

WAYNE COUNTY FEDERAL AID COMMITTEE

MINUTES OF MEETING

June 11, 2026 - 10:00 AM

Dearborn Public Works Building

2951 Greenfield Road

Dearborn, MI 48120

1. Call to Order and Roll Call of Federal aid Committee Delegates
 - a. Meeting called to order at 10:00 am

Delegates Present (23 of 54):

Sami Khaldi, Chairperson
Bill Miner, C. E. Raines, representing Flat Rock
Chris Ramon, City of Lincoln Park
Mark Gaworecki, Dearborn
Brendan Esper, City of Wayne
Steve Jones, City of Belleville
Bob Belair, Northville Township
Charles Larocque, Canton Township
Don Straub, City of Romulus
James Hollandsworth, Huron Township
John DeAngelis, City of Hamtramck
John Danci, City of Dearborn Heights

Jesus Plasencia, City of Wyandotte
John Kozuh, City of Lincoln Park
Merrie Coburn, Van Buren Township
Michael Way, City of Grosse Pointe Shores
Nicholas Bayley, City of Westland
Mike Dennis, Redford Township
Michele Fedorowicz, SEMCOG
Todd Zilincik, City of Livonia
Tynette Muhammad, MDOT
Tom Jenny, City of Grosse Pointe Park
Soud El-Jamaly, City of Dearborn

Others Present:

Delayna Dubin, Wayne County
Adrian Walker, DTE
Joelle Wimberly, Wayne County
Kaden Brundage, Wayne County
Alex LaPlant, Wayne County
Anoop Gill, Wayne County
Ikram Chowdhury, Wayne County
Jeffrey Baker, Sunoco Pipelines
Jace Santacroce, Wayne County
Tess Hodges, Wayne County
Mike Lividini, Wayne County
Oliver Buffington Jr, Wayne County
Grace Twomley, MDOT
Laurie Murray, DTE Energy
Zach Thomas, HNTB
Deveron Sanders, Ciorba Group
Alan Ko, Wayne County
Ali Aljawad, Wayne County
Ally Racisz, SEMCOG
Bashar Hanna, Wayne County
Britney Stieber, Wayne County

Barbara J. Rykwalder, DTE Energy
Christopher Onolemhemen, Wayne County
Anna Naser, Wayne County
Robert Hunter, Wayne County
Hikmat Kassem, Wayne County
LeAnn Graban, MDOT
Kimberly Webb, HNTB
Mohamad Yassine, Wayne County
Pete Milenkovich, Wayne County
Ronald Agacineski, Wayne County
Randa Saghir, Wayne County
Steve Brundzinski, SEMCOG
Wafa Najim, Wayne County
Suzanne Henderson, Wayne County
Steve Shaya, Wayne County
James Hui, Rowe PSC
Brian Sarkella, Rowe PSC
Arif Cekic, Fishbeck
Mark Merkey, Canton
Kristen Myers, Hubbell, Roth & Clark

2. Invitation for Public Comment (Form Attached)
 - a. No discussion
3. Approval of Meeting Minutes of November 13, 2025
 - a. Motion to approve, John Danci, Dearborn Heights.
 - b. Seconded by James Hollandsworth, Huron Township.
 - c. Discussion - John Kozuh, City of Lincoln Park, correct spelling of last name
 - d. Motion passed
4. FY 2025 STP-U and STP-Flex Program (Handout #1)
 - a. Previously approved; information only.
 - b. No discussion
5. FY 2026 STP-U and STP-Flex Program (Handout #2)
 - a. Previously approved.
 - b. No discussion
6. FY 2027 STP-U and STP-Flex Program (Handout # 3)
 - a. Progress is being made for projects under design.
 - b. As a reminder, communities must submit NEPA applications before starting right-of-way acquisitions or permanent easements. Submit applications when scope of work is 20 to 30 percent complete.
 - c. No discussion
7. FY-2028 STP-U and STP-Flex Program (Handout# 4)
 - a. Information displayed.
 - b. No discussion
8. FY 2029 City Roads Needs List- Proposed (Handout # 5 A)
 - a. Displayed a list of projects received from communities. A formula is applied and projects are rated based on PASER Based Ratings. Projects are prioritized in numerical order.
 - b. As a rule, cities receive no more than 25% of the Federal STP funds and only one project is allowed for each community. Some projects have high costs and cannot be accommodated.
 - c. Six projects are recommended for funding. The minimum length of a project is 1/4 mile.
 - d. Some roads with a PASER rating of 1 would not qualify for rehabilitation treatments. These roads require reconstruction.
 - e. No discussion
9. FY 2029 STP-U & STP-Flex Program (Handout #5)
 - a. The motion to approve FY 2029 STP-U Program by Todd Zilinck, City of Livonia.
 - b. Seconded by Nicholas Bayley, City of Westland.

- c. No discussion
- d. Motion passed

10. Wayne County Jurisdiction Road Projects Funded with Detroit FAC (Handout #6)

- a. There are no Wayne County Road projects funded with Detroit federal aid funds.
- b. Discussion: John Danci, Dearborn Heights asked why the City of Detroit does not appear on the Wayne County FAC Needs list. Reply: Of the 43 Wayne County communities, Detroit is the only community with its source of federal aid funding.

11. TEDF-C Program- Status (Handout # 7)

- a. The Belleville Road Project is a project where right-of-way was acquired before the NEPA application was approved by FHWA. Project funding was not obligated in FY 2025. Construction was expected to start in FY 2026. However, due to the 45-day federal government shutdown, the NEPA application approval process was delayed.
- b. In March 2026, a meeting between MDOT and FHWA was held to discuss the status of the NEPA application. NEPA approval is still pending. Since federal TEDF funding does not carry over from one fiscal year to the next, Wayne County Department of Public Service is pushing for obligation so as not to lose any more federal funding. Since only the state funding carries forward, SEMCOG and MDOT worked together to restore \$1.84 million in federal funding that was lost. The total \$3,560,000 for FY 2026, is from restored FY 2025 funding and FY 2026 current allocated federal funds. In FY 2027, approximately \$1.76 million of federal funds is allocated.
- c. The total estimated cost of the project is \$8 million. Still waiting on NEPA approval for federal funds obligation and final package approval.
- d. For FY 2028, the proposed Eureka Road project from I-275 to Middle Belt project meets TEDF-C category. Proposed concrete inlay to repair portion of roadway in poor condition. Used heavily since road is gateway to Detroit Wayne County Airport. In addition, currently Eureka Road is used as a detour due to construction on I-94.
- e. For FY 2029, we are still waiting for confirmation on federal funding of Belleville Road. If funding is not obligated, then changes will be implemented. At the November FAC meeting, we will propose projects for FY 2029.
- f. No discussion.

12. STP-Rural Program and Local Bridges- Status (Handout #8)

- a. Rural projects are Willow Road Culvert for 2025 and 2026; and Wear Road for 2027 to 2028.
- b. The Rural funding is very minimal at approximately \$200,000. This amount is not sufficient to construct a project or replace a culvert. Therefore, we combined two years of funding to ensure that adequate funds are available to complete projects.
- c. Evergreen Rd Bridge is a rehab project. Federal funding is approximately \$700,000. Preliminary estimated costs are over \$2,000,000. After further review, construction costs revised to \$3.5 million dollars. The bridge opened to traffic in June.
- d. Baseline Bridge is under construction. The detour is inconvenient due to another nearby project in Oakland County. Anticipate completion in a month.

- e. Geddes Bridge is preventative maintenance, and the design is nearly completed.
- f. Beck Bridge over Fellows Creek is preventative maintenance and design is 80% complete.
- g. Sheldon Bridge over Rouge River, received \$2.9 million dollars from the local bridge program. Design is 80% complete.
- h. Sheldon Bridge over Sines Drain received \$2.5 million dollars and design is 80% completed. Both bridges are designed by one consultant. Bid letting will be at the same time. However, construction of both bridges will occur separately to maintain traffic to both business and residents.
- i. Rotunda Drive over Rouge River is a rehab bridge that received \$1.2 million dollars in funding. Under design, anticipating construction costs will increase.
- j. Jefferson Bridge over Monguagon Creek received \$2.6 million and is still under design. There are some environmental issues which must be cleared with EGLE.
- k. Northville Bridge, SN12123, over Middle Rouge River did not receive any funding. Bridge replacement is under design. The project is related to Northville Bridge, SN12124, which did receive some funding.
- l. Inkster Road at E. Hines Drive, in Plymouth Township, is almost 95% design complete.
- m. Five Mile Road over Bell Creek is almost 75% design complete. Local bridge program funding recently applied.
- n. 1) Farmington Road Bridge over Bell Creek and 2) Toledo Road Bridge over Sexto Kilfoil both bridges have applied for funding in FY 2028.
- o. MDOT Bridge Bundle contains Beck Bridge over Johnson Creek. MDOT handles both design and construction.
- p. No discussion

13. CMAQ, Safety & TAP (Handout #9)

- a. If letters of support for grants or TAP programs are required from the County, please submit requests for support as soon as possible.
- b. Discussion: Soud El-Jamaly, City of Dearborn, announced that CN Railroad is replacing the bridge on Schaefer Road between Rotunda and Michigan in 2027.

14. Wayne County ACT-51 Program- Information Sheet (Handout # 10)

- a. Denton Road Bridge over Belleville Lake is substantially complete.
- b. On Allen Road Bridge, pipeline companies have started relocating utilities. Some pipeline location conflicts were identified, and additional utility easements had to be acquired. Water main and sanitary sewers are scheduled to be installed in the fall. The scheduled project completion date is in 2028.
- c. No discussion

15. Wayne County DPS Roads Division- Maintenance Projects- Proposed 2026 (Handout #11)

- a. Steve Shaya, Division Director of Wayne County Roads. Road maintenance preserved roads by completing 251.15 lane miles last year. Expanded operations by

adding two dedicated crews to our paving division and anticipating completing 300 to 350 lane miles.

- b. To reduce flooding, the division implemented a six-prong storm water management strategy: 1) basin cleaning, 2) roadside ditching, 3) sweeping, 4) pump house rehab, 5) country drain maintenance, and 6) detention pond maintenance.
- c. No discussion

16. Comments from the Chairperson

- a. The Federal Highway Administration Safe Streets for All - Planning, Demonstration and Implementation Grant applications are due in May.
- b. Since the FHWA did not response to the 2025 bridge program grant applications, communities were provided with three options: 1) Notify FHWA to return existing application. 2) Submit an amendment application by May 28, 2026. 3) Withdraw the application from consideration for FY 2025 and apply for FY 2026 by June 29. Wayne County elected to withdraw and reapply.
- c. Wayne County is working with all communities in the gravel road program. Intergovernmental agreements are being prepared for communities and county commission approvals. Construction is anticipated to start this season.

17. SEMCOG Comments

- a. Michele Fedorowicz:
 - i. A House bill was introduced for a continuing resolution of Infrastructure Investment and Jobs Act. Updates will be sent out with more information.
 - ii. Neighborhood Roads Fund. Revenues associated with the October 2025 marijuana tax are coming in lower than anticipated. Reports indicate approximately \$30 million was received, which is less than was expected in the first quarter. Michigan Transportation Fund revenues, including gas and registration revenues, are also flat.
 - iii. PASER ratings are in progress for federal aid roads in one-half of Wayne County. Also, PASER ratings for local roads are being conducted. PASER road ratings will be reported on the SEMCOG website
 - iv. There are problems with land acquisition across the State. Even if local funds are used to acquire land, remember it's important to turn in NEPA before purchasing right-of-way.
 - v. For communities with more than 100 miles, asset management plans are required every 3 years.
- b. Ally Racisz
 - i. SEMGOG has Transportation Alternatives Program, TAP, where applications are open for projects in FY 28 and FY 29. Approximately, \$4 million dollars are available for FY 28; and \$2 million available for FY 29. All TAP projects are eligible; however, the regional review committee is focusing on safety projects. Contact information is available on the SEMCOG website. If necessary, applicants

can schedule pre-application meetings with staff. Applications are due October 1st.

c. Steve Brudzinski

- i. As soon as possible, start the NEPA process to avoid problems from occurring that delay federal obligation. Since there is a backlog with Section 106 - Historic Preservation, it is recommended this section be submitted first.
- ii. For the Neighborhood Roads Fund, there were several Public Acts in 2025:
 - Public Act 16 created the Neighborhood Road Fund.
 - Public Act 17 and Public Act 19 exempted motor fuel from sales and use taxes.
 - Starting January 1, Public Act 20 raised the motor fuel taxes in the state from 31 cents a gallon to 51 cents a gallon.
 - Public Act 23 levied a new wholesale tax on marijuana that goes to the Neighborhood Roads Fund.
 - Public Act 24 eliminated the \$600 million earmark for transportation. However, there is a new corporate income tax earmark for the Neighborhood Roads Fund.
- iii. Through Fiscal Year Ending September 30, 2030, there is
 - Distribution of \$100 million to the Local Bridge Advisory Board, and \$40 million to the Local Grade Separation Fund.
 - The next \$100 million is divided into the Infrastructure Project Authority Fund and Comprehensive Transportation Fund.
 - The remaining revenues are divided: 52 percent to County Road Commissions, 28 percent to Cities and Villages, and 20 percent to the State Trunk Line Fund. Funding allocations are scheduled until September 30, 2030.
- iv. Beginning in Fiscal Year 2031,
 - \$10 million is allocated annually to the Local Grade Separation Fund.
 - The \$100 million to the Local Bridge Fund is discontinued; and
 - \$70 million is allocated to the Comprehensive Transportation Fund.
 - The Infrastructure Projects Authority is still funded.
 - Out of \$100 million dollars, 6.5 percent is allocated to County Road Commissions; 3.5 percent to Cities and Villages, with 90 percent to the State Trunk Line Fund.
 - After appropriations and with remaining funds, 65 percent is allocated to County Road Commissions, 35 percent allocated to Cities and Villages with the remainder allocated to State Trunk Line Fund.
- v. Allocation factors change between the first few years and thereafter. Local funding does not decrease over time. Under the program, local funding remains constant.
- vi. The Federal Surface Transportation Authorization Bill, the Build America 250 Act, was enacted for building infrastructure and long-term development for America's

250th. The bill is in the House of Representatives' Resolution 8870 and is also currently in the House Transportation and Infrastructure Committee. This will be a five-year bill for Fiscal Year 2027 through Fiscal Year 2031. Funding appears to be flat. The Carbon Reduction Program appears to be eliminated and funding for Congestion Mitigation and Air Quality Improvement Program is not going to increase. Also eliminated are formula grants for the Protect Program which was used to shore up State infrastructure against storms.

- vii. Federal funds only account for about a third of the money that comes in for transportation improvements in the State of Michigan. The Michigan Transportation Fund, Neighborhood Road Fund, and other State funds are increasing their proportions for transportation projects. Federal government has not raised gas tax since 1993. Inflation has discounted approximately 50 percent of federal funding purchasing power. Congress has been subsidizing the Highway Trust Fund with General Funds. Expect more emphasis on state funding and less emphasis on federal aid funding.

18. MDOT Comments

- a. Tynette Muhammad
 - i. Announced she will be returning to MDOT construction. Continue to copy her on emails until further notice. She expressed appreciation for the opportunities in working with communities.

19. New Business

- a. No discussion

20. 2026 Wayne County FAC Meeting Schedule

- a. Thursday, November 12, 2026
- b. The subcommittee meeting will be scheduled at the call of the chairperson

21. Adjournment

- a. Meeting adjourned at 11:02 am