, truck parking facilities, and additional road capacity to prevent freight bottlenecks. NHFP funding is apportioned to the states. In Michigan, NHFP projects are selected by the Michigan Department of Transportation (MDOT). Therefore, the only NHFP funding reasonably expected to be available in Southeast Michigan is that which is programmed in projects selected by MDOT, located in the region, and programmed in SEMCOG's Transportation Improvement Program (TIP).

PROTECT Program

PROTECT stands for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation. It is a new program established by the Bipartisan Infrastructure Law (BIL). The program's purpose is to provide grants for resilience improvements to transportation infrastructure assets to make them more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes; and improvements to allow for continued operation or rapid recovery of surface transportation systems such as evacuation routes and routes providing access to hospitals.

States receive an annual apportionment under the program; communities can apply for competitive Community Resilience Grants. Some examples of eligible State Resilience projects include increasing marsh health and total area adjacent to a highway right-of-way to promote additional flood storage; installation/upgrades of culverts; installation/upgrades of flood gates to protect tunnel entrances; and improving functionality and resiliency of stormwater controls. Examples of Community Resilience projects include, but are not limited to, resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing, eligible surface transportation facility; the incorporation of natural infrastructure; upgrading a transportation facility to the latest FHWA standard; installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation system; strengthening systems that remove rainwater from surface transportation facilities; relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone areas; stabilizing slide areas or slopes; installing riprap; and lengthening or raising bridges to increase waterway openings, including to respond to extreme weather.

Because the apportionment of state funds is retained at the state level, and community resilience grants are competitive, the only PROTECT funding that can be reasonably expected to be available in Southeast Michigan is that which has already been selected by MDOT in the region, and programmed in SEMCOG's Transportation Improvement Program (TIP), or already awarded to a community located in the region by the United States Department of Transportation (USDOT) and programmed in the SEMCOG TIP.

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