



**SEMCOG General Assembly
Thursday, June 27, 2024**

One Campus Martius

16th Floor
Detroit, MI 48226

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Parking and Security Information

Meeting attendees should park at the One Campus Martius Parking Garage (1140 Farmer St, Detroit, MI 48226). This garage uses a pay-by-plate system – without a credit card – similar to the parking garage at the SEMCOG offices. SEMCOG guests should disregard the signage posted in the garage with instructions for visitors to scan a QR code. Instead, please bring your vehicle license plate number to the General Assembly registration desk, where staff will assist you in entering your plate number for validation.

Meeting attendees will complete a security screening in the One Campus Martius lobby before taking the elevators to the 16th floor meeting space. SEMCOG staff will be available to assist and guide attendees to the security desk.

1:30 p.m. – Registration begins

2 p.m. – Bloc Caucus elections

General Assembly delegates and alternates meet to elect:

- Bloc chairs and vice chairs;
- Regional Review Committee delegates; and
- Transportation Coordinating Council delegates.

Meeting agendas for each caucus are included in this agenda packet.

3 p.m. – General Assembly convenes

- Call to Order/Pledge of Allegiance**
- Welcome**
- Approval of Agenda**
- Public Comment**
- Approval of Consent Resolution**

1. Financial Statements – April 2024
2. Approval of General Assembly Minutes – March 21, 2024
3. Receipt of Executive Committee Minutes – May 3, 2024

F. Report from Transportation Coordinating Council

Chairperson: Lev Wood, Councilmember, City of Grosse Pointe Farms

4. Vision 2050: Regional Transportation Plan for Southeast Michigan

Action requested

The General Assembly is requested to adopt [Vision 2050: Regional Transportation Plan for Southeast Michigan](#).

G. Report from Chairperson

Pauline Repp, Mayor, City of Port Huron

5. SEMCOG Regional Showcase Award
6. SEMCOG Regional Ambassador Award
7. Leadership Recognition

H. Report from Nominating Committee

Chairperson: Philip Weipert, Commissioner, Oakland County

8. Election of 2024-2025 First Vice Chairperson

Action

9. Election of 2024-2025 Vice Chairpersons

Action

10. Election of 2024-2025 Delegates At-Large

Action

I. Incoming Chairperson's Remarks

Mandy Grewal, Supervisor, Pittsfield Township

J. Report from Executive Director

Amy O'Leary, Executive Director, SEMCOG

11. Legislative Update

K. Upcoming Meetings

- Executive Committee – Friday, July 26, 2024 – SEMCOG Offices (Detroit)
- Executive Committee – Friday, September 20, 2023 – SEMCOG Offices (Detroit)
- General Assembly – Thursday, October 24, 2024 – Suburban Collection Showplace (Novi)

4:30-6 p.m. –Reception Honoring the Past Chairs of SEMCOG

Pauline Repp	Port Huron	(2023-2024)
Chris Barnett	Orion Township	(2021-23)
Brenda Jones	Detroit	(2021)
Donald Hubler	Macomb ISD	(2019-21)

Phil Weipert	Oakland County	(2018-19)
Robert Clark	Monroe	(2017-18)
Rodrick Green	Superior Township	(2016-17)
Jeff Jenks	Huntington Woods	(2015-16)
Kathy Vosburg	Macomb County	(2014-15)
Joan Gebhardt	Schoolcraft College	(2013-14)
Michael Sedlak	Green Oak Township	(2012-13)
John Scott	Oakland County	(2011-12)
Robert Cannon	Clinton Township	(2010-11)
Robert Hison	St. Clair Shores	(2009-10)
Mary Blackmon	Wayne County RESA	(2008-09)
William Roberts	Walled Lake	(2007-08)
John Jones	Ira Township	(2005-07)
Gregory Pitoniak	Taylor	(2005)
Joan Flynn	Macomb County	(2004-05)
Maryann Mahaffey	Detroit	(2003-04)
R. LaMar Frederick	Bedford Township	(2002-03)
Dante J. Lanzetta, Jr.	Birmingham	(2001-02)
Marjorie Thomas	St. Clair County ISD	(2000-01)
Diana Kolakowski	Macomb County	(1999-2000)
Douglas Woolley	Pittsfield Township	(1998-99)
Anita Ashford	Port Huron	(1997-98)
John Funk	Monroe County	(1996-97)
Joan Buser	Oakland Township	(1995-96)
Gail Kaess	Grosse Pointe Farms	(1994-95)
Richard Rudnicki	Livingston County	(1993-94)
E.A. Jackson Morris	Pittsfield Township	(1992-93)
Gerald McCaffrey	Macomb ISD	(1991-92)
Clyde Cleveland	Detroit	(1990-91)
Milton L. Mack, Jr.	Wayne County	(1989-90)
Fred Korzon	Bloomfield Township	(1988-89)
Nancy Davis	Ann Arbor Township	(1987-88)
Robert E. Smith	Livingston ISD	(1985-87)
Donald E. Shelton	Saline	(1983-85)
Daniel T. Murphy	Oakland County	(1981-83)
Robert L. Bovitz	Trenton	(1979-81)
David Shepherd	Oak Park	(1977-79)
Conrad L. Mallett	Wayne County	(1975-77)
Homer Case	Bloomfield Township	(1974-75)
James P. Grannan	Fraser	(1973)
Robert E. Fitzpatrick	Wayne County	(1972-73)
Mel Ravitz	Detroit	(1970-72)
Larry Mainland	Milford Township	(1968-70)



Southeast Michigan Council of Governments

Income Statement

For Fiscal: JUL 2023-JUN 2024

Period Ending: 04/30/2024

Class	Original Total Budget	Current Total Budget	MTD Activity	YTD Activity	Budget Remaining
Revenue					
401 - FEDERAL	1,031,911.00	1,031,911.00	65,014.82	433,750.28	598,160.72
402 - STATE ADMIN FEDERAL REVENUE	11,577,826.00	11,577,826.00	859,493.84	8,854,605.85	2,723,220.15
403 - STATE REVENUE	286,715.00	286,715.00	10,582.81	281,480.88	5,234.12
404 - OTHER REVENUE	280,617.00	280,617.00	13,886.96	191,132.17	89,484.83
405 - LOCAL REVENUE	3,700,490.00	3,700,490.00	424,841.27	2,625,850.82	1,074,639.18
406 - PASS-THRU MATCH	372,483.00	372,483.00	32,290.55	204,937.34	167,545.66
Revenue Total:	17,250,042.00	17,250,042.00	1,406,110.25	12,591,757.34	4,658,284.66
Expense					
501 - SALARIES	5,344,639.00	5,344,639.00	410,235.91	4,408,495.24	936,143.76
502 - CONTRACTS	1,273,093.00	1,273,093.00	87,805.21	555,904.86	717,188.14
503 - TRAVEL	203,800.00	203,800.00	7,541.34	151,787.46	52,012.54
505 - SUPPLIES	803,250.00	803,250.00	26,447.85	1,317,308.54	-514,058.54
506 - OTHER	2,183,188.00	2,183,188.00	6,176.06	1,014,684.40	1,168,503.60
507 - FRINGE BENEFITS	3,968,549.00	3,968,549.00	457,696.82	3,164,790.48	803,758.52
509 - OTHER	0.00	0.00	643.90	-65,505.53	65,505.53
705 - CLEARING	0.00	0.00	0.00	0.03	-0.03
900 - PT-FEDERAL	800,000.00	800,000.00	52,250.00	73,819.59	726,180.41
910 - PT-STATE	121,273.00	121,273.00	3,155.00	106,483.15	14,789.85
920 - PT-ST ADMIN FEDERAL	2,089,016.00	2,089,016.00	145,618.93	924,194.17	1,164,821.83
970 - PTM-ST ADMIN FEDERAL	463,234.00	463,234.00	32,290.55	204,937.34	258,296.66
Expense Total:	17,250,042.00	17,250,042.00	1,229,861.57	11,856,899.73	5,393,142.27
Total Surplus (Deficit):	0.00	0.00	176,248.68	734,857.61	

SEMCOG Information

General Assembly Meeting Minutes March 21, 2024

A. Call to Order/Pledge of Allegiance/Approval of Agenda

SEMCOG Chairperson Pauline Repp, Mayor, Port Huron, called the meeting to order at 3:00 p.m. and led attendees in the Pledge of Allegiance.

Ms. Repp expressed her appreciation to the General Assembly members who participated in the Executive Committee elections that were held immediately prior to the General Assembly meeting, and then recognized SEMCOG's newest member, the Village of Pinckney (Livingston County), before introducing a new membership video by SEMCOG.

Ms. Repp asked if there were any changes to the agenda and then requested a motion to approve. **Motion** by Rock Abboud, Councilmember, Village of Beverly Hills, to approve the agenda. The **motion** carried.

B. Welcome

Mark Hackel, County Executive, Macomb County and Bob Cannon, Supervisor, Clinton Township, welcomed General Assembly attendees.

C. Public Comment

Ms. Repp offered members of the public three minutes to comment on any agenda item. There were no public comments.

D. Approval of Consent Resolution

Motion by Joe LaRussa, Mayor, City of Farmington, to approve the Consent Resolution: Financial Statements – January 2024; Approval of General Assembly Minutes: October 26, 2023; and Receipt of Executive Committee Minutes: December 1, 2023; January 26, 2024; and February 23, 2024. The **motion** carried.

E. Report from Chairperson: Pauline Repp, Mayor, Port Huron

Ms. Repp provided updates on the following topics after recognizing Donald Hubler, Secretary, Board of Education, Macomb ISD for his upcoming appointment to the National School of Boards Association (NSBA):

- The opening of the nomination application period for SEMCOG's 2024 Regional Showcase Awards through May 1 with awards presented at the June General Assembly
- The Member Meetup schedule of 2024, an NFL Draft Open house scheduled for April 25 at SEMCOG offices, a Nine Mile Redesign walk in Oak Park scheduled for May 17, a Placemaking in Action tour in Howell scheduled for July 10, and a Detroit International Wildlife Refuge visit in Trenton scheduled for September 18
- An Evening with Civility; building healthy disagreement and constructive dialogue, hosted by Oakland University, SEMCOG, Metropolitan Affairs Coalition, and Huntington Bank scheduled for May 6

- A call for members to highlight their communities with an Experience Southeast Michigan video and information to contact Trevor Layton, SEMCOG Communications Manager, for more information
- The launch of the new Southeast Michigan Economic Development Council to oversee development, implementation, and updating of the Comprehensive Economic Development Strategy for the region
- An overview of the Justice40 Communities Task Force and SEMCOG's commitment to incorporating equity as a deliberate component of planning and implementation work
- An announcement for this year's SEMCOG Taubman Fellows, Joe LaRussa, Mayor, City of Farmington, and Michael Lesich, Mayor, City of Fraser

F. Featured Presentation: Emerging Technologies... “what’s now, what’s next and what communities need to know”

Ms. Repp introduced Kevin Vettraino, Director of Planning, SEMCOG, who introduced the feature presentation on Emerging Technologies; Artificial Intelligence, Air Mobility, and Big Data.

Ashley Higgins, Principal, Miller Canfield, and Caroline Giordano, Principal, Miller Canfield, provided members with information on artificial intelligence applications in local government.

Michael Bosonac, Administrator, Monroe County, and Troy Goodnough, Sheriff, Monroe County, informed the group on planning and implementing drones as well as advanced mobility.

Mr. Vettraino presented information on location-based service technology and discussed the large, fast-changing, multi-sourced data and the impacts of communities implementing these tools.

G. Report from Finance and Budget Committee

Chairperson: Robert Clark, Mayor, City of Monroe

Motion by Robert Clark, Mayor, City of Monroe to adopt SEMCOG's FY 2024-2025 Annual Operating Budget and Work Program Summary. The **motion** carried by electronic vote.

RESOLVED this 21st day of March 2024 THAT the General Assembly of SEMCOG, the Southeast Michigan Council of Governments:
that the Executive Committee approves:

- General Assembly adoption of SEMCOG's Annual Operating Budget and Work Program Summary for Fiscal Year ending June 30, 2025, specifically adopting revenues of \$20,187,184 and expenditures of \$20,187,184; and a membership dues schedule.

H. Report from Nominating Committee

Chairperson: Phil Weipert, Commissioner, Oakland County

Motion by Phil Weipert, Commissioner, City of Monroe, to recommend on behalf of the Nominating Committee and request support for Diana McKnight-Morton, Trustee,

Washtenaw Community College, to fill the vacancy for Vice Chair, the term ending June 30, 2024. The **motion** carried by electronic vote.

I. Report from Executive Director, Amy O’Leary

Executive Director O’Leary provided a federal and state legislative update, focusing on Ms. O’Leary’s recent travel to Washington, D.C. to testify at a House Transportation and Infrastructure Committee hearing to discuss competitive grant funding under the Bipartisan Infrastructure Law. Ms. O’Leary also provided updates on recent grant awards including the ERB Family Foundation and Environmental Protection Agency (EPA) which support the region’s green infrastructure; project award recipients of the second round for the Safe Streets for All grant; the FY24 Notice of Funding Opportunity for USDOT Safe Streets and Roads for All federal grant funding to develop safety action plans, conduct supplemental planning and demonstration activities, and implement safety projects; the deadline for the MDOT annual safety grant program on May 1; SEMCOG’s transportation safety public education program, Safe Streets Southeast Michigan, previously known as Walk.Bike.Drive. Safe and the 1st edition transportation safety magazine called Putting Safety First; the completion of the region’s Priority Climate Action Plan by the Healthy Climate Task Force; the U.S. Census Bureau’s Annual Population Estimates for 2023 data release; SEMCOG’s newest County Commissioner map by District; and the new bus service from Detroit Metro Airport (DTW) to Downtown Detroit paid for with Carbon Reduction Funds from SEMCOG, with a Women’s History Month highlight which included information on a new Suburban Mobility Authority for Regional Transportation (SMART) bus wrap campaign dedicated to “Celebrating Women in Transit” that displays the likeness of eight women, including Ms. O’Leary.

J. Upcoming Meetings

Ms. Repp then encouraged General Assembly members and guests to attend the reception immediately following the meeting and highlighted SEMCOG’s upcoming meetings:

Executive Committee
Friday, May 3, 2024
SEMCOG Offices (Detroit)

General Assembly
Thursday, June 27, 2027
One Campus Martius (Detroit)

There being no further business, Ms. Repp adjourned the General Assembly at 4:57 p.m.

Respectfully submitted,



Michael Spence
Committee Clerk

Meeting Minutes**Executive Committee****May 03, 2024****A. Call to Order**

Mandy Grewal, Pittsfield Township Supervisor, Executive Committee First Vice Chairperson, called the Executive Committee meeting to order at 1:01 p.m.

Pledge of Allegiance

Ms. Grewal led the Committee in the Pledge of Allegiance.

Approval of Agenda

Ms. Grewal presented the agenda for consideration and approval by the Executive Committee after thanking the following Committee members for service to acknowledge their final meeting: Don Green, Supervisor, Milford Township; and Lisa Hicks-Clayton, Treasurer, Dearborn Heights. Ms. Grewal also welcomed the Committee's newest members: Mike Lesich, Mayor, City of Fraser; Jim Gardiner, Mayor, City of Luna Pier; Garrett Schumate, Mayor, City of Gibraltar; and Dale DeSloover, Board President, Monroe County ISD.

Motion by Rock Aboud, Councilmember, Village of Beverly Hills, to approve the agenda as presented. The **motion** carried by voice vote.

B. Public Comment

Ms. Grewal offered members of the public three minutes to comment on any agenda item. No comments were received.

C. Approval of Consent Resolution

Ms. Grewal presented the Consent Resolution for approval: Executive Committee minutes from February 23, 2024; Receipt of Financial Statements from February 2024; and Work Program and Budget amendment adding funds from Center for Watershed Protection, Inc. to the FY 2023 – 2024 after introducing Amy O'Leary, Executive Director, SEMCOG, to conduct two test votes to ensure all voting keypads are online with the voting system.

Motion by Brian Marl, Mayor, City of Saline, to approve the Consent Resolution as presented. The **motion** carried by voice vote.

NOW THEREFORE BE IT RESOLVED this 3rd day of May 2024, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approve Work Program and Budget amendment adding \$75,000 of other funding from the Center for Watershed Protection, Inc. to SEMCOG's FY 2023-2024 Work Program and Budget.

D. Report from Chairperson: Mandy Grewal, Supervisor, Pittsfield Township

Ms. Grewal provided information on the upcoming June 27 General Assembly meeting at the One Campus Martius building before Ms. O'Leary provided an

overview of Bloc Caucus elections, Officer elections, and an Executive Committee vacancy election for Oakland County Cities / Villages. The report continued with information on the recent SEMCOG NFL Draft Open House; upcoming 2024 Member Meetups in Oak Park on May 17, Howell on July 10, and Trenton on September 18; and the Safe Streets program rebrand and launch.

E. Report from Transportation Coordinating Council: Lev Wood, Councilmember, Grosse Pointe Farms

Ms. Grewal introduced Lev Wood, Councilmember, Grosse Pointe Farms, and noted Mr. Wood's final report as Chair of the Transportation Coordinating Council, providing commendation to Mr. Wood for dedication and commitment as well as the capacity to prioritize transportation safety for the Southeast Michigan region. Mr. Wood then provided a recommendation by the Transportation Coordinating Council to amend the FY 2023-2026 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP) for Southeast Michigan.

Motion by Lev Wood, Councilmember, Grosse Pointe Farms, to approve as recommended an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) and the 2045 Regional Transportation Plan (RTP) for Southeast Michigan. The **motion** carried by unanimous electronic vote.

WHEREAS, the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP) support 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 2045 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 2045 RTP requires periodic updates to include projects not fully developed at the time the 2045 RTP was originally adopted, to take advantage of new funding and reflect changing priorities;

WHEREAS, SEMCOG is required to develop amendments to the FY 2023-2026 TIP pursuant to Title 23 of the United States Code (USC) Section 134;

WHEREAS, the 2045 RTP and FY 2023-2026 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 2023-2026 TIP are consistent with the 2045 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 125% of the GPA's currently authorized amount, that GPA needs to be amended;

WHEREAS, the 2045 RTP, as amended, remains consistent with regional goals and objectives and federal planning factors and were examined for potential impacts on environmentally sensitive resources;

WHEREAS, impacts resulting from the FY 2023-2026 TIP as amended, are balanced across the region, so that no one population bears a disproportionate negative impact, and the benefits are shared across the region;

WHEREAS, SEMCOG has determined that the amendment to the 2045 RTP and the FY 2023-2026 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 3rd day of May, 2024 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves the amendment of projects to the 2045 RTP and FY 2023-2026 TIP;

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG approves the amendment of four GPAs in the FY2023-2026 TIP;

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits this amendment to the 2045 RTP and the FY 2023-2026 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.

Mr. Wood then introduced Chris Williams, SEMCOG Regional Transportation Plan Coordinator, to present a recommendation of General Assembly adoption of *Vision 2050, the Regional Transportation Plan for Southeast Michigan*. **Motion** by Lev Wood, Councilmember, Grosse Pointe Farms, to approve as recommended the General Assembly adoption of Vision 2050, the Regional Transportation Plan for Southeast Michigan. The **motion** carried by unanimous electronic vote.

WHEREAS, the Vision 2050 Regional Transportation Plan for Southeast Michigan support 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, the Southeast Michigan Council of Governments, is responsible for developing a long-range regional transportation plan;

WHEREAS, the Vision 2050 RTP meets current federal surface transportation legislation, Infrastructure Investment and Jobs Act (IIJA);

WHEREAS, the Vision 2050 RTP meets expectations included in the IIJA focus on establishing a performance-based planning process;

WHEREAS, the Vision 2050 RTP was evaluated for consistency with federal and local regulations and policies;

WHEREAS, the Vision 2050 RTP promotes accessibility and mobility for all people and freight while maintaining community integrity, strategically improves the transportation infrastructure to enhance community and economic vitality, promotes a safe and secure transportation system, and protects the environment, both natural and built;

WHEREAS, the Vision 2050 RTP contains existing conditions and needs, policies and actions, and projects aimed at maximizing regional outcomes and performance measures;

WHEREAS, the Vision 2050 RTP was developed via a comprehensive regional approach, including local elected officials; federal, state, and local agencies; agencies dealing with public transit, human service transportation, development, planned growth, land use, land management, economic development, airport operations, freight movements, safety and security operations, natural resources, environmental protection, conservation, wildlife, and historic preservation; community representatives; special interest groups; and the general public;

WHEREAS, the Vision 2050 RTP is consistent with regional demographic and travel forecasts;

WHEREAS, the Vision 2050 RTP process actively encouraged public participation and consultation agency review;

WHEREAS, the Vision 2050 RTP responds to federal planning factors;

WHEREAS, the Vision 2050 RTP is consistent with regional needs and priorities;

WHEREAS, the Vision 2050 RTP implements the Regional Congestion Management Process and Regional Intelligent Transportation Systems (ITS) Architecture;

WHEREAS, the Vision 2050 RTP incorporates the Regional Transit Authority of Southeast Michigan's (RTA) Regional Transit Master Plan for Macomb, Oakland, Washtenaw, and Wayne Counties, which is included in the Vision 2050 RTP by reference;

WHEREAS, impacts resulting from the Vision 2050 RTP are balanced across the region, so that no one population bears a disproportionate negative impact, and the benefits are shared across the region;

WHEREAS, the Vision 2050 RTP considers the impacts of equitable transportation planning and linkages to housing and land uses;

WHEREAS, potential impacts from the Vision 2050 RTP on environmentally sensitive resources have been examined;

WHEREAS, the Vision 2050 RTP remains within established mobile source emissions budgets for ozone precursors, carbon monoxide, and nitrogen oxides and below the base year level for fine particulate matter;

WHEREAS, the Vision 2050 RTP conforms to the State Implementation Plan for Air Quality as required by the provisions of 40 CFR 51 and 23 CFR 450;

WHEREAS, the Vision 2050 RTP is constrained to identified funding resources;

NOW THEREFORE BE IT RESOLVED, this 27th day of June 2024, THAT the General Assembly of SEMCOG, the Southeast Michigan Council of Governments, adopts the Vision 2050 Regional Transportation Plan for Southeast Michigan;

BE IT FURTHER RESOLVED THAT the General Assembly of SEMCOG submits the Vision 2050 Regional Transportation Plan for Southeast Michigan 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 Environmental Quality, Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency;

AND BE FURTHER RESOLVED THAT the General Assembly of SEMCOG delegates the authority to amend the Vision 2050 RTP and continues the delegation of action on the Transportation Improvement Program to SEMCOG's Executive Committee.

F. Report from Finance and Budget Committee

Ms. Grewal introduced Robert Clark, Mayor, Monroe, who presented contract approvals with Midwest Strategy Group and Dykema for state and federal lobbying services. **Motion** by Robert Clark, Mayor, Monroe, to approve contracts with Midwest Strategies Group for state lobbying services amount not to exceed \$75,000 and Dykema for federal lobbying services amount not to exceed \$84,000 annually, funded by local dollars. The **motion** carried by unanimous electronic vote.

NOW THEREFORE BE IT RESOLVED this 3rd day of May 2024, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, authorizes the Executive Director, or her designee, to enter into ongoing annual contracts with Midwest Strategies Group (MSG) for state lobbying services amount not to exceed \$75,000 and Dykema for federal lobbying services amount not to exceed \$84,000.

Mr. Clark then presented a second recommendation to approve contracts with five consultants to facilitate Road Safety Audits (RSAs). **Motion** by Robert Clark, Mayor, Monroe to approve contracts with five consultants to facilitate Road Safety Audits (RSAs) on an as-needed basis for the duration of SEMCOG's Safe Streets and Roads for All (SS4A) RSA Program for an amount not to exceed \$500,000 funded by federal dollars. The **motion** carried by unanimous electronic vote.

NOW THEREFORE BE IT RESOLVED this 3rd day of May 2024, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, authorizes the Executive Director, or her designee, to enter into contracts with AECOM, C2G, Fishbeck, OHM, and WSP to facilitate Road Safety Audits on an as-needed basis for the duration of SEMCOG's SS4A RSA Program, for a total amount not to exceed \$500,000.

G. Report from SEMCOG Executive Director, Amy O'Leary

Ms. Grewal introduced Amy O'Leary, Executive Director, SEMCOG, who presented information on the following items before introducing Iris Steinburg, SEMCOG Transportation Modeling and Mobility Planner II, to discuss Commuter Connect and this month's Commuter Challenge:

- Calls for future Transportation Improvement Program (TIP) development projects for FY 2026 - 2029

- A discussion on the Congressional office fiscal year 2024 appropriation community project requests and deadlines for the FY 2025 appropriation project requests with approximately 80 letters of support provided by SEMCOG
- An overview of testifying at the House Transportation and Infrastructure Committee hearing and the benefits of competitive grant funding for the Southeast Michigan region under the Bipartisan infrastructure Law
- An update on air quality designations and exceptional event data
- Federal and State Legislative updates
- A Quick Facts reporting of recreational vehicles in Southeast Michigan
- A call for FY 2025 Planning Assistance Program applications for multi-community and regional impactful planning projects due May 24, 2024, and a Planning Assistance Program award overview since launch in 2019
- The creation of a regional library of planning resources ([Interactive Planning Assistance Program map](#)) to track projects and completed plans with member award examples from the website.
- The announcement of seven new Transportation Alternatives Program (TAP) project awards in the region representing \$4.4 million and eight Road Safety Audit (RSA) awards
- A reporting of local media stories of federal resources in the region for community improvements
- A call for Regional Ambassador nominations
- An update on Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program award funding of \$900,000 to develop a Regional Improvement Plan (RIP), strengthen transportation resilience, and protect the region from flooding
- A discussion on Climate Pollution Reduction Grant (CPRG) applications and projects across Michigan and in partnership with other states
- Staff recognition and appreciation to Sayeed Mallick, SEMCOG Transportation Modeling & Mobility Planner III, for thirty years of service
- A welcome to new staff, Taylor Abdulhadi, SEMCOG Data Analysis GIS Analyst II
- A preview of upcoming SEMCOG events and training opportunities

H. Upcoming Meetings

Ms. Grewal reminded Executive Committee members about the following upcoming meetings while also informing them that Committee elections will take place at the upcoming General Assembly:

- **General Assembly** - Thursday, June 27, 2024, One Campus Martius (Detroit)
- **Executive Committee** – Friday, July 26, 2024, SEMCOG Offices (Detroit)

I. Adjourn

There being no further business, the Executive Committee was adjourned at 2:36 p.m.

Respectfully submitted,



Michael Spence
Committee Clerk

**Executive Committee Meeting Attendance
May 03, 2024**

Below is a list of Executive Committee Members. Members present at this meeting are indicated by bold typeface:

Chair Pauline Repp, Mayor, City of Port Huron

First Vice Chair Dr. Mandy Grewal, Supervisor, Pittsfield Charter Township

Vice Chair Laura Kropp, Mayor, City of Mount Clemens

Vice Chair Gwen Markham, Commissioner, District 15, Oakland County

Vice Chair Michelle Nard, Commissioner, District 12, Macomb County

Vice Chair Diana McKnight – Morton, Trustee, Washtenaw Community College

Immediate Past Chair Chris Barnett, Supervisor, Charter Township of Orion

Rock Abboud, Councilmember, Village of Beverly Hills

Jorja Baldwin, Vice Chairperson, Board of Commissioners, District 2, St. Clair County

Mary Blackmon, Secretary, Wayne County RESA

Jeff Bohm, Chairperson, Board of Commissioners, District 5, St. Clair County

Robert Clark, Mayor, City of Monroe

David Coulter, County Executive, Oakland County

David J. Domas, Commissioner, District 2, Livingston County

Donald Dudas, Trustee, Port Huron Charter Township

Michael Duggan, Mayor, City of Detroit

Warren Evans, County Executive, Wayne County

Cathy Garrett, Clerk, Wayne County

Anne Marie Graham-Hudak, Supervisor, Charter Township of Canton

Jay Gross, Commissioner, District 9, Livingston County

Mark Hackel, County Executive, Macomb County

Abdul Haidous, Commissioner, District 11, Wayne County

Lisa Hicks-Clayton, Treasurer, City of Dearborn Heights

Timothy Killeen, Commissioner, District 1, Wayne County

Joe LaRussa, Mayor, City of Farmington

Jan Lobur, Mayor Pro Tem, City of Howell

Jason Maciejewski, Commissioner, District 1, Washtenaw County

Brian Marl, Mayor, City of Saline

David Massaron, Chair, Regional Transit Authority of Southeast Michigan

William Miller, Commissioner, District 16, Oakland County

Yousef Rabhi, Commissioner, District 8, Washtenaw County

Randy Richardville, Vice Chairperson, Board of Comm'r, District 5, Monroe County

Eric Sabree, Treasurer, Wayne County

Michael Sedlak, Clerk, Green Oak Charter Township

Thomas Semaan, Mayor, City of New Baltimore

Mary Sheffield, Council President, Dist. 5, City of Detroit

David Thompson, Drain Commissioner, Monroe County

Donald VanSyckel, Commissioner, District 5, Macomb County

Alan VanWashenova, Supervisor, Frenchtown Charter Township

Frank Viviano, Supervisor, Macomb Township

Philip Weipert, Commissioner, District 13, Oakland County

Anthony Wickersham, Sheriff, Macomb County

Brad Wieferich, Director, MDOT

Lev Wood, Councilmember, City of Grosse Pointe Farms

Dave Woodward, Chairperson, Board of Commissioners, District 1, Oakland County

Coleman Young, Council Member At Large, City of Detroit

Bernard Youngblood, Register of Deeds, Wayne County

Below is a list of Executive Committee Member Alternates. Alternate members present at this meeting are indicated by bold typeface:

Aundrea Armstrong, Deputy Administrator, Monroe County

Scott Barb, Planning Director, Livingston County

Michael Bosanac, Administrator/Chief Financial Officer, Monroe County

Dillon Breen, Trustee, Schoolcraft College

Sean Carlson, Deputy County Executive, Oakland County

Charlie Cavell, Commissioner, District 19, Oakland County

Terry Croft, Trustee, Genoa Charter Township

Dennis Delor, Parks & Recreation Director, St. Clair County

Dale DeSloover, Board President, Monroe County ISD

Sharlan Douglas, Commissioner, City of Royal Oak

Kathy Elliott, Treasurer, Charter Township of Chesterfield

Eddie Fakhoury, Assistant County Executive, Wayne County

Lynette Findley, Clerk, Superior Charter Township

Jim Gardner, Mayor, City of Luna Pier

Marcia Gershenson, Commissioner, District 11, Oakland County

David Glaab, Supervisor, Huron Charter Township

Donald Green, Supervisor, Charter Township of Milford

Kathy Hayman, Mayor, City of Marysville

Justin Hodge, Chairperson, Board of Commissioners, District 5, Washtenaw County

Brendan Johnson, Commissioner, District 4, Oakland County

Karen Joliat, Commissioner, District 8, Oakland County

Andrew Kandrevas, Director, Department of Public Services, Wayne County

Josh Kofflin, Councilmember, City of Milan

Marilyn Lane, Executive Office - Strategic Policy and Govt. Relations, Macomb County

Michael Lesich, Mayor, City of Fraser

Edward Neiman, Trustee, Charter Township of China

Craig Newell, Administrator, Statewide Trans. Planning Division, MDOT

Tammy Patton, Trustee, Charter Township of Clinton

Angela Powell, Commissioner, District 9, Oakland County

Al Prieur, Deputy Supervisor, Bedford Township

John Paul Rea, Deputy County Executive, Macomb County

Katie Scott, Commissioner, District 9, Washtenaw County

Martha Scott, Commissioner, District 3, Wayne County

Hassan Sheikh, Director, Economic Development, Wayne County

Garrett Shumate, Mayor, City of Gibraltar

Candice Smith-Parker, Scheduler for Warren Evans, Wayne County

Robert Stanford, AICP, PEM, Principal Planner, Livingston County

Trisha Stein, Chief Strategy Officer, Mayor's Office, City of Detroit

Benjamin Stupka, Executive Director, Regional Transit Authority of Southeast Michigan

James Tate, Council President Pro Tem, District 1, City of Detroit

Linnie Taylor, Commissioner, District 18, Oakland County

Kristoffer Tobbe, Mayor, City of Brighton

Sheila Tomkowiak, Mayor, City of Grosse Pointe

Assad Turfe, Deputy County Executive, Wayne County

Mark Vanderpool, City Manager, City of Sterling Heights

Lindsay Wallace, Planning Director, St. Clair County

Below is a list of Executive Committee Non-Voting members. Non-voting members present at this meeting are indicated by bold typeface:

At-Large

Colin Bird, Consul General, Consulate General of Canada

Michele Economou Ureste, Executive Director, Workforce Intelligence Network

Michael Karson, Chief Executive Officer and President, Area Agency on Aging 1-B

Maureen Krauss, President And CEO, Detroit Regional Partnership

Claude Molinari, President and CEO, Detroit Metro Convention and Visitors Bureau

Gregory Pitoniak, Chief Executive Officer, Southeast Michigan Community Alliance

Robert Taubman, Chairman And CEO, Taubman Centers, Inc.

Ronald Taylor, President And CEO, Area Agency on Aging 1-A

Non-Voting

Ryan Buck, Director, Washtenaw Area Transportation Study

Matt Carpenter, CEO, Ann Arbor Area Transportation Authority

Steve Currie, Executive Director, Michigan Association of Counties

Deborah Dingell, Congresswoman, Dist. 6, U.S. House of Representatives

Rodrick Green, Commissioner, Washtenaw County Road Commission

Tiffany Gunter, Deputy GM & COO, Suburban Mobility Authority for Regional Transportation

Donald Hubler, Secretary, Board of Education, Macomb ISD

Russell Jorgenson, Division Administrator, Federal Highway Administration

Carissa Markel, Transportation Planning Manager, Road Commission for Oakland County

Amy McMillan, Executive Director, Huron-Clinton Metroparks

Anthony Minghine, Deputy Executive Director/COO, Michigan Municipal League

Andy Pickard, Transportation Planning Group Leader, Federal Highway Administration

Bryan Santo, Director, Macomb County Department of Roads, Macomb County

Neil Sheridan, Executive Director, Michigan Townships Association

Sandy Spang, President, Toledo Metropolitan Area Council of Governments

William Wolfson, Chief Administrative and Compliance Officer, GLWA - Great Lakes Water Authority

Guests

Donald Boynton, Trustee, Van Buren Township

Frank Fogarty, Board of Review, City of South Lyon

Matt Galbraith, Transportation Planner, MDOT – Metro Region

Martha Haglund, Principal Planner, Livingston County

Steve Kennedy, Mayor, City of South Lyon

Brian Turnbull, Mayor, City of Northville

SEMCOG Staff in attendance

Kylia Allen, Specialist, IT Support II

Naheed Huq, Manager, Economic and Community Vitality

Sydney Jackson, Specialist II, Communications

Lindsey Kerkez, P.E., Civil Engineer III

Jaylyn King, Staff Assistant, Planning Division

Amy Malmer, Manager, Membership

Janet Mocadlo, Planner III

Bryan O'Connor, Executive Assistant

Amy O'Leary, Executive Director

Brian Pawlik, Planner III, Modeling and Mobility

Michael Spence, Administrator, Government Affairs

Iris Steinberg, Planner II, Transportation Modeling and Mobility

David Struck, Planner III, Economic and Community Vitality

Vincent Synowicz, Accountant II, Finance

Dr. Sheryl Theriot, Director, External Affairs

Kevin Vettraino, Director, Planning

Margaret Warner, Finance Manager

Chris Williams, Regional Transportation Plan Coordinator, Transportation Planning and Programming

Lev Wood, Chairperson
Councilmember, City of Grosse Pointe Farms

DATE: June 27, 2024

TO: General Assembly

SUBJECT: Vision 2050 Regional Transportation Plan for Southeast Michigan

Summary of Action Requested

The General Assembly is requested to adopt the [Vision 2050 - the Regional Transportation Plan for Southeast Michigan](#).

Policy implications

SEMCOG is responsible for regional planning in Southeast Michigan, including developing the long-range Regional Transportation Plan (RTP). This action by elected officials working with SEMCOG is essential for federal transportation funds to flow into Southeast Michigan. The plan describes the actions needed to improve the quality, reliability, and safety of the transportation system, increase shared economic prosperity, enhance fiscal sustainability, expand access to vital destinations, make communities more desirable, and protect the environment.

The plan will guide much of the content of SEMCOG's work program, adopted annually by the Executive Committee, and the associated allocation of the organization's staff and fiscal resources.

Background

The RTP is a long-range vision and strategy document that identifies current and future transportation needs, sets priorities for planning, and directs investment in the regional transportation system. The Vision 2050 RTP takes a comprehensive look at regional transportation priorities covering pavement and bridge conditions, traffic safety, transit, access, environmental impacts, congestion management, bicycle and pedestrian travel, freight transportation, international border crossings, and tourism. Policies and actions are provided for each.

The plan includes guiding principles, challenges and overarching policies that have been reviewed and approved by SEMCOG's Transportation Coordinating Council and Executive Committee. Together, these three pillars set the tone for the actions incorporated into the plan.

Guiding Principles

The guiding principles for the Vision 2050 RTP cover the breadth of transportation's impact in the region, developed from data analysis, public outreach, and SEMCOG's

Vision 2050 Regional Transportation Plan for Southeast Michigan

vision. These six guiding principles express the underlying regional values that set the framework for developing planning activities, policies, transportation projects, and performance management included in this plan:

- Provide planning solutions that support our unique and diverse region
- Drive a dynamic, talent-rich economy
- Steward environmental and cultural resources
- Connect people safely to jobs and essential services
- Promote coordinated and effective public services
- Educate and engage local leaders and residents

Overarching Policies

The overarching policies address transportation priorities in the region and incorporate information from regional guiding principles, data analysis, public outreach, and SEMCOG's existing plans and vision. These overarching policies shape the actions developed for each transportation topic and outline future planning activities, project implementation, and performance management in the Vision 2050 RTP. The seven transportation policies for Southeast Michigan are:

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

View the complete document [here](#).

While outreach has been ongoing throughout the entire process of plan development, the required public review and comment period for the Vision 2050 Regional Transportation Plan for Southeast Michigan began on April 22, 2024 and concludes with today's meeting.

Action by other committees

Vision 2050 Regional Transportation Plan for Southeast Michigan

The Transportation Coordinating Council recommended the plan for adoption on April 18, 2024. The Executive Committee recommended the plan for adoption on May 3, 2024.

Action Requested

The General Assembly is requested to adopt the Vision 2050 the Regional Transportation Plan for Southeast Michigan via the attached resolution.

Vision 2050 Regional Transportation Plan for Southeast Michigan

**General Assembly Resolution
to Adopt Vision 2050 the Regional Transportation Plan (RTP) for Southeast
Michigan
June 27, 2024**

WHEREAS, the Vision 2050 Regional Transportation Plan for Southeast Michigan support 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, the Southeast Michigan Council of Governments, is responsible for developing a long-range regional transportation plan;

WHEREAS, the Vision 2050 RTP meets current federal surface transportation legislation, Infrastructure Investment and Jobs Act (IIJA);

WHEREAS, the Vision 2050 RTP meets expectations included in the IIJA focus on establishing a performance-based planning process;

WHEREAS, the Vision 2050 RTP was evaluated for consistency with federal and local regulations and policies;

WHEREAS, the Vision 2050 RTP promotes accessibility and mobility for all people and freight while maintaining community integrity, strategically improves the transportation infrastructure to enhance community and economic vitality, promotes a safe and secure transportation system, and protects the environment, both natural and built;

WHEREAS, the Vision 2050 RTP contains existing conditions and needs, policies and actions, and projects aimed at maximizing regional outcomes and performance measures;

WHEREAS, the Vision 2050 RTP was developed via a comprehensive regional approach, including local elected officials; federal, state, and local agencies; agencies dealing with public transit, human service transportation, development, planned growth, land use, land management, economic development, airport operations, freight movements, safety and security operations, natural resources, environmental protection, conservation, wildlife, and historic preservation; community representatives; special interest groups; and the general public;

WHEREAS, the Vision 2050 RTP is consistent with regional demographic and travel forecasts;

Vision 2050 Regional Transportation Plan for Southeast Michigan

WHEREAS, the Vision 2050 RTP process actively encouraged public participation and consultation agency review;

WHEREAS, the Vision 2050 RTP responds to federal planning factors;

WHEREAS, the Vision 2050 RTP is consistent with regional needs and priorities;

WHEREAS, the Vision 2050 RTP implements the Regional Congestion Management Process and Regional Intelligent Transportation Systems (ITS) Architecture;

WHEREAS, the Vision 2050 RTP incorporates the Regional Transit Authority of Southeast Michigan's (RTA) Regional Transit Master Plan for Macomb, Oakland, Washtenaw, and Wayne Counties, which is included in the Vision 2050 RTP by reference;

WHEREAS, impacts resulting from the Vision 2050 RTP are balanced across the region, so that no one population bears a disproportionate negative impact, and the benefits are shared across the region;

WHEREAS, the Vision 2050 RTP considers the impacts of equitable transportation planning and linkages to housing and land uses;

WHEREAS, potential impacts from the Vision 2050 RTP on environmentally sensitive resources have been examined;

WHEREAS, the Vision 2050 RTP remains within established mobile source emissions budgets for ozone precursors, carbon monoxide, and nitrogen oxides and below the base year level for fine particulate matter;

WHEREAS, the Vision 2050 RTP conforms to the State Implementation Plan for Air Quality as required by the provisions of 40 CFR 51 and 23 CFR 450;

WHEREAS, the Vision 2050 RTP is constrained to identified funding resources;

NOW THEREFORE BE IT RESOLVED, this 27th day of June 2024, THAT the General Assembly of SEMCOG, the Southeast Michigan Council of Governments, adopts the Vision 2050 Regional Transportation Plan for Southeast Michigan;

BE IT FURTHER RESOLVED THAT the General Assembly of SEMCOG submits the Vision 2050 Regional Transportation Plan for Southeast Michigan 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 Environmental Quality, Federal Highway Administration, Federal Transit Administration, and U.S. Environmental Protection Agency;

Vision 2050 Regional Transportation Plan for Southeast Michigan

AND BE FURTHER RESOLVED THAT the General Assembly of SEMCOG delegates the authority to amend the Vision 2050 RTP and continues the delegation of action on the Transportation Improvement Program to SEMCOG's Executive Committee.

ATTEST: _____
Committee Clerk

DATE: _____

SEMCOG

Nominating Committee

Philip Weipert, Chairperson
Oakland County Commissioner

June 27, 2024

TO: General Assembly

FROM: Nominating Committee:

City and Village Bloc — Lev Wood, Grosse Pointe Farms Councilmember
County Bloc — Philip Weipert, Oakland County Board of Commissioners
Education Bloc — Don Hubler, Macomb ISD Secretary
Township Bloc — Lynette Findley, Superior Township Clerk

SUBJECT: Nominating Committee Report — Election of 2024-2025 SEMCOG
Officers and Delegates At-Large

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Summary of actions requested

Election of SEMCOG First Vice Chair, four Vice Chairs, and up to 10 Delegates At-Large will be conducted at the General Assembly. The Nominating Committee is pleased to nominate the following slate of officers for consideration at the June 27, 2024 General Assembly:

First Vice Chairperson Gwen Markham, Oakland County Commissioner

Vice Chairpersons Anne Marie Graham-Hudak, Canton Township Supervisor
Laura Kropp, Mount Clemens Mayor
Diana McKnight-Morton, Washtenaw Community College
Trustee
Michelle Nard, Macomb County Commissioner

Your action to elect the nominees above would result in the following full list of SEMCOG Officers for 2024-2025:

Chairperson Mandy Grewal, Pittsfield Township Supervisor
First Vice Chairperson Gwen Markham, Oakland County Commissioner

Vice Chairpersons Anne Marie Graham-Hudak, Canton Township Supervisor
Laura Kropp, Mount Clemens Mayor
Diana McKnight-Morton, Washtenaw Community College
Trustee
Michelle Nard, Macomb County Commissioner

Immediate Past Chair Pauline Repp, Port Huron Mayor

The committee also nominated a slate of candidates to be Delegates At-Large. These individuals are ex-officio, non-voting members with regional interest and influence who contribute to the quality of life in Southeast Michigan. The slate of candidates follows:

Delegates At-Large

Colin Bird, Consul General
Consulate General of Canada, Detroit

Michele Economou Ureste, Executive Director
Workforce Intelligence Network

Michael Karson, Chief Executive Officer and President
Area Agency on Aging 1-B

Maureen Krauss, President and CEO
Detroit Regional Partnership

Daniel Mahoney, Director Corp. & Gov't Affairs
DTE Energy

Claude Molinari, President/CEO
Metro Detroit Convention & Visitors Bureau

Hayley Murphy, Executive Director/CEO
Detroit Zoological Society

Gregory Pitoniak, Chief Executive Officer
Southeast Michigan Community Alliance (SEMCA)

Robert Taubman, Chairman, President & CEO
Taubman Centers, Inc.

Ronald Taylor, President and CEO
Detroit Area Agency on Aging

Background

Pursuant to SEMCOG Bylaws, the Chairperson serves one year and is automatically succeeded by the First Vice Chairperson as long as he/she remains eligible. The current SEMCOG Chairperson will serve as Immediate Past Chairperson. The four additional Vice Chairpersons are elected annually to one-year terms. Vice Chairs can serve more

Nominating Committee Report

than one term. Only elected officials who are delegates or alternates on the 2024-2025 Executive Committee are eligible to be nominated as a SEMCOG officer. The Bylaws also specify that each Bloc shall have at least one officer, and no more than two officers representing the same Bloc, i.e., County Bloc, City and Village Bloc, Township Bloc, and Education Bloc. In developing this slate of officers, the Nominating Committee also considered level of involvement, geographic distribution, race, gender, community size, and party affiliation diversity. The goal in developing the slate is to have officers representing the broad range of interests in the region.

SEMCOG Bylaws also allow nominations to be made from the floor during the General Assembly.

Action requested

Nominating Committee Chairperson Philip Weipert will request your support.

ATTEST: _____ DATE: _____
Committee Clerk



Fiscal Year 2025 Appropriations Process Underway in Both Chambers. Congress is now fully enveloped in the government funding process, as the Senate most recently announced it would begin Appropriations Committee markups after the Fourth of July recess. For the past month, the House Appropriations Committee has released seven of the twelve government funding bill texts before their Subcommittee and Full Committee markups. The five unreleased bills contain the majority of the Community Project Funding (CPF) Requests: Commerce, Justice, Science (set to be released on June 26); Energy and Water (June 28); Labor, Health and Human Services, Education (June 27); Interior and Environment (June 28); and Transportation, Housing and Urban Development (June 27). On June 7, The Military Construction/Veterans Affairs Subcommittee bill was the first bill to be approved by the full House by a party-line vote of 209-197. While this bill is typically the least controversial, House Democrats opposed the measure due to the inclusion of numerous GOP-led amendments barring funds from implementing abortion services, diversity, equity, and inclusion activities, climate change mitigation, and eliminating programs from the Inflation Reduction Act. House GOP leadership is aiming to pass the remaining eleven bills before the August recess. However, opposition by Democrats over similar amendments and disagreements within the Republican Conference over spending levels will make future bills more challenging to get approved by the House. While the Senate has not released its bills yet, the expectation is their versions will be more bipartisan and garner support from both sides of the aisle. Regardless, the expectation is that Congress will be forced to approve a Continuing Resolution (CR) to keep the government funded after the end of the fiscal year on September 30. No decisions have been made yet over the length of a CR. In the last Presidential election cycle, the CR ran into the following year to allow incoming President Trump to have input on the funding measures. In Presidential elections prior to that, Congress regularly pushed to complete work on appropriations before the end of the new year so that the new President could concentrate on his priorities from the outset. In either case, the final versions of the spending bills were nearly identical to what was previously approved by Congress, although the results of the November elections will ultimately determine the length of the CR, final funding levels and when Congress completes its work on FY2025 appropriations.

Water Resources Development Act (WRDA) with Great Lakes Restoration Initiative (GLRI) Authorization Pass Senate Panel. On May 22, 2024, the Senate Environment and Public Works Committee passed the WRDA Reauthorization of 2024 by a unanimous vote. The bill authorizes \$3 billion for 81 feasibility studies and 8 new or modified construction projects. In its current form, the bill does not contain a GLRI reauthorization. But, the bill does direct the Army Corps of Engineers to continue implementing all of the

previous WRDA projects and to educate counties about maintenance responsibilities, as well as improving the Corps' online permit finder resource, increasing federal cost share for inland waterway projects, and increasing the Corps' project contribution cap. The House Transportation and Infrastructure Committee has stated that they are eyeing a June markup, but nothing has been scheduled for the last week of the June session that runs from June 24-28.

New Regulations Could Be Subject to the Congressional Review Act. With the Congress often gridlocked between the Democratic-controlled Senate and the Republican-controlled House of Representatives, the Biden Administration has relied on its regulatory authority to enact its policy priorities. However, as we get closer to the end of the President's term, those rules could eventually be repealed under the Congressional Review Act (CRA) should President Biden lose his reelection bid and Republicans win control of both the House and Senate. The CRA provides Congress an opportunity to review and possibly overturn rules filed in the 60 legislative days before Congress adjourns the session. To overturn a rule, both houses of Congress must pass a joint resolution of disapproval by a simple majority and then signed by the President. It is also important to note that if a CRA resolution is enacted, it invalidates the rule in question and bars the agency from issuing another rule in "substantially the same form" as the disapproved rule. Based on the current legislative schedule, the current CRA deadline would be May 22, 2024. If Republicans win the White House and majorities in the House and Senate, rules such as the lead and copper rule and potentially the updated Corporate Average Fuel Economy (CAFÉ) standards could be reversed. For reference during his first months in office, President Trump signed 14 resolutions repealing regulations finalized under President Obama.

EPA Lead and Copper Rule (LCR) Updates Still Pending. On November 30, 2023, EPA published proposed LCR Improvements (LCRI). The LCRI proposed various changes to the requirements including:

- Eliminating the lead trigger level and reducing the action level to 10 ppb from 15 ppb;
- Requiring systems to replace LSLs within 10 years;
- Extending LSL inventory requirements to require identification of unknown materials;
- Increasing required monitoring protocols to include collecting both 1st and 5th-liter samples; and
- Expanding requirements for systems with multiple lead action level exceedances, including additional outreach and providing certified point of use filters to all consumers.

EPA still plans to finalize the LCRI requirements in the fall of 2024. However, as mentioned above, that timeframe will subject the Rule to expedited repeal under the Congressional Review Act (CRA) if Republicans win control of the White House and both chambers in Congress.

House Passes Wastewater Infrastructure Pollution Prevention and Environmental Safety (WIPPES) Act. On June 2, the House of Representatives passed H.R. 2964, the WIPPES Act, authored by Rep. Lisa McClain (R-MI). The bill requires the Federal Trade Commission to issue regulations requiring entities responsible for the labeling or retail packaging of certain premoistened, nonwoven wipes (e.g., baby wipes, cleaning wipes, or personal care wipes) to label such products clearly and conspicuously with the phrase *Do Not Flush* and accompanying symbol as depicted under specified industry guidelines. The bill passed the House by an overwhelming majority of 351-56. Congresswoman McClain's office is optimistic the bill will be approved by the Senate in the near term and become law.

House Legislation Introduced to Restore Advance Refunding for Tax-Exempt Municipal Bonds. On May 14, Rep. Terri Sewell (D-AL) introduced H.R.2634, the Local Infrastructure Financing Tools (LIFT) Act, which would make several significant adjustments to municipal finance that could aid water infrastructure projects. Specifically, this legislation would restore advance refunding of tax-exempt municipal bonds, which has been unavailable since the enactment of the Tax Cuts and Jobs Act in 2017. It would also increase the small issuer exception on bank-qualified (BQ) debt from \$10 million to \$30 million, and authorize the use of American Infrastructure Bonds. The bill is not likely to pass this year, but rather was introduced to gain support in advance of Congress' anticipated tax legislation in 2025 when many of the major provisions of the 2017 tax bill expire.



SEMCOG State Legislative Report June 2024

STATE ADVOCACY

House and Senate FY 2025 Budgets Advance

Negotiations with the Governor's office, House and Senate leadership are still on going. Final targets are to come sometime this week and the budget is expected to be completed before July 1, 2024. After the budget is completed, the legislature will adjourn for the summer. Negotiations were redirected last week due to ongoing conversations regarding the proposed changes to SOAR.

House and Senate appropriations subcommittees began reporting their first versions of the FY 2025 budgets in mid-April. SEMCOG has been directly engaged in a number of efforts across the budgets to secure important funding and boilerplate changes, including the following:

- Revenue Sharing Trust Fund – Both the House and Senate included the proposal in their General Government budgets. Statutory revenue sharing to cities, townships and villages would increase by \$60.2 million, or 20.5 percent, and county revenue sharing would increase \$52.5 million, also 20.5 percent. SEMCOG has been actively supporting the implementing legislation ([HB 4274](#) and [HB 4275](#)) that creates a dedicated funding source for the Revenue Sharing Trust Fund from 8 percent of the sales tax revenue at a 4 percent rate.
- Local Bus Operation Funding -- The House Appropriations Transportation Subcommittee increased local bus operation funding from \$5 million to \$12.5 million and added an additional \$25 million in one-time funding. SEMCOG sent a letter to legislators calling for increased local bus funding.
- Drinking Water Intake Monitoring – The House Environment, Great Lakes and Energy budget included \$1.5 million to an early warning system along the 80-mile Huron to Erie drinking water intake corridor. This request was spearheaded by SEMCOG and included formal written requests and local official outreach to secure support.
- Green Stormwater Infrastructure Funding – The Senate Environment, Great Lakes and Energy budget included revised boilerplate language to ensure SEMCOG and other regional councils can access grant programs for green stormwater infrastructure projects. SEMCOG engaged Southeast Michigan GREEN Initiative partners The Audubon Society and Ducks Unlimited along with the Michigan Association of Regions to support formal outreach efforts on this request.

Weight Restrictions on Electric Trucks

[SB 501](#), would amend the Michigan Vehicle Code to Allow an electric vehicle or combination of electric vehicles weighing up to 82,000 pounds to exceed current axle loading and weight load maximums by up to 2,000 pounds. The bill would also increase, from 80,000 to 82,000 pounds, the maximum gross weight of a natural gas-powered vehicle or combination of natural gas-powered vehicles that could exceed current axle loading and weight load maximums by up to 2,000 pounds. Electric vehicles are often heavier than their diesel counterparts because of the weight of their batteries. This additional weight ultimately would decrease the amount of cargo that an electric vehicle could transport, and testimony before the Senate Committee on Transportation and Infrastructure indicates that many truck carriers are unwilling to sacrifice this cargo space. If carriers do not accommodate heavier batteries, the transition to electric semitrucks would be delayed, and so it has been suggested that the weight load maximums for electric semitrucks be increased. SB 501 was reported from the House Transportation, Mobility and Infrastructure Committee and is awaiting a final vote in the House of Representatives. SEMCOG submitted a card of support.

Stormwater Management Utility Act

[SB 660](#), would enact the "Stormwater Management Utility Act" to allow a local unit of government to create a stormwater management utility by adopting a stormwater management plan and a stormwater management utility fee ordinance. The plan would have to include details about the utility's service area

and the method for calculating the fee, among other things. The fee ordinance would create a fee for residents that received stormwater management services, and the fee would have to be proportionate to a resident's use based on methods generally accepted by stormwater management professionals. The bill was introduced in November of 2023 and recently received a hearing in the Senate Local Government Committee. SEMCOG submitted a card of support and sent a letter of support to the committee members.

Inland Lake Levels Debated by Senate Natural Resources Committee

[SB 662](#), would amend Part 307 (Inland Lake Levels) of the Natural Resources and Environmental Protection Act and modify the definition of "normal level" related to inland lakes to allow for temporary fluctuations in water level resulting from weather, natural events, or construction activities. SB 662 would also exempt financing for dams under Part 307 from a current cap on the total amount of bonds and notes that a special assessment district may issue. The bill passed out of the Senate on February 28, 2024 and was referred to the House Natural Resources, Environment, Tourism and Outdoor Recreation Committee, where multiple hearings were held. The House committee reported the bill to the House floor on June 13, 2024. SEMCOG submitted a card of support in the Senate and House committees.

Retirees Could Return to Work in County Sheriff Offices Without Suspending Benefits

The House passed [HB 5203](#) that helps address sheriff department staffing challenges by allowing retired county employees who work at a sheriff's office to continue to receive their retirement benefits. In order to do so, the retiree is not eligible for any other benefits from the county, cannot be a member of the county retirement plan or receive additional retirement credits, and cannot receive an increase in pension or retirement benefits because of the employment. Under current law they would be required to suspend their retirement benefit payments to return to employment. SEMCOG submitted a card of support. The bill was reported from the Senate Local Government Committee on June 12, 2024 and is awaiting a full vote on the Senate floor.

SOAR Changes Upped To 50% For Michigan 360 Fund Use

The Senate made major changes to the Strategic Outreach and Attraction Reserve bill package ([SB 559](#), [SB 560](#), [SB 561](#) & [SB 562](#)) reserving 50% of the funds in the program for local community needs rather than large job creation projects. This was a huge shift in the use of the funds in the program as the original proposal was to set aside 20 percent for this purpose. SB 559 and SB 562 were passed out of the Senate on March 19, 2024 and were referred to the House Economic Development and Small Business Committee, where a hearing was held. SEMCOG supported both bills during the committee hearings. SB 559 and SB 562 were reported from the House committee on June 11, 2024 and currently await a full vote on the House floor.

The House of Representatives also introduced [HB 5768](#), [HB 5769](#), and [HB 5770](#), which are tied to SB 559 and SB 562. House Bill 5769 would create a new act to establish a grant program for public transit operations, to be funded by a proposed Michigan Mobility Trust Fund and administered by a new authority created within the Department of Transportation. House Bill 5768 would amend the Income Tax Act to replace the current SOAR Fund distribution with distributions to the Michigan Mobility Trust Fund, the Make it in Michigan Fund, and the Michigan Housing and Community Development Fund through the 2034-35 fiscal year. House Bill 5770 would amend the Michigan Trust Fund Act to establish the Michigan Mobility Trust Fund. The House Economic Development and Small Business Committee reported these bills and they are currently awaiting a final vote on the House floor.

Increased Fines for Repeat Blight Offenders

The Senate Housing and Human Services Committee reported legislation ([HB 4332](#)) amending the Home Rule City Act to increase the penalties local officials could impose on property owners when multiple blighted property violations have been ignored. SEMCOG supported the bill, which addresses a loophole that allows property owners who simply pay their fine to avoid the threat of a misdemeanor charge and potential jail time while never actually cleaning up the blight. The changes would ensure the misdemeanor charge is triggered when a property owner does not address the blight violation. The bill was passed out of the Senate on May 1, 2024 with a substitute. The bill is awaiting a final vote in the House of Representatives to approve the Senate changes.

Vulnerable Roadway User Bills Contemplated in House Committee

The House Transportation, Mobility and Infrastructure Committee received testimony from a number of advocates on [HB 5223](#) & [HB 5224](#). The bills are part of a package with [SB 617](#) and [SB 618](#) that collectively make up a pedestrian and other vulnerable roadway user safety package. The bills include significant penalties for violations that cause serious injury or death to pedestrians and other vulnerable roadway users, including those using electric personal assistive mobility devices, electric bicycles, electric skateboards or bicycles. SEMCOG formally supported the bills in committee. HB 5223 and HB 5224 were passed by the House of Representatives on June 4, 2024. The bills have been referred to the Senate and are awaiting further action. SB 617 and SB 618 were passed by the Senate on June 5, 2024. The bills have been referred to the House of Representatives and are awaiting further action.

Senate Committee Considers School Bus Safety Bills

The Senate Transportation and Infrastructure Committee received testimony on legislation supported by SEMCOG that would change the penalties for failing to stop for a school bus. Under [HB 4928](#), the registered owner of a vehicle that fails to stop would be responsible for a civil infraction, regardless of who was operating the vehicle. It would also increase the fine from \$100 to at least \$250. Meanwhile, [HB 4929](#) would require the fines under HB 4928 be distributed to

school districts for stop-arm camera systems and [HB 4930](#) would allow school buses to install the stop-arm camera systems, which can capture images of the vehicle and the registration plate on the rear of the vehicle. The Senate Transportation and Infrastructure Committee reported HB 4928, HB 4929, and HB 4930 on June 6, 2024. The bills are now waiting for a final vote on the Senate floor.

Reduced Speed Limit Bill Signed into Law

Legislation SEMCOG advocated in support of, [HB 4012](#), was signed into law by Governor Whitmer in late March. The new law will allow the speed limit on a local or county road to be set below the eighty-fifth percentile speed if an engineering and safety study demonstrated a lower speed was warranted. The bill is now Public Act 33 of 2024.

Court Fee Sunset Extension Bill Passed Before Deadline

A bill extending the upcoming May 1 deadline for trial courts to charge operational fees on guilty defendants ([HB 5392](#)) is headed to the Governor's desk, after Senate Democrats detached the legislation from a controversial tie-bar in order to receive immediate effect support from Republicans. The bill extends the deadline from May 1 of this year to the end of 2026 for how long trial courts can charge fees on guilty criminal defendants to cover courthouse operations and maintenance. SEMCOG has been engaged in legislative conversations to ensure this important court funding provision did not expire. HB 5392 was signed by the Governor and is now Public Act 38 of 2024.

Disposable Wipes Labeling Sent to Governor

[HB 4596](#), which would require that labels for disposable wipes clearly state they cannot be flushed down toilets, has now passed the Senate and is awaiting the Governor's signature into law. The legislation is in response to the substantial harm disposable wipes do, and at great expense, to plumbing and sewage systems. SEMCOG formally supported the bill in the House and Senate. HB 4596 was signed by the Governor on May 22, 2024 and is now Public Act 43 of 2024.

R&D Tax Credit Bills Sent to the Governor

Michigan's new R&D tax credit created under [HB 4368](#) and [HB 5099](#), [HB 5100](#), [HB 5101](#) and [HB 5102](#) is awaiting the Governor's signature into law. SEMCOG supported the legislation in the House and Senate. For large employers (250 or more employees), a credit of 10% or up to \$2 million per year is afforded and for smaller employers (less than 250 employees), a credit of 15% or up to \$250,000 per year. There is also an additional 5% credit of up to \$200,000 per employer for R&D investments done in collaboration with a Michigan research university. The program will be administered by Treasury through state tax filings and is capped at \$100 million per year.

Revised HIRE Michigan Program Passes Senate

[SB 579](#), [SB 580](#) and [SB 581](#), the rebranded Good Jobs for Michigan program would restore Michigan's lapsed income tax capture incentive. Now dubbed the High-wage Incentive for Regional Employment in (HIRE) Michigan Program, the revised program includes \$125 million per year cap and also makes the incentive available to smaller businesses. Businesses with repeated environmental and worker safety violations would not be eligible. For projects creating a minimum of 250 new jobs there must be a median annual wage equal to 150% or greater than the prosperity regional median wage, and for projects creating a minimum of 50 new jobs there must be a median annual wage equal to 175% or greater than the property median wage. A third option was added for the creation of at least 25 new jobs with a median annual wage at least 135% of the prosperity region median wage in counties with a population of 50,000 or less. In Metro Detroit, that would be over \$29/hour if 250 or more jobs are created and nearly \$35/hour if 25-249 jobs are created. SEMCOG supported this package in the Senate Economic and

Community Development Committee. The bill package is currently in the House Economic Development and Small Business Committee and is awaiting further action.

Continued Committee Deliberations on Short-Term Rental Package

The House Local Government and Municipal Finance Committee held two hearings on a package of legislation aimed at addressing the short-term rental crisis: [HB 5437](#), [HB 5438](#), [HB 5439](#), [HB 5440](#), [HB 5441](#), [HB 5442](#), [HB 5443](#), [HB 5444](#), [HB 5445](#) and [HB 5446](#). The bills aim to establish a framework that empowers localities to regulate short-term rentals in the best interest of their community and protects the safety of short-term rental occupants. The legislation proposes a statewide opt-in excise tax on short-term rentals, set at 6% of the occupancy charge, that is intended to alleviate the strain on local infrastructure and public services caused by short-term rentals. A portion of these funds will be directed toward the Department of Licensing and Regulatory Affairs and the Department of Treasury for administering the act, with the remaining balance allocated to the local government where the short-term rental is located for general funding purposes. The package also introduces a short-term rental registry and database, serving as a vital tool for compliance, fraud prevention and enhanced local enforcement. Furthermore, the legislation empowers localities to enact and enforce zoning regulations tailored to individual community needs. And finally, it extends the hotel-motel bed tax to short-term rentals, ensuring they contribute to local funding mechanisms supporting tourism and community development, with layered taxes preventing conflicts in communities with convention and visitor bureaus. SEMCOG has formally supported the bills.

Franchise Fee Exemptions Considered in Senate Oversight Committee

SEMCOG joined a number of other local governments and related groups in opposing [HB 4965](#), which exempts direct-to-home satellite services and streaming services from the right of way franchise fees. The bill changes current law that requires any provider using the public right-of-way to deliver video services (including streaming) to pay a franchise fee. An amendment is being considered that would ensure those currently paying franchise fees would continue to do so. It is unclear when another hearing on the bill might be scheduled.

Road Construction Safety Bills Pending Final Senate Approval

A pair of bills, [HB 4132](#) and [HB 4133](#), would allow the Department of State Police and the Department of Transportation to install and use automated speed enforcement systems in work zones on highways or streets under MDOT's jurisdiction. SEMCOG submitted cards of support for the bills, which were reported out of the Senate Transportation and Infrastructure Committee in late March. They are now waiting for a final vote on the Senate floor.

HAPPENING IN STATE GOVERNMENT

LEO Announces New Grant Funding Tool For Municipalities

The Michigan Department of Labor and Economic Opportunity launched the MI Funding Hub to allow all municipalities in Michigan to access an online library of available grants and funding opportunities. The Michigan Municipal League will provide technical assistance, including training, outreach and an online help desk in conjunction with the MI Funding Hub, including maintaining a partial list of private resources, such as philanthropic foundations, that have funds directed towards municipal projects. The funds will support long-standing and future infrastructure needs, economic development, housing, water, transportation and workforce development.

New Office Created Federal Defense Spending To Grow State's Economy

Governor Whitmer's new Office of Defense and Aerospace Innovation will be seeking to grow Michigan's defense and aerospace industries. In partnership with the Michigan Economic Development Corporation, the office will work to build awareness of Michigan's capabilities, supporting attraction and expansion of businesses that champion U.S. Department of Defense-related activities. The defense industry contributes \$30 billion in economic activity to Michigan, supporting more than 116,000 jobs and representing nearly 4,000 businesses. In 2022, defense contract awards in Michigan reached \$5.5 billion, ranking the state 22nd in the country. The new office will support growth of defense and aerospace-related jobs in Michigan while increasing federal spending and industry-related research and development in the state. It will also support growth in advance aerial mobility innovation, testing and attraction in both defense and commercial-related applications, leveraging the work of the Office of Future Mobility and Electrification.

State Revenues Slightly Below Estimates

The House Fiscal Agency's February revenue report found General Fund and School Aid Fund revenues are coming in about \$28.1 million below the consensus revenue projections. That was due largely to individual income tax refunds and business tax refunds exceeding the forecast projected. General Fund tax revenue is about \$102.2 million below the projected amount on a year-to-date basis for fiscal year 2023-24.

Report: State Population Expected To Shrink While Country's Grows

The Michigan Center for Data and Analytics' new report says Michigan will experience an overall decline in its population through 2050. However, the rest of the country's population is projected to increase by approximately 8 percent from 2022 to 2050 and begin declining in the 2080s. Michigan's population is expected to grow by about 231,000 through 2034 and then decline to just over 9.9 million people through 2050. This represents an overall decrease in population of about 1.3 percent. According to the report, Michigan is in a period of decreasing births and increasing deaths -- a trend that will exist even if the state has a net positive migration of working- and family-age migrants.

Xiong, Herzberg to Restore Dem State House Majority with Special General Election Wins

Macomb County Commissioner Mai Xiong and Westland City Council Member Peter won their respective April 16 special general elections for the 13th and 25th House Districts. The newest House members will be sworn into office on April 30, at which time they will restore the Democrats 56-54 majority in the State House of Representatives.

MICRC to Begin Work on New Senate Redistricting Maps

Members of the Independent Citizens Redistricting Commission have begun redrawing the six Detroit state Senate districts after they were deemed unconstitutional by a three-judge panel late last year. The commission was ordered to remap Detroit's Senate districts after its adopted 2021 Linden Senate map was struck down as a violation of the Equal Protection Clause of the 14th Amendment. The three-judge panel in *Agee v. Benson* ruled the commission used race as a predominant factor when drawing those lines and the 2021 Hickory House map. A draft map is due to the court on May 22 with several public hearings scheduled to follow, including two virtual hearings on May 29 and June 6, and public meetings in Detroit on June 11-13. The public comment period will close on June 21, with a final map due to the court on June 27. The three-judge panel overseeing the case wants to have a new Senate map approved by no later than July 26.

House Panel Starts Convo On Economic Development Legislation

Lawmakers formally began conversations on the long-term economic development policy package introduced last week, which was discussed at length during the Detroit Regional Chamber's Mackinac Policy Conference. The House Economic Development and Small Business Committee took up HB 5768, HB 5769 and HB 5770 for testimony on Tuesday. The committee also heard testimony on SB 559 and SB 562, legislation the Senate passed earlier this year that would overhaul the Strategic Outreach and Attraction Reserve Fund. The bill would, effectively, replace the current \$500 million annual distribution to the SOAR Fund with a \$250 million annual distribution to the Make it in Michigan Fund and a \$200 million distribution to a new Michigan Mobility Trust Fund. It would also increase the annual distribution to the Michigan Housing and Community Development Fund to \$100 million and continue the \$50 million annual distribution to the Revitalization and Placemaking Fund, all of which would expire at the end of FY 2034-35.

Committee Talks Optional Stormwater Fee Bill

A bill that would allow local governments more power in crafting a stormwater management plan and authority to levy a stormwater fee was discussed Tuesday in a Senate committee. SB 660, sponsored by Sen. Rosemary Bayer (D-Keego Harbor), would create the Stormwater Management Utility Act, which would be an optional plan for municipalities to adopt to provide structure, process and guidelines to how the city can manage the amount of stormwater hitting the area. Currently, individual households already pay a flat rate for stormwater management in their sewer rates, providing no control for how they pay into management plans. For municipalities opting in, the plan would be a fee-based utility where the fee would be proportionate to the resident's use of the system, or stormwater their property accrues. This would result in their sewer rate going down and a separate bill from the local government for use of the stormwater management system.

Vulnerable Roadway User Bills Pass House

Legislation aimed at protecting bicyclists and other vulnerable roadway users by providing penalties for moving violations that injure them passed the House on Tuesday. HB 5223 and HB 5224 passed the chamber 79-29 and 78-30, respectively. The bills are part of a four-bill package that includes SB 617 and SB 618. Together, they would lay out penalties, definitions and add new felonies to state sentencing guidelines for moving violations that injure pedestrians, someone on a personal mobility device, a bicycle or electric bicycle or an electric skateboard.

Hoitenga Introduces Renewable Energy Projects Siting Repeal

Senate Republicans introduced legislation Thursday that would repeal the state law giving the Public Service Commission siting authority for large-scale renewable energy projects, which Democrats pushed through last year. The prospect of it being taken up in committee, however, is dim at best. Legislation introduced Thursday in the Senate included SB 898 from Sen. Michele Hoytenga (R-Manton), which would undo PA 233 of 2023. Local government groups and farm groups opposed what is now PA 233 when it was introduced last year. It was passed alongside Democratic legislation that enacted a state renewable energy mandate. The renewable energy and PSC siting legislation passed both chambers along party lines over Republican objections that the laws would eliminate local control and negatively affect Michigan's rural areas and farmland.

Anthony Introduces Tenants' Rights Package

Legislation to enshrine tenants' rights into statute and enable rental repairs to be deducted from rent was introduced last week, a move the bill sponsor said is needed to ensure tenants receive proper repairs and treatment from landlords. Helping provide safe and affordable housing are key purposes of the "Tenant Empowerment Package" that Sen. Sarah Anthony (D-Lansing) introduced on June 6. The bills (SB 900, SB 901, SB 902 and SB 903) would establish tenants' unions and the ability to respond to actions including rent increases. Under SB 900, tenants' unions would be established and rules for organizing, as well as barring landlords from blocking efforts to organize. Penalties would be established under SB 900 for interfering with a tenant's right to organize or for committing forms of retaliation, including delaying maintenance or revoking access to community amenities. Maximum penalties for violations would be a civil fine of \$1,000, an injunctive order and covering the cost of reasonable attorney fees.

Summer Recess and Fall Term

The legislature is expected to adjourn for summer recess on July 1st and will not be back in session until September. While the House has scheduled minimum session days, the Senate will be back in full swing from September through December. Representatives will be in their home districts campaigning until the November election.

NEW LEGISLATION

New bills introduced that may be of interest to SEMCOG members include:

[HB 5540](#) (Rep. Fox) -- Revises application process for critical industry program and Michigan strategic site readiness program.

[HB 5557](#) (Rep. Grant) -- Requires master plans to forecast and take into account housing needs.

[HB 5571](#) (Rep. Tsernoglou) -- Modifies provisions regarding ballot initiative petitions, constitutional amendment petitions, and nominating petitions and provides for the statistical random sampling of certain petition signatures.

[HB 5572](#) (Rep. McKinney*) -- Provides statistical random sampling of nominating petition signatures and allows for the disqualification of obviously fraudulent nominating petition signatures.

[HB 5573](#) (Rep. Morgan*) -- Provides statistical random sampling of ballot initiative petitions, constitutional amendment petitions, and qualifying petitions and allows for the disqualification of obviously fraudulent petition signatures, and modify petition signature requirements.

[HB 5574](#) (Rep. Andrews) -- Modifies duties of the secretary of state and the board of state canvassers regarding ballot initiative and constitutional amendment petitions.

[HB 5575](#) (Rep. Martus) -- Modifies ballot initiative and constitutional amendment petition filing deadlines and modifies petition signature requirements.

[HB 5576](#) (Rep. Churches*) -- Provides statistical random sampling of petition signatures for petitions to form a new political party.

[HB 5578](#) (Rep. [Alexander](#)) -- Allows providing plumbing services while serving as local inspector.

[HB 5614](#) (Rep. [Hood](#)) -- Provides requirements for people that use sewage sludge or sewage sludge derivatives in land application to test for PFAS.

[HB 5631](#) (Rep. [Paiz](#)*) -- Modifies requirements for notifications in foreclosure and eviction proceedings.

[HB 5649](#) (Rep. Glanville) -- Requires public high schools to offer a computer science course.

[HB 5652](#) (Rep. Hoskins*) -- Provides funding for the Michigan innovation fund program.

[HB 5653](#) (Rep. Farhat*) -- Creates Michigan innovation fund program.

[HB 5657](#) (Rep. Tsernoglou) -- Prohibits use of PFAS in household products.

[HB 5658](#) (Rep. Aiyash*) -- Creates sentencing guidelines for crimes involving violations of the hazardous products act.

[HB 5675](#) (Rep. Roth) -- Michigan Strategic Fund, require investigation regarding the feasibility of developing and operating a virtual small business facilitator.

[HB 5676](#) (Rep. DeBoer) -- Requires report on workforce placement programs.

[HB 5677](#) (Rep. Beeler) -- restores public service employment; right to work.

[HB 5678](#) (Rep. Bierlein) -- restores collective bargaining; right to work.

[SB 771](#) (Sen. Hertel*) -- Allows operation of golf carts on streets and county roads in certain municipalities.

[SB 772](#) (Sen. Shink*) -- Provides grants for residential customers who install electric generators and storage systems.

[SB 773](#) (Sen. Shink*) -- Creates program for distributed generation, storage, and aggregation in rate cases.

[SB 784](#) (Sen. Shink*) -- Exempts fire authorities from tax capture districts.

[SB 785](#) (Sen. Runestad*) -- Creates freedom of information act ombudsman.

[SB 786](#) (Sen. Runestad*) -- Subjects certain art institute service providers and zoological institutions to the freedom of information act.

[SB 787](#) (Sen. Runestad*) -- Subjects certain art institute service providers and zoological institutions to the open meetings act.

[SB 834](#) (Sen. Hertel*) -- Increases public safety officer death benefits.

[SB 934](#) (Sen. Anthony) -- Modifies expenditures to the compulsive gaming prevention fund.

[SB 935](#) (Sen. Anthony) -- Eliminates raise the age fund.

[SB 936](#) (Sen. Irwin) -- Modifies prohibited conduct of court reporter, court recorder, stenomask reporter, or owner of firm.

*Denotes a legislator from the SEMCOG region.

This update was prepared by Andrea Cascarilla, a Government Policy Advisor with Dykema's Government Policy and Practice Group. As part of our service to you, we regularly compile short reports on new and interesting developments and the issues the developments raise. Please recognize that these reports do not constitute legal advice and that we do not attempt to cover all such developments. Rules of certain state supreme courts may consider this advertising and require us to advise you of such designation. Your comments are always welcome. © 2018 Dykema Gossett PLLC