



# Executive Committee

1001 Woodward Ave., Suite 1400 • Detroit, MI 48226

Gwen Markham, Chairperson

## Executive Committee Friday, July 25, 2025 | 1:00 p.m. SEMCOG Offices | 1001 Woodward Ave., Ste. 1400 | Detroit, MI 48226

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Please visit SEMCOG’s [location](#) webpage for a map of alternative parking locations and driving directions.

**Executive Committee Delegates:** To ensure complete representation of the county or voting bloc you represent, be sure to communicate with your alternate and have them attend/vote if you are unavailable. If you need contact information for your alternate, please contact Rebecca Osborne at 313-338-4701.

### 12:30 p.m. – Registration and Lunch

### 1 p.m. – Executive Committee Business Meeting

#### A. Call to Order

**Pledge of Allegiance**

**Approval of Agenda**

#### B. Public Comment

#### C. Approval of Consent Resolution

1. Executive Committee minutes – April 25, 2025
2. Receipt of Financial Statements – May 2025
3. Approval of Engineering Services for Green Infrastructure Grant Program for Southeast Michigan

#### D. Report from Chairperson: Gwen Markham, Commissioner, Oakland County

4. SEMCOG Public Participation Plan

**Action requested**

The Executive Committee is requested to approve SEMCOG’s *Public Participation Plan*.



# Executive Committee

1001 Woodward Ave., Suite 1400 • Detroit, MI 48226

Gwen Markham, Chairperson

5. SEMCOG Americans with Disabilities Act (ADA) Transition Plan

**Action requested**

The Executive Committee is requested to approve SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan*.

**E. Update from Economic Development Council: Roslyn Grafstein, Mayor, City of Madison Heights**

6. Comprehensive Economic Development Strategy update

**Input Discussion**

An update on the ongoing Comprehensive Economic Development Strategy (CEDS) planning process. Executive Committee members will engage in an interactive discussion about strategic actions we can take to capitalize on opportunities and mitigate threats to regional prosperity.

**F. Report from Transportation Coordinating Council: William Miller, Commissioner, Oakland County**

7. Amendment to the FY 2023-2026 to the Transportation Improvement Program (TIP)

**Action requested**

The Transportation Coordinating Council recommends Executive Committee approval of FY 23-26 TIP Amendment 25:3 (Full).

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

8. Legislative Update

**H. Upcoming Meetings:**

**Executive Committee** – Friday, September 26, 2025 – SEMCOG Offices (Detroit)

**General Assembly** – Thursday, October 23, 2025 – MSU Management Education Center (Troy)

SEMCOG offers interpretation services, including language translation and signage for the hearing impaired, at public meetings upon request with seven days advance notice.

SEMCOG ofrece servicios de interpretación, incluyendo servicios de traducción de idiomas y señalización para las personas con discapacidad auditiva, en reuniones públicas si se pide con siete días de anticipación.

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

# **SEMCOG** Information

**Meeting Minutes  
Executive Committee  
SEMCOG Office, 1001 Woodward Ave., Ste. 1400, Detroit, MI 48226  
April 25, 2025**

**A. Call to Order**

Gwen Markham, Commissioner, Oakland County, Executive Committee Chairperson, called the Executive Committee meeting to order at 1:00 p.m.

**Pledge of Allegiance**

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

Ms. Markham opened the meeting by welcoming first-time attendees to the Executive Committee.

**Approval of Agenda**

Ms. Markham presented the agenda for consideration and approval by the Executive Committee before noting that the agenda is now available electronically.

**Motion** by Thomas Semaan, Mayor, City of New Baltimore, to approve the agenda. The **motion** carried by voice vote.

**B. Public Comment**

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

**C. Approval of Consent Resolution**

Ms. Markham presented the Consent Resolution for approval: Executive Committee minutes – February 28, 2025; Receipt of Financial Statements – March 2025; and Work Program amendment for SMART’s FY26 Unified Work Program (UWP) to include the Western Oakland Transportation Authority’s (WOTA) 5304 grant application

**Motion** by Rock Abboud, Councilmember, Village of Beverly Hills, to approve the Consent Resolution items, as presented. The **motion** carried by voice vote.

**D. Report from Chairperson: Gwen Markham, Commissioner, Oakland County**

Ms. Markham offered updates on several informational items, including: A recap of the April 14th “SEMCOG 101” workshop; a summary of the April 15<sup>th</sup> Legislative Reception that SEMCOG held in Lansing; an update on SEMCOG’s Safe Streets Southeast Michigan and One Water public education campaigns; Promotion of the June 12<sup>th</sup> General Assembly event, to be held at the Detroit Zoo and featuring Bloc Caucus and Officer elections; and information on SEMCOG’s Commuter Challenge event happening in May.

**E. Featured Presentation: Regional and Local Impacts of Planning Assistance Grants**

Ms. Markham introduced SEMCOG Planning Director Kevin Vettraino, who

presented successes from SEMCOG Planning Assistance Grant Program. Mr. Vettraiño then led a discussion with members of the Executive Committee, to share the ways that these grants have benefitted their communities.

**F. Report from Transportation Coordinating Council: Amy O’Leary, Executive Director, SEMCOG**

Ms. Markham introduced Amy O’Leary, Executive Director, SEMCOG, who presented two actions for committee approval: FY 2023-2026 TIP Amendment 25-2 (Cost/GPA); and FY 2026-2029 Transportation Improvement Program (TIP).

Ms. O’Leary first presented on the FY 2023-2026 TIP Amendment 25-2 (Cost/GPA). **Motion** by Jonathan Kinloch, Commissioner, Wayne County, to approve FY 2023-2026 TIP Amendment 25-2 (Cost/GPA). The **motion** carried by electronic vote.

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

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

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

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

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

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

WHEREAS, the 2050 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 2050 RTP policies, were financially constrained to identified funding resources, and the amendment process actively encouraged public and agency review and comment;

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

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

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

## Executive Committee Meeting Minutes

April 25, 2025

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WHEREAS, SEMCOG has determined that the amendment to the 2050 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 25<sup>th</sup> day of April, 2025 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves the amendment of projects to the 2050 RTP and FY 2023-2026 TIP;

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

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits this amendment to the 2050 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.

Ms. O'Leary then introduced Ally Racisz, Planner II, SEMCOG, who presented the FY 2026-2029 Transportation Improvement Program (TIP). **Motion** by Donald Boynton, Jr., Trustee, Van Buren Township, to adopt the FY 2026-2029 Transportation Improvement Program (TIP). The **motion** carried by electronic vote.

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

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

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

WHEREAS, to ensure continuous funding, FY 2026 projects adopted in the 2026-2029 TIP are also amended in the 2023-2026 TIP to remain consistent across TIP versions.

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

WHEREAS, the 2026-2029 TIP is consistent with the 2050 RTP policies and the amendment process actively encouraged public and agency review and comment;

WHEREAS, the 2026-2029 TIP schedules projects for the first four years of the 2050 RTP.

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

WHEREAS, the 2050 RTP and the 2026-2029 TIP are constrained to identified funding resources;

NOW THEREFORE BE IT RESOLVED, this 25th day of April 2025, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, adopts the 2026-2029 TIP and amends the 2050 RTP accordingly;

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

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

Ms. Markham introduced Amy O'Leary, Executive Director, SEMCOG, who provided an update on the following items:

- SEMCOG's engagement of Federal and State legislative issues;
- SEMCOG's support and development of video resources for a national "Regions Lead" information campaign;
- New SEMCOG data on population growth rates for Southeast Michigan;
- SEMCOG's new "Economic Development – What's Our Edge?" magazine;
- A recent peer-exchange between SEMCOG and the Mid-Ohio Regional Planning Council (MORPC);
- Upcoming 2025 Member Meetups; and
- Highlighting SEMCOG's upcoming events.

#### **H. Upcoming Meetings**

Ms. Markham reviewed the following upcoming SEMCOG meetings:

**General Assembly** - Thursday, June 12, 2025 – Detroit Zoo (Royal Oak)  
**Executive Committee** – Friday, July 25, 2025 – SEMCOG Offices (Detroit)

**I. Adjourn**

There being no further business, the Executive Committee was adjourned at 2:29 p.m.

Respectfully submitted,



Michael Spence  
Committee Clerk

**Executive Committee Meeting Attendance  
February 28, 2025**

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

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

First Vice Chair - Vacant

**Vice Chair Laura Kropp, Mayor, City of Mount Clemens**

**Vice Chair Anne Marie Graham-Hudak, Supervisor, Charter Township of Canton**

**Vice Chair Diana McKnight-Morton, Trustee, Washtenaw Community College**

**Vice Chair Frank Viviano, Supervisor, Macomb Township**

Immediate Past Chair – Vacant

**Rock Abboud, Councilmember, Village of Beverly Hills**

Chris Barnett, Supervisor, Charter Township of Orion

Lisa Beedon, Commissioner, District 3, St. Clair County

**Mary Blackmon, Vice President, Wayne County RESA**

**Robert Clark, Mayor, City of Monroe**

**Cara Clemente, Commissioner, District 4, Wayne County**

David Coulter, County Executive, Oakland County

David 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

Jay Gross, Commissioner, District 9, Livingston County

**Sylvia Grot, Commissioner, District 3, Macomb County**

Mark Hackel, County Executive, Macomb County

Kathy Hayman, Mayor, City of Marysville

**Jonathan Kinloch, Commissioner, District 2, Wayne County**

**Joe LaRussa, Mayor, City of Farmington**

Jan Lobur, Councilmember, 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, III, Commissioner, District 16, Oakland County

**Yousef Rabhi, Commissioner, District 8, Washtenaw County**

**Trish Reilly, Supervisor, Pittsfield Township**

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

Linnie Taylor, Commissioner, District 18, Oakland County

David Thompson, Drain Commissioner, Monroe County

Joi Torello, Commissioner, District 4, St. Clair County

**Brian Turnbull, Mayor, City of Northville**

**Donald VanSyckel, Commissioner, District 5, Macomb County**

**Alan VanWashenova, Supervisor, Frenchtown Charter 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 II, 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:**

Scott Barb, Planning Director, Livingston County

**Scott Benson, Councilmember, District 3, City of Detroit**

Jason Berry, Community Planning & Engagement, Monroe County

**Quentin Bishop, Superintendent, City of St. Clair**

**Jackie Boleware, Councilmember, City of Farmington Hills**

Michael Bosanac, County Administrator/Chief Financial Officer, Monroe County

**Donald Boynton Jr., Trustee, Charter Township Of Van Buren**

Dillon Breen, Trustee, Schoolcraft College

Sean Carlson, Deputy County Executive, Oakland County

Charlie Cavell, Commissioner, District 19, Oakland County

Melissa Daub, Commissioner, District 10, Wayne County

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

**Jim Gardner, Mayor, City of Luna Pier**

Marcia Gershenson, Commissioner, District 11, Oakland County

Larry Gray Jr., Supervisor, Charter Township of Commerce

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

Brendan Johnson, Commissioner, District 4, Oakland County

Andrew Kandrevas, Assistant County Executive, Wayne County

Josh Kofflin, Councilmember, City of Milan

Marilyn Lane, Executive Office - Strategic Policy and Gov't Relations, Macomb County

Michael Lesich, Mayor, City of Fraser

Edward Neiman, Trustee, Charter Township of China

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

Angela Powell, Commissioner, District 9, Oakland County

**Al Prieur, Supervisor, Bedford Township**

John Paul Rea, Deputy County Executive, Macomb County

Katie Scott, Commissioner, District 9, Washtenaw County

**Hassan Sheikh, Director, Economic Development, Wayne County**

Garrett Shumate, Mayor, City of Gibraltar

Robert Smiley, Commissioner, District 14, Oakland County

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

Robert Stanford, Principal Planner, Livingston County

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

Benjamin Stupka, Executive Director, RTA

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

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

**Todd Walker, Trustee, Genoa Charter Township**

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

Maureen Donohue Krauss, President And CEO, Detroit Regional Partnership

Michele Economou Ureste, Executive Director, Workforce Intelligence Network

Michael Karson, CEO and President, Area Agency on Aging 1-B

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

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

Hayley Murphy, Executive Director and CEO, Detroit Zoological Society

Gregory Pitoniak, CEO, 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

**Roslyn Grafstein, Mayor, City of Madison Heights**

Rodrick Green, Commissioner, Washtenaw County Road Commission

Tiffany Gunter, Deputy GM & COO, SMART

Russell Jorgenson, Division Administrator, Federal Highway Administration

Carissa Markel, Transp. 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**

Mike Compagnoni, Government Relations, Midwest Strategy Group

Drew Dilkens, Mayor, City of Windsor, Ontario

Frank Fogarty, Board of Review, City of South Lyon

Matt Galbraith, Transportation Planner, MDOT – Metro Region

Stanley Grot, Clerk, Shelby Township

Robert McCraight, Mayor, City of Romulus

Laurie-Anne Sabatini, Director of Innovation and Change, City of Detroit

Adam Wright, Government Relations, Midwest Strategy Group

**SEMCOG Staff in attendance**

Alex Bourgeau, Manager, Modeling and Mobility

Steve Brudzinski, Planner III, Transportation Planning and Programming

Jon Clark, Multimedia Specialist II, Communications

Karolynn Faulkner, Planner II, Economic and Community Vitality

Michele Fedorowicz, Manager, Transportation

Nikki Hartley, Specialist, Government Affairs

Ed Hug, Planner III, Transportation Planning and Programming

Naheed Huq, Manager, Economic and Community Vitality

Sydney Jackson, Specialist II, Communications

Misty Jordan, Director, Administration

Hannah King, Visual Media Lead

Trevor Layton, Manager, Communications

Xuan Liu, Director, Research

Amy Malmer, Manager, Membership

Janet Mocadlo, Planner III, Data Analysis

Amy O'Leary, Executive Director

Rebecca Osborne, Specialist, Membership II

Brian Pawlik, Planner III, Transportation Modeling and Mobility

Ally Racisz, Planner II, Transportation Planning and Programming

April Scales, Web Specialist, Communications

Jacque'l Smith, Manager, Information Technology

Michael Spence, Manager, Government Affairs

Susan Stefanski, Specialist, Membership III

David Struck, Planner III, Economic and Community Vitality

Dr. Sheryl Theriot, Director, External Affairs

Ann C. VanSlembrouck, Manager, Data Analysis

Kevin Vettrano, Director, Planning

Kirsten Wolfe, Manager, Finance



# Southeast Michigan Council of Governments

## Income Statement

For Fiscal: JUL 2024-JUN 2025

Period Ending: 05/31/2025

Class	Original Total Budget	Current Total Budget	MTD Activity	YTD Activity	Budget Remaining
<b>Revenue</b>					
401 - FEDERAL	3,776,272.00	3,776,272.00	68,048.71	944,951.16	2,831,320.84
402 - STATE ADMIN FEDERAL REVENUE	14,010,431.00	14,010,431.00	1,399,141.73	10,335,484.51	3,674,946.49
403 - STATE REVENUE	355,872.00	355,872.00	9,661.79	361,826.10	-5,954.10
404 - OTHER REVENUE	952,116.00	952,116.00	22,707.61	213,285.72	738,830.28
405 - LOCAL REVENUE	2,831,524.00	2,831,524.00	55,110.36	2,564,338.62	267,185.38
406 - PASS-THRU MATCH	385,624.00	385,624.00	31,264.71	232,281.91	153,342.09
<b>Revenue Total:</b>	<b>22,311,839.00</b>	<b>22,311,839.00</b>	<b>1,585,934.91</b>	<b>14,652,168.02</b>	<b>7,659,670.98</b>
<b>Expense</b>					
501 - SALARIES	5,772,889.00	5,772,889.00	464,200.17	4,870,663.29	902,225.71
502 - CONTRACTS	6,055,925.00	6,055,925.00	708,216.28	1,936,997.09	4,118,927.91
503 - TRAVEL	230,325.00	230,325.00	38,105.63	210,394.56	19,930.44
505 - SUPPLIES	964,250.00	964,250.00	55,945.87	906,088.91	58,161.09
506 - OTHER	1,999,129.00	1,999,129.00	99,214.65	1,238,182.96	760,946.04
507 - FRINGE BENEFITS	4,329,666.00	4,329,666.00	309,209.85	3,633,570.82	696,095.18
509 - OTHER	0.00	0.00	0.00	-60,278.70	60,278.70
705 - CLEARING	0.00	0.00	0.01	-3,133.60	3,133.60
900 - PT-FEDERAL	300,000.00	300,000.00	0.00	291,670.54	8,329.46
910 - PT-STATE	85,000.00	85,000.00	0.00	25,403.95	59,596.05
920 - PT-ST ADMIN FEDERAL	2,107,355.00	2,107,355.00	140,992.46	1,047,507.90	1,059,847.10
970 - PTM-ST ADMIN FEDERAL	467,300.00	467,300.00	31,264.71	232,281.91	235,018.09
<b>Expense Total:</b>	<b>22,311,839.00</b>	<b>22,311,839.00</b>	<b>1,847,149.63</b>	<b>14,329,349.63</b>	<b>7,982,489.37</b>
<b>Total Surplus (Deficit):</b>	<b>0.00</b>	<b>0.00</b>	<b>-261,214.72</b>	<b>322,818.39</b>	



Robert Clark, Chairperson, Finance and Budget Committee  
Mayor, Monroe

DATE: July 25, 2025

TO: Executive Committee

SUBJECT: Engineering Services for Green Infrastructure Grant Program for  
Southeast Michigan

**Summary of action requested**

The Executive Committee is requested to approve contracts with four consultants to support community subawardees in green infrastructure design and grant administration on an as-needed basis for the duration of SEMCOG’s Great Lakes Environmental Justice Grant Program (GLEJGP) for an amount not to exceed \$600,000, funded by federal dollars.

**Background**

SEMCOG received \$4.2 million from the Environmental Protection Agency’s (EPA) Great Lakes Environmental Justice Grant Program (GLEJGP) to develop a regional green infrastructure subaward program. Funding will be awarded for green infrastructure project implementation, including bioswales, rain gardens, tree plantings, wetland/habitat restoration, and shoreline softening projects. As part of this program, SEMCOG is soliciting subaward proposals from local communities and will award 12-15 projects for funding. These local agencies are referred to as the subawardees. Specifically, this program is designed to advance environmental quality and will help subawardees both implement a green infrastructure project and build capacity for grant management and green infrastructure implementation for the future. Additionally, SEMCOG is requesting coordinated Grant Administration support that will include recurring meetings with subawardees and consultants, plan review, EPA reporting, selected site visits to projects and overall guidance.

SEMCOG is qualifying engineering and environmental consultants to provide direct support to the subawardees to plan, design and implement the projects. This primarily includes engineering design, construction bid documents and construction oversight. It also includes elements of stakeholder engagement and other grant administration activities.

SEMCOG issued Request for Qualifications (RFQ) for the new Great Lakes Environmental Justice Grant Program (GLEJGP). The team for interview and review of the consultant qualification packages included SEMCOG, Macomb County, and Oakland County staff.

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Engineering Services for Green Infrastructure Grant Program for Southeast Michigan

Qualifications were received from seven firms – Civil & Environmental Consultants, Inc. (CEC), Drummond Carpenter, Environmental Consulting & Technology, Inc. (ECT), GZA GeoEnvironmental Inc. (GZA), Progressive Companies, Smith Group, and Spaulding DeDecker. The qualifications packages received were reviewed and scored based on the criteria included in the RFQ including experience and qualifications, project understanding, and cost. The selection committee chose to interview CEC, Drummond Carpenter, ECT, GZA, and Smith Group. After interviews were conducted, the selection committee unanimously qualified CEC, Drummond Carpenter, ECT, and GZA for Engineering Services and Drummond Carpenter for Grant Administration.

SEMCOG will connect subawardees with those consultants who will provide quality experience and capacity at competitive rates. At this point, subawardee communities and projects are unknown. The goal is to share the opportunity to work with engineering consultants as part of the grant notification process so that local agencies may have an opportunity to select support by an engineering consultant, choose to work with their own municipal consultant or procure their own consultant.

**Actions by other committees**

The Finance and Budget Committee approved the recommendation for Executive Committee approval of contracts with four consultants (CEC, Drummond Carpenter, ECT, and GZA) for Engineering Services and Drummond Carpenter for Grant Administration for the duration of SEMCOG’s GLEJGP.

**Action requested**

NOW THEREFORE BE IT RESOLVED this 25<sup>th</sup> day of July 2025, THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, authorizes the Executive Director, or her designee, to enter into contracts with CEC, Drummond Carpenter, ECT, and GZA for Engineering Services and Drummond Carpenter for Grant Administration for the duration of SEMCOG’s GLEJGP, for a total amount not to exceed \$600,000.

ATTEST: \_\_\_\_\_  
Committee Clerk

DATE: \_\_\_\_\_

Gwen Markham, Chairperson  
*Commissioner, Oakland County*

DATE: July 25, 2025  
TO: Executive Committee  
SUBJECT: SEMCOG *Public Participation Plan*

**Summary of action requested**

The Executive Committee is requested to approve SEMCOG’s *Public Participation Plan*.

**Policy implications**

The Executive Committee and General Assembly are charged with SEMCOG decision making. Their actions are informed by actions of advisory committees, task forces, and input from the public. To ensure that the public is consistently engaged with opportunities for meaningful involvement, SEMCOG has developed a public participation plan.

**Background**

SEMCOG seeks to enhance decision making by providing leadership and consensus building on key plans and policies. One way the organization achieves this is through the public participation processes, which provide opportunities for interested parties to engage with and provide input on SEMCOG’s regional plans, programs, and activities. The document that guides the public involvement process is SEMCOG’s Public Participation Plan.

Prior to each update of SEMCOG’s Public Participation Plan (last update in July 2023), an advisory group is convened to review and provide input on SEMCOG’s public participation policies. On April 8, 2025, SEMCOG launched a joint Public Participation / ADA advisory group to gather feedback on public engagement and accessibility in SEMCOG’s planning processes. The group also met on May 13, 2025.

The draft plan was released for the 45-day public comment period beginning on June 10, 2025 and ending on July 25, 2025. Availability of the plan for review and comment was announced via public notice, *Regional Update*, SEMCOG’s website, and social media. To date, no comments have been received.

**Action requested**

The Executive Committee is requested to approve SEMCOG’s *Public Participation Plan*; see attached resolution.

**Executive Committee Resolution  
to Approve SEMCOG's Public Participation Plan**

*WHEREAS, SEMCOG, the Southeast Michigan Council of Governments, is responsible for regional planning in Southeast Michigan, supporting local governments in the areas of transportation, environment, community and economic development, and education;*

*WHEREAS, SEMCOG works together with local governments to address regional challenges in Southeast Michigan;*

*WHEREAS, SEMCOG is committed to providing opportunities for the public to be involved in developing and implementing its planning work;*

*WHEREAS, SEMCOG maintains a public participation plan outlining the activities undertaken by SEMCOG to achieve its public involvement goals;*

*WHEREAS, SEMCOG reviews and updates its public participation plan on a regular basis to ensure relevancy;*

*WHEREAS, SEMCOG is required under the federal transportation bill, the Infrastructure Investment and Jobs Act, to provide citizens and other interested parties with reasonable opportunities for involvement in its planning work and the transportation planning process;*

*WHEREAS, SEMCOG's Public Participation Plan was developed in consultation with its local government members and other interested parties and was subject to a 45-day public comment period;*

*NOW THEREFORE BE IT RESOLVED, this 25<sup>th</sup> day of July 2025 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves SEMCOG's Public Participation Plan.*

ATTEST: \_\_\_\_\_  
Committee Clerk

DATE: \_\_\_\_\_



Gwen Markham, Chairperson  
Commissioner, Oakland County

DATE: July 25, 2025

TO: Executive Committee

SUBJECT: SEMCOG *Americans with Disabilities Act (ADA) Transition Plan*

**Summary of action requested**

The Executive Committee is requested to approve SEMCOG’s *Americans with Disabilities Act (ADA) Transition Plan*.

**Policy implications**

The Executive Committee and General Assembly are charged with SEMCOG decision making. Their actions are informed by actions of advisory committees, task forces, and input from the public. To ensure that SEMCOG is taking the necessary steps to make its facilities, meetings, documents, and communications are accessible to people with disabilities SEMCOG has developed an Americans with Disabilities Act (ADA) Transition Plan that identifies barriers to accessibility and establishes priorities for removing barriers.

**Background**

As the designated Metropolitan Planning Organization (MPO) for Southeast Michigan, SEMCOG is required by federal law to develop an Americans with Disabilities Act (ADA) Transition Plan. This plan sets forth the steps necessary to make its facilities accessible to people with disabilities. 28 CFR §35.150(d). To inform this plan, SEMCOG convened a Public Participation ADA Advisory Group comprised of disability advocates, accessibility professionals, and regional stakeholders. Two meetings were held on April 8, 2025, and May 13, 2025, where participants provided guidance on accessibility improvements and barrier removal strategies. The Advisory Group’s input focused on identifying accessibility barriers, physical obstruction at SEMCOG offices and digital barriers that prevent accessing data and information. SEMCOG informed participants of the results of a self-conducted assessment and provided a timeline of mitigation measures. These details were included in the draft plan.

The draft plan was released for the 45-day public comment period beginning on June 10, 2025 and ending on July 25, 2025. Availability of the plan for review and comment was announced via public notice, *Regional Update*, SEMCOG’s website, and social media. To date, no comments have been received.

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SEMCOG *Americans with Disabilities Act (ADA) Transition Plan*

**Action by other committees**

The Executive Committee is requested to approve SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan*; see attached resolution.

**Action requested**

The Executive Committee is requested to approve SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan*; see attached resolution.

SEMCOG *Americans with Disabilities Act (ADA) Transition Plan*

**Executive Committee Resolution  
to Approve SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan***

WHEREAS, SEMCOG, the Southeast Michigan Council of Governments, is responsible for regional planning in Southeast Michigan, supporting local governments in the areas of transportation, environment, community and economic development, and education;

WHEREAS, SEMCOG works together with local governments to address regional challenges in Southeast Michigan;

WHEREAS, SEMCOG is committed to ensuring that individuals with disabilities are not, solely on the basis of their disability, be excluded from participation in, denied the benefits of, or subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990;

WHEREAS, SEMCOG, as the designated Metropolitan Planning Organization (MPO) for Southeast Michigan, is required by federal law to develop an American's with Disabilities (ADA) Transition Plan to set forth the steps necessary to make facilities accessible to people with disabilities;

WHEREAS, SEMCOG has conducted a self-evaluation and identified barriers of its facilities, services, programs, and activities;

WHEREAS, SEMCOG developed an implementation plan, including identification on monitoring and reporting responsibilities to address the results of the self-evaluation;

WHEREAS, SEMCOG has identified an ADA Coordinator and established grievance procedures for the general public and employees;

WHEREAS, SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan* was developed in consultation with its local government members and other interested parties and was subject to a 45-day public comment period;

NOW THEREFORE BE IT RESOLVED, this 25<sup>th</sup> day of July 2025 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves SEMCOG's *Americans with Disabilities Act (ADA) Transition Plan*.

ATTEST: \_\_\_\_\_  
Committee Clerk

DATE: \_\_\_\_\_

Transportation Coordinating Council

DATE: July 25, 2025

TO: Executive Committee

SUBJECT: Recommended Approval of an Amendment to the FY 2023-2026 to the Transportation Improvement Program (TIP)

**Summary of action requested**

The Transportation Coordinating Council recommends Executive Committee approval of FY 23-26 TIP Amendment 25:3 (Full).

**Background**

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

General Program Accounts (GPAs) are groupings of similar routine transportation projects within the TIP as permitted in Federal regulation 23 CFR 450.324 (f) under 23 CFR 771.117(c) and (d) and/or 40 CFR part 93. Projects of this nature are programmed under an appropriate GPA by jurisdiction and type, such as Local Road, Trunkline Road, or Transit Capital. When the total cost of all the projects within a GPA equals or exceeds 125% of the GPA’s current federally approved limit, an amendment is required to reflect this change in size. GPAs undergoing amendment are programmed to at least 115% of the approved baseline.

**FY 23-26 TIP Amendment 25:3 (Full)**

This amendment is reserved for FY 2025 projects only due to the transition to the FY 2026-2029 TIP.

[Amendment 25:3](#) revises 20 phases:

- 9 Additions
- 2 Cost Changes
- 7 Deletions
- 2 Length Changes
- No GPAs require amendment

All revisions will be incorporated in the RTP. This amendment, as proposed, primarily pertains to changes in projects related to bridge and pavement preservation and bike/pedestrian enhancements. No capacity changes are proposed.

### **Amendment evaluations**

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

- The fiscal constraint analysis indicates the RTP and TIP remain fiscally constrained.
- An updated air quality conformity analysis was **not** required for this amendment since none of the proposed projects were designated as *not exempt* from the requirement to determine conformity by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG).
- The projects are consistent with the regional [Congestion Management Process](#).

The public comment period for the amendment officially began on July 10, 2025 and will end with Executive Committee action on July 25, 2025.

### **Actions requested**

The Transportation Coordinating Council recommends Executive Committee approval of FY 23-26 TIP Amendment 25:3 (Full).

**Executive Committee Resolution  
to Amend the FY 2023-2026 Transportation Improvement Program  
for Southeast Michigan**

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

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

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

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

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

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

WHEREAS, the 2050 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 2050 RTP policies, were financially constrained to identified funding resources, and the amendment process actively encouraged public and agency review and comment;

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

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

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

WHEREAS, SEMCOG has determined that the amendment to the 2050 RTP and the FY 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 25<sup>th</sup> day of July, 2025 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves the amendment of projects to the 2050 RTP and FY 2023-2026 TIP;

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

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits this amendment to the 2050 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.

ATTEST: \_\_\_\_\_  
Committee Clerk

DATE: \_\_\_\_\_



**Budget Reconciliation Bill Becomes Law.** Budget reconciliation legislation, dubbed the "One Big Beautiful Bill Act" (OBBA Act), was signed into law by President Donald Trump on July 4, 2025. The bill implements key parts of President Trump's policy agenda by permanently extending the 2017 tax cuts, boosting funds for immigration, border security, and defense. These priorities were partially offset by phasing out clean energy tax credits from the Inflation Reduction Act (IRA), modifying student loan repayments, imposing new immigration fees, and making changes to the Supplemental Nutrition Assistance Program (food stamps) and Medicaid by imposing work requirements, increased cost sharing on states, local governments, and enrollees, and imposing provider tax restrictions. Local governments will be impacted primarily through reductions in federal funding, changes to tax credits, and the ripple effects of cuts to social programs. The bill includes cuts to federal spending on Medicaid and the Supplemental Nutrition Assistance Program (SNAP), totaling over \$1 trillion. Funding for several clean energy programs created through the IRA was rescinded, including the EPA's Greenhouse Gas Reduction Fund (GGRF), Environmental Justice Block Grants, and Climate Pollution Reduction Grants. It also phases out the Commercial Clean Vehicle Tax Credit, which localities used to electrify their municipal vehicle fleets. The bill allocates a significant amount of funds (\$350 billion) toward border security and immigration enforcement, including expanded deportation efforts. It is also important to highlight what was not included in this bill. The new law does NOT make any changes to the tax-exempt status of municipal bonds.

**Congress Makes Progress on Fiscal Year 2026 Appropriations.** Prior to Congress's July 4 break, the House Appropriations Committee approved five Fiscal Year 2026 spending bills. During the week of July 14, the House Appropriations Committee is set for subcommittee markups of five more appropriations bills including: Energy and Water, which contains funding for Army Corps projects such as Brandon Road and the Soo Locks; Transportation, Housing, and Urban Development, which includes the Community Development Block Grant Program; State and Foreign Operations, which includes funding for international commissions like the International Joint Commission and the Great Lakes Fishery Commission; Interior and Environment, which encompasses the Department of the Interior and the EPA; and Commerce, Justice, and Science, under which the Economic Development Administration falls. While the House Committee had been on track to pass all twelve appropriations bills before the August recess, it no longer appears that will be possible. The House is set to recess on July 24, so it will likely need to resume work on two or three spending bills when Congress returns after Labor Day. The Senate Appropriations Committee completed work on two bills – Agriculture and Legislative Branch – the week of July 7 before turning its attention

to President Trump's rescissions package the week of July 14. The Senate is scheduled to be in session until August 4, which will allow it some time to make progress on FY26 Appropriations bills, but the upper chamber will also need to resume its work on spending bills post-Labor Day. Overall, program funding levels appear to be reduced from Fiscal Year 2024, which is the same level at which they are funded for FY 2025, due to the year-long Continuing Resolution, but the cuts are not as drastic as what President Trump proposed in his budget request to Congress, which was to eliminate many programs. Congress will again be faced with passing a Continuing Resolution come September 30 or risk a federal government shutdown.

**White House Reorganization and Policy Alignment Initiatives Move Ahead.** On July 8, the Supreme Court lifted an injunction that had previously blocked the Administration's plans for widespread employee reductions and reorganization across federal agencies. This was followed by another decision on July 14 that lifted a separate injunction against an Executive Order aimed at downsizing the Department of Education and reallocating its responsibilities. While these reversals were not final rulings, the majority of the Supreme Court noted on July 8 that "the government is likely to succeed on its argument," justifying the lifting of the injunction. As a result, several government entities, including the Departments of Health and Human Services, Interior, Agriculture, and State, quickly issued termination notices to employees as part of their reorganization plans. For other agencies, such as the Environmental Protection Agency, Transportation, Housing and Urban Development, Commerce, Justice, Homeland Security, and Labor, the Administration is proceeding with its reorganization and reduction plans while awaiting a complete decision from the Appellate Courts and the Supreme Court. These actions override previous injunctions granted by lower courts.

**Bipartisan Cosponsors Support Water Systems PFAS Liability Protection Act.** Representatives Marie Gluesenkamp Perez (WA-03) and Rep. Celeste Maloy (R-UT-02) have introduced the bipartisan Water Systems PFAS Liability Protection Act to shield water utilities from liability under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) for costs arising from a release to the environment of a covered perfluoroalkyl or polyfluoroalkyl substance. So far, the legislation has a bipartisan list of nineteen cosponsors. In April 2024, EPA designated two PFAS compounds, PFOA and PFOS, as hazardous substances under CERCLA (Superfund). While EPA included an "enforcement discretion" policy that intends to focus on polluters that are responsible for the contamination, there are concerns that such a policy will be insufficient to ensure that drinking water and clean water ratepayers will be permanently protected from CERCLA legal defense costs and cleanup liability for PFAS. Supporters of the legislation anticipate hearings over the coming months on passive receiver protections, such as this one. Aside from water utilities, there are other industries similarly concerned with EPA's designation. At the same time, EPA is considering whether to revise the national primary drinking water regulations for PFAS. Also in April 2024, EPA announced the final National Primary Drinking Water Regulation, including standards for PFOA and PFOS. At that time, EPA established legally enforceable levels for these PFAS in drinking water and gave public

water systems until 2029 to comply with the Maximum Contaminant Levels (MCLs). To allow drinking water systems more time to develop plans for addressing PFOA and PFOS where they are found and implement solutions, EPA plans to develop a rulemaking to provide additional time for compliance, including a proposal to extend the compliance date to 2031.

**Congress Holds Transportation Hearings.** On July 16, the Senate Environment and Public Works (EPW) Committee held a hearing on Surface Transportation Reauthorization, while the House Transportation and Infrastructure (T&I) Committee received testimony from Transportation Secretary Sean Duffy regarding the FY26 budget request. This marked the Senate EPW Committee's second hearing on the topic. EPW Chair Shelley Moore Capito (R-WV) opened the hearing by advocating for a streamlined, safety-focused reauthorization that emphasizes formula-based highway programs, improves permitting processes, and avoids duplicate grant systems. She underscored the need for state flexibility, reduced reliance on discretionary awards, and the long-term solvency of the Highway Trust Fund. EPW Ranking Member Sheldon Whitehouse (D-RI) countered by stressing the importance of addressing climate resilience, advocating for a reduction in greenhouse gas emissions, and stating that Democrats would not support a bill that the Trump administration might not implement faithfully. Other specific issues concerning Michigan, such as freight corridor modernization, road condition disparities, and the status of the National Electric Vehicle Infrastructure (NEVI) EV charging rollout, were also highlighted in the leaders' opening statements. In the House T&I hearing, Secretary Duffy defended the Administration's budget request, emphasizing the necessity to overhaul the nation's air traffic control system with the \$12.5 billion allocated in the "One Big, Beautiful Bill." He also outlined plans to hire 2,500 new air traffic controllers in 2026 and to retain experienced staff with retirement bonuses. T&I Chair Sam Graves (R-MO-6) focused on strengthening the Highway Trust Fund, maintaining the user-pays principle, and ensuring that states have flexibility in the upcoming surface transportation reauthorization. Ranking Member Rick Larsen (D-WA-2) raised concerns about delays in distributing infrastructure grants, workforce attrition at the Department of Transportation, and warned against executive overreach in circumventing congressional funding directives.



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To: Amy O’Leary, Executive Director, SEMCOG  
From: Mike Compagnoni, Adam Wright, and Dusty Fancher, Account Lobbyists, Midwest Strategy Group  
Date: July 16, 2025  
Subject: Lobbying and Government Relations Activities Summary

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### **Session Schedule**

The House and Senate are now on their Summer Break, but the schedule remains in flux as neither chamber has reached a budget agreement on either the K-12 or general omnibus budgets. It is likely there will be session days in July and August as budget negotiations are ongoing.

### **Budget Update**

The state legislature has missed their statutory deadline to approve the budget on July 1, ongoing conversations and negotiations will continue. Michigan’s new fiscal year does not begin until October 1 and state government operations would not be impacted by a failure to pass a budget until then.

There is speculation that a K-12 budget could be passed in the coming weeks, but there isn’t confidence that will happen. Additional departmental budgets are expected to be introduced by the House of Representatives likely later in July or early August.

The Michigan Senate has already passed budget bills earlier this year and is waiting for the House of Representatives to complete their versions of the budget, particularly the general spending omnibus (everything outside of K-12/schools).

### **Transportation Funding Tied to the Budget?**

With budget discussions accelerating, so are discussions on transportation funding. While the House Senate and Governor’s Office all understand that roads and the budget are linked, how and when to move forward continue to tie up progress.

As a reminder:

- The House has passed the education related budgets and a roads package but has not passed or introduced any other departmental budgets.
- The Senate has passed all their versions of budgets, but not a roads plan.
- The Governor Office has released her comprehensive budget proposal and a couple options for transportation funding.

The House roads plan depends on a couple billion dollars in cuts, and the Senate wants to see where the House thinks those cuts should come before they agree to funding education and roads with that money. The Governor is willing to agree to a K-12 bill if she can get a roads deal. Most think



that if they can make a deal, the outcome will be a move towards eliminating the sales tax on gas at the pump in exchange for an increase in the tax at the pump and backfilling schools.

### **“Big, Beautiful Bill” Could Create Budget Holes in Michigan**

The federal budget reconciliation bill pushed by President Trump was recently signed by him in early-July, leaving Republicans happy with hefty tax cuts and Democrats frustrated with major cuts to SNAP benefits and Medicaid. There are broad concerns from Michigan’s Democratic Governor and state legislators that this bill will blow holes in the state budget, particularly for social services.

While some of the major policy changes in the federal bill are not instant hits to the budget, there are long term alarm bells as the state spends nearly \$40B on social services, most of which are federal dollars. Other changes like the loss of SNAP benefits would start in 2027 and the loss of provider taxes would begin in 2028, making it a potential future legislative issue.

### **New Construction Code Paused**

Michigan will delay the implementation of new construction codes because of a lawsuit filed by organizations impacted by the codes including the Homebuilder’s Association of Michigan. The MI Attorney General’s office and attorneys for the plaintiffs agreed to delay the implementation of the new codes until the lawsuits are “each fully resolved and not subject to further appeal”. While the current 2021 rule set is in litigation, the state will rely on the older 2015 standards. Furthermore, the state is prohibited from starting a new rule set while the 2021 set is in dispute.

The lawsuit is expected to last several years, and creating new rules could be a multi-year process. It is possible that Michigan will be operating under the 2015 code thru 2030. In dispute is if the cost of including the energy efficiency standards in the new code outweigh the increase in the average cost of building a new home because of their inclusion.

### **Michigan Public Service Commission Approves New Transmission Lines**

The MPSC approved the building of over 100 miles of high voltage transmission lines across two locations. This will allow the state to integrate alternative energy projects into the power grid. The lines will be built by Michigan Electric Transmission Company (METC).

Several landowners opposed the projects. The MPSC noted the bar for public notice and participation was extremely low, but conceded it was met. As a result, the Commission approved the Helix to Hiple route, which is a 55-mile power line between Branch and Calhoun counties. The commission also approved the alternative route for the Nelson to Oneida route, a 39-mile line between Gratiot and Eaton counties. To address landowner concerns the MPSC did order minor modifications to the routes requested by landowners be considered and that monthly reports be filed with the commission with those requests.



### **Michigan Public Service Commission says Goodbye to Commissioner Carreon**

With tears and well wishes, the Commission thanked Commissioner Alessandra Carreon as she finished her 2-year partial term at the MPSC. The Administration has been tight lipped on why she chose to not reappoint, as well as who the replacement will be for a full 6-year term. An announcement is expected to come sometime this month.

### **EGLE Local Leaders Webinars**

The Michigan Department of Environment, Great Lakes, and Energy (EGLE) will host a free monthly webinar series, to learn how to address environmental issues in local communities. Each webinar will include a presentation by EGLE staff and time for questions from attendees. All webinars will be recorded, and a link to the recordings will be shared with all registrants, after each session.

Upcoming Webinars Include:

- July 29, 11 AM - 12 PM  
*Contaminated Sites in Your Community: Your Guide to Regulatory and Redevelopment Assistance*
- August 28, 10 - 11 AM  
*What Local Leaders Should Know About Drinking Water*
- September 9, 10 - 11 AM  
*What Local Leaders Need to Know About the State's Burning Regulations*
- October 16, 10 - 11 AM  
*Waste Gone Wild and Local Enforcement*
- November 18, 10 - 11 AM  
*Wetlands - Where are they and how are they regulated?*
- December 17, 10 - 11 AM  
*Marijuana Production and Processing Operations – Environmental Regulations and Concerns*

To register for a webinar, click [here](#).

### **MEDC Grant Investigation Continues**

An ongoing investigation into a failed \$20M MEDC grant revealed new details as Fay Beydoun, the operator of the organization that received the grant, was found to have been politically giving to the Governor. Around the time Beydoun was pushing for the grant, she was hosting a fundraiser for Governor Whitmer, who later supported the grant through the legislative process.

Beydoun's organization, Global Link International, was only incorporated as a nonprofit 10 days after the budget passed in 2022. The legislative grant said the \$20 million would create "an international business accelerator" that would bring "top international entrepreneurs to establish their companies in Michigan." Later, the Detroit News reported the existence of the grant and Beydoun's spending which reportedly included a \$4,500 coffee maker, a salary of \$550,000, and \$11,000 first-class plane ticket to Europe. AG Nessel has served a search warrant against the MEDC for documents and devices related to the investigation in a move that has garnered significant media attention.



### **Benson Testifies Before House Oversight on MITN**

Secretary of State Jocelyn Benson testified in the House Oversight Committee regarding Michigan's troubled new campaign finance reporting system. Secretary Benson said that although she believes her department did not mismanage the rollout of the system, there was a misunderstanding of just how difficult it would be to replace Michigan's old reporting software (MERTS). This is the second hearing on the subject, and House Republicans and Democrats asked critical questions of the SOS. Committee Chair Rep. Jay DeBoyer (R-Clay) also asked Secretary Benson if she would be facing any consequences for the rollout of her gubernatorial campaign inside a state office building. The state is currently not paying the vendor, Tyler Technologies, until metrics are met, and has held over \$160k in invoices on the new MITN system. A video of the hearing is [online here](#).

### **Musician, Hunting Advocate Ted Nugent Testifies in the House**

Three House Committees took testimony from Ted Nugent regarding alleged abuses of hunters by the state's Department of Natural Resources (DNR). Standing, surrounded by cameras at the start of the hearing, Nugent delivered a lengthy monologue that blended praise for the outdoors and hunting culture with attacks on the DNR, including the state's ban on deer baiting, common source feeding, and regulations surrounding feral pigs.

The joint meeting participants were the House Appropriations Agriculture and Rural Development and Natural Resources Subcommittee, the House Oversight Weaponization of State Government Subcommittee, and the House Natural Resources and Tourism Committee. Democrats largely despise Nugent, who has been highly critical of Democratic policies and elected officials. Several Democratic members made comments questioning the need for this hearing given the looming budget deadline.

It was later learned that Nugent carried a firearm into the state Capitol, in violation of Capitol rules, after several legislators noticed a partially concealed handgun on his person in committee. Troopers were alerted to the firearm via metal detectors, but failed to notice the alert or speak to Nugent before he entered the committee room and testified. A video of the hearing is [online here](#).

### **Senate Passes Minimum Staffing Bill**

A divided Senate approved legislation that would require minimum staffing levels for police officers and firefighters to be a required topic of discussion at the bargaining table. Members passed [SB 319](#) by a 19-18 vote along party lines, which is a controversial issue for local governments that largely oppose the bill. The bill risks forcing additional spending on first responder staffing at the cost of other municipal services. SB 319 is largely supported by police and fire unions, which is likely at odds with the House Republicans, so the bill faces an uncertain future.

### **Senate Passes Gun Bills**

Five bills to codify a Capitol firearms ban, ban the use of bump stocks in Michigan, and ban the use or possession of unserialized firearms (often called "ghost guns") cleared the Senate mostly along party lines 19 to 17 with all Republicans voting no except three Republican yes votes on the bump stock ban bill. These were SBs [224](#), [225](#), and [226](#), which would codify the existing Capitol gun ban and enact a ban on bump stocks on firearms in the state. SBs [331](#) and [332](#) were also reported along



party lines, which restrict unserialized firearm production and possession. The future of this legislation in the Republican-controlled House remains uncertain as most firearms rights organizations opposed the bill, including the National Rifle Association, and Speaker Hall indicated the bills are “dead on arrival” in his chamber.

### **Senate backs incentives for sustainable aviation fuel**

A pair of bills passed the Senate with bipartisan support relating to tax credits for sustainable aviation fuel. A refundable tax credit under the Income Tax Act would be created through [SB 235](#) for the purchase of sustainable aviation fuel within the state for use in flights that depart from Michigan. Under [SB 236](#), a Sustainable Aviation Fuel Incentive Program Act would be created to govern the program, which would be overseen by the Department of Environment, Great Lakes, and Energy.

### **Health Purchasers Coalition Study Released**

A recent study by the Michigan Health Purchasers Coalition claims that Michigan’s largest hospitals have seen record profit margins—many over 10%—between 2018 and 2023, raising concerns about the affordability of health care for small businesses. The Small Business Association of Michigan criticized the high margins and urged hospitals to focus on reducing costs. In response, the Michigan Health and Hospital Association (MHA) disputed the study’s findings and methodology, calling the report misleading and noting that other analyses, like those from RAND and the Kaiser Family Foundation, show Michigan hospitals with some of the nation’s lowest profit margins. MHA emphasized the rising costs hospitals face, such as increased wages and Medicare reimbursement challenges, and reiterated their commitment to patient care over profit.

### **Board of State Canvassers to Consider Major Ballot Initiatives for 2026**

The Board of State Canvassers (BSC) met on several significant petition proposals for the 2026 election cycle. The BSC ultimately approved all three proposals, clearing the way for them to start gathering signatures. That said, the school income tax proposal hit a procedural snag and will be delayed on getting signatures.

#### *School Income Tax*

One of the items is a proposed constitutional amendment from "Invest in MI Kids." This amendment seeks to implement an additional 5% tax on income taxes for high-earning filers (over \$1 million for joint filers and \$500,000 for single filers). The revenue generated from this tax would be specifically allocated to local public-school districts within the school aid fund.

Business organizations, including the Michigan Chamber, Detroit Regional Chamber, Grand Rapids Chamber, Michigan Manufacturers Association, Small Business Association of Michigan, and West Michigan Policy Forum, are united in their opposition. Their concerns revolve around the potential negative impact on small businesses, arguing that the tax would significantly increase their tax burden for LLCs and other pass-through entities, and hinder their ability to invest in growth, employee benefits, and job creation.



### *Tipped Wage*

The Board is revisiting the second proposal, which reignites the "tipped wage" debate, as One Fair Wage (the ballot committee is "Voters to Stop Pay Cuts") is pursuing a referendum petition to repeal recent legislation related to tipped wages and minimum wage. This is a continuation of an ongoing discussion that has seen legislative action and court rulings in previous years. Business groups largely oppose this and feel a deal was already cut earlier this year on ESTA and Tipped/Minimum Wage between Republicans and Democrats.

### *Ranked Choice Voting*

"Rank MI Vote" is also seeking ballot language to transition Michigan to a ranked-choice voting state. The proposal would; "guarantee voters in Michigan the right to: rank candidates in order of preference in most federal, state and certain local elections; require that candidates for major offices receive a majority of votes to be elected; receive timely notice of changes to polling places or voting procedures; cast a ballot if in line at the time polls close; use secure and accessible paper ballots in all elections, preserved for certification, recounts and audits; vote for eligible write-in candidates not listed on the ballot; participate in primary elections held at least 140 days before the general election."

This is a somewhat controversial move, and one of the interesting notes is that it would move the traditionally August Michigan primary elections to June (140 days before the November General). Several places in the US have ranked choice voting, including New York City and state/local races in some states, but 17 states (mostly western and southern states) have altogether banned the practice.

### **Nessel Challenges Trump Admin Coal Plant Order**

Attorney General Dana Nessel has challenged an order of the U.S. Department of Energy's forcing the Consumers Energy-owned J.H. Campbell plant in Port Sheldon to remain open for 90 days, arguing that the move will force customers to absorb exorbitant costs. Nessel also said the Trump administration's move, ordered under "energy emergency" rules, are false and unduly burden ratepayers. The plant, built in the early-1960s is Consumers Energy's largest coal facility in the state and was originally scheduled to close in 2040 with partial closure in 2030. Consumers Energy closed the plant ahead of schedule citing a new natural gas plant and increased use of wind and solar to meet their needs. Nessel's request for a rehearing on the DOE's order is available [online here](#).

### **Senate Passes Legislation to Prevent 34,000 Coming Off Sex Offender Registry**

The Senate recently passed [SB 424](#), sponsored by Senator Sam Singh (D-East Lansing), to update the state's sex offender registry to comply with a recent federal court ruling. The vote was unexpected and not included on the Senate's agenda for that day, but there were concerns about timing leading up to the summer recess and the possibility of 34,000 individuals falling off the sex offender registry if no action was taken. The bill passed, 20-4, with ten Republican and three Democratic senators absent. Sen. Stephanie Chang (D-Detroit), Jeff Irwin (D-Ann Arbor), Mary



Cavanagh (D-Redford Twp.) and Rosemary Bayer (D-Keego Harbor) cast no votes. This was the only bill that was taken up that week for a vote in either chamber.

**Political Update**

*US Senate Democratic Candidate Poll & Fundraising*

The National Republican Senatorial Committee conducted a poll that found no clear frontrunner in the Democratic Primary for the open United States Senate seat. 40% of Democrat respondents remain undecided.

The announced candidates received the following support in the poll:

24%	Congresswoman Haley Stevens
22%	Abdul El-Sayed
11%	MI State Senator Mallory McMorrow
1%	MI State Representative Joe Tate

The Democratic candidates have reported raising the following amounts:

\$2.5 million	Congresswoman Haley Stevens
\$2.1 million	MI State Senator Mallory McMorrow
\$1.8 million	Abdul El-Sayed

*Dixon Bows Out of 2026*

The 2022 Republican nominee for Governor, Tudor Dixon, has indicated she will not be seeking office in 2026. There was speculation she would jump into the primaries for either US Senate, which is going to be vacant due to Sen. Gary Peters retirement, or for Governor against several other announced candidates. This likely helps clear some path forward for a few of the more front running Republicans candidates including former Congressman Mike Rogers for US Senate and Congressman John James for Governor on the Republican ticket.

*Leonard Enters Race for Governor*

Former Michigan House Speaker Tom Leonard has officially entered the 2026 race for governor, pitching himself as a results-driven conservative focused on reform and forward-looking leadership. Leonard emphasized his legislative accomplishments during his time as House Speaker and his campaign platform includes phasing out the income tax, restoring right-to-work laws, improving third grade reading proficiency, and expanding FOIA laws to cover the Legislature and executive branch. Leonard joins an already crowded GOP field that includes State Sen. Aric Nesbitt, U.S. Rep. John James, and former AG Mike Cox.

*McDonald Files for AG*

Oakland County Prosecutor Karen McDonald has filed to replace term-limited AG Dana Nessel. McDonald became well-known for her successful prosecution of the parents of Oxford school shooter Ethan Crumbley. She joins former US Attorney Mark Totten and Washtenaw County Prosecutor Eli Savit in the race. McDonald is the fraternal twin sister of Congresswoman Kristen



McDonald-Rivet (D-Bay City). We would note that both parties select their AG, SOS, and University Board candidates through a convention process, which will likely occur in August of 2026.

*Skaggs Announces for State Senate District 29*

State Rep. Phil Skaggs (D-Cascade Township) has announced his intention to seek the State Senate seat currently held by Senate Majority Leader Winnie Brinks (D-Grand Rapids). SML Brinks will be term-limited at the end of this session. State Rep. Kristian Grant (D-Grand Rapids) also lives in the Senate seat and is a rumored candidate as well. The seat is considered very safe for Democrats, so the primary likely determines the overall winner.