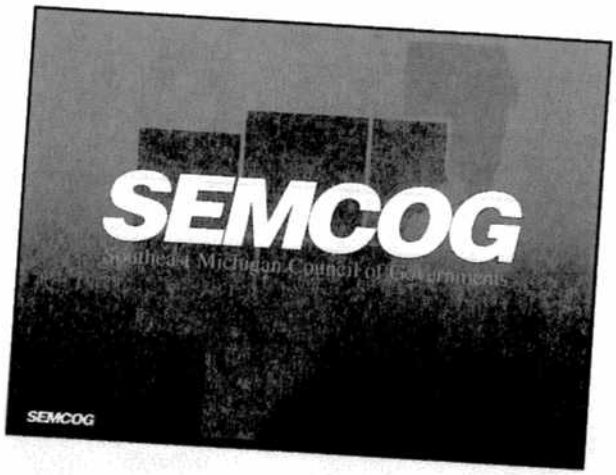
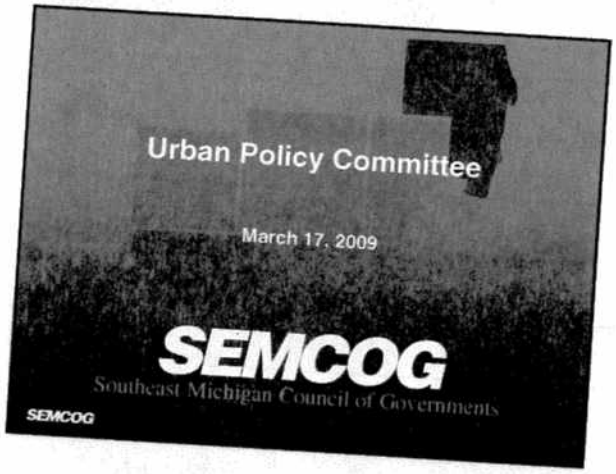
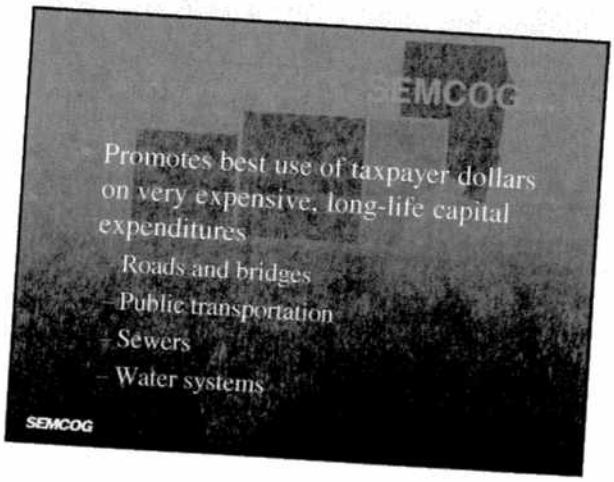
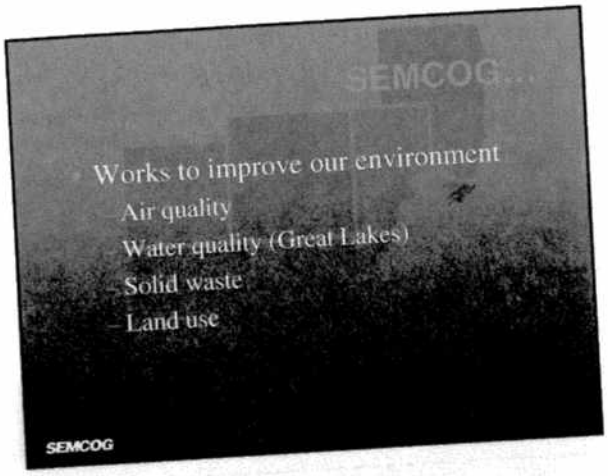
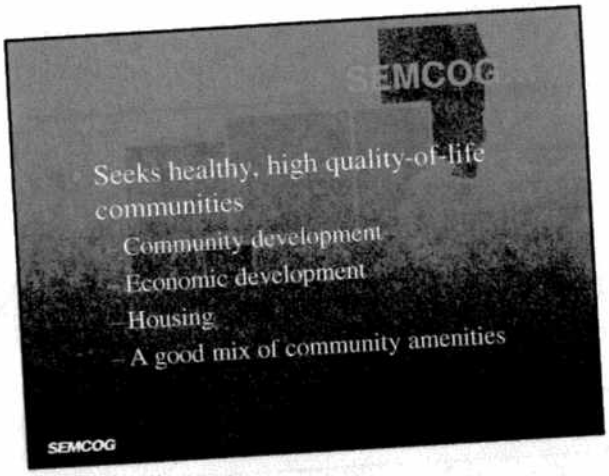
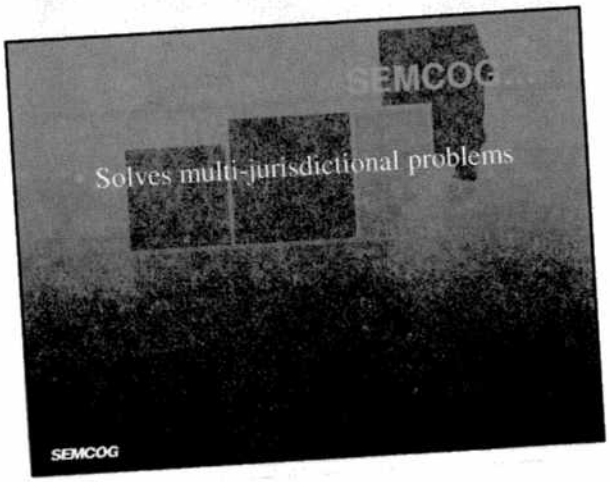

SEMCOG
Southeast Michigan Council of Governments
SEMCOG

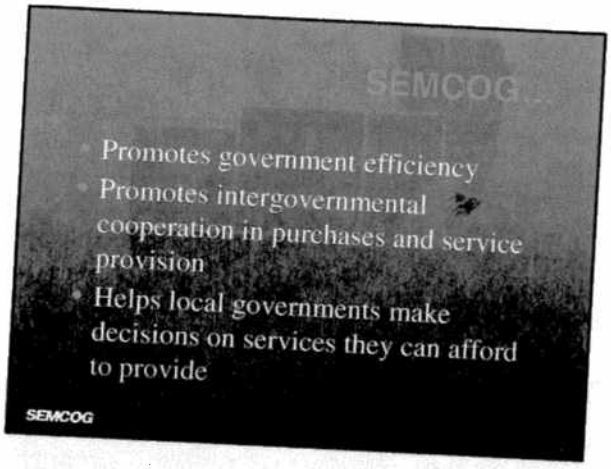

Urban Policy Committee
March 17, 2009
SEMCOG
Southeast Michigan Council of Governments
SEMCOG

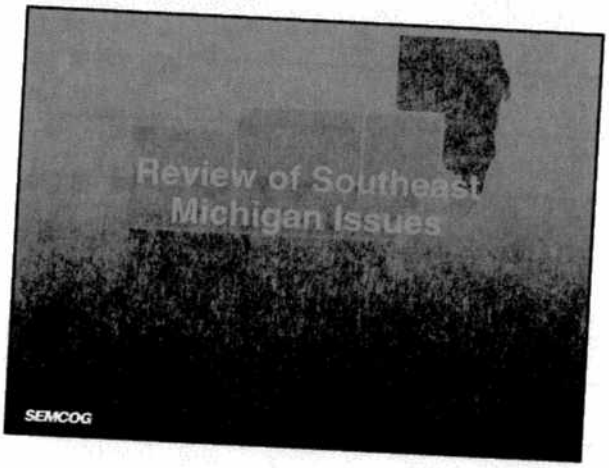

Promotes best use of taxpayer dollars on very expensive, long-life capital expenditures
– Roads and bridges
– Public transportation
– Sewers
– Water systems
SEMCOG

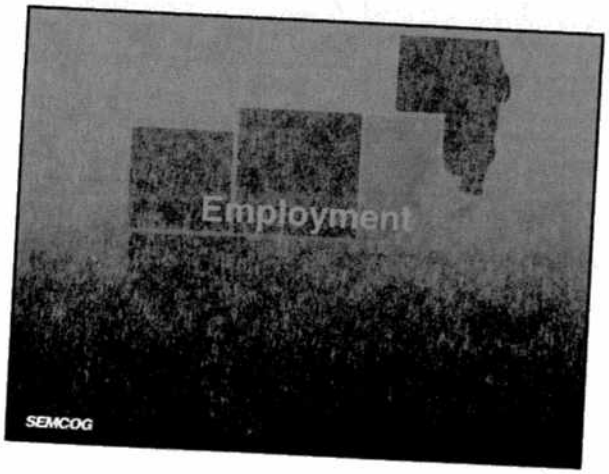

SEMCOG...
Works to improve our environment
Air quality
Water quality (Great Lakes)
Solid waste
Land use
SEMCOG


SEMCOG
Seeks healthy, high quality-of-life communities
Community development
Economic development
Housing
A good mix of community amenities
SEMCOG

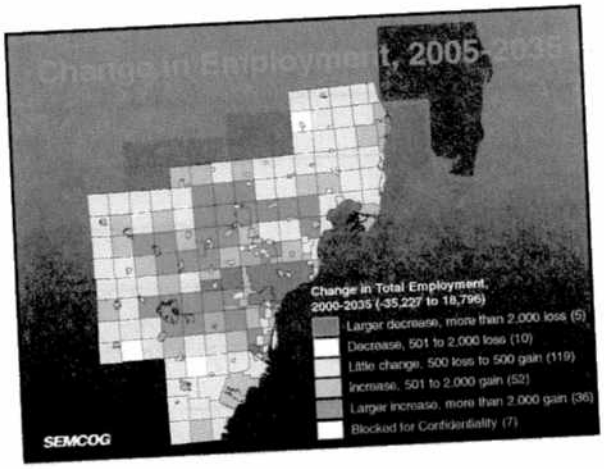

SEMCOG...
Solves multi-jurisdictional problems
SEMCOG

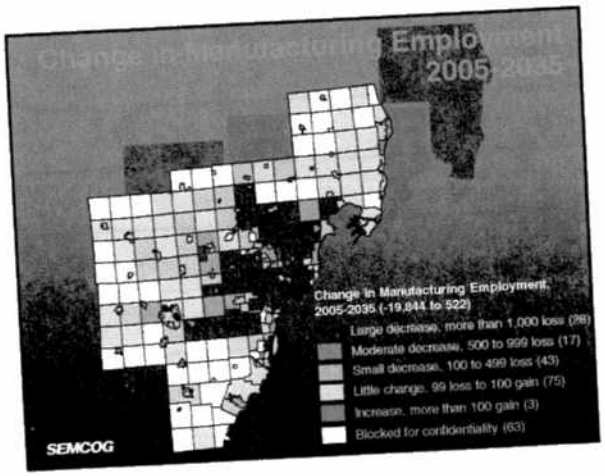

SEMCOG
Promotes government efficiency
Promotes intergovernmental cooperation in purchases and service provision
Helps local governments make decisions on services they can afford to provide
SEMCOG

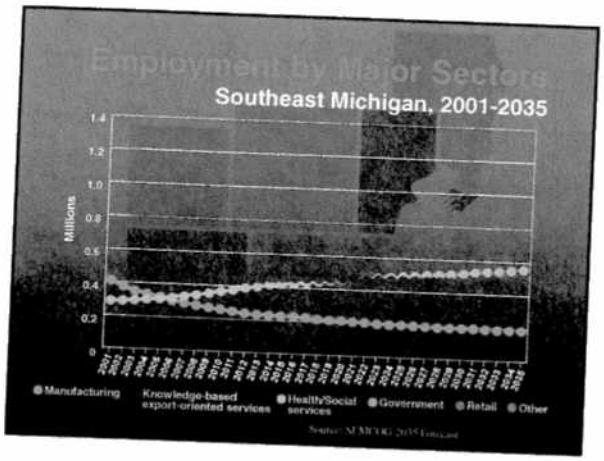

Review of Southeast Michigan Issues
SEMCOG

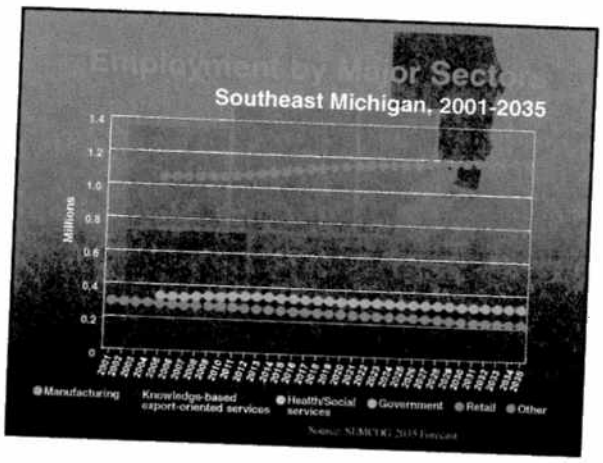

Employment
SEMCOG

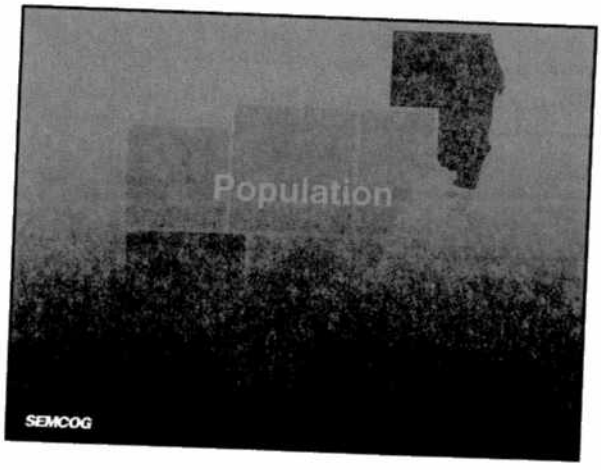
Total Employment
Southeast Michigan, 2001-2035
Millions
3.0
2.9
2.8
2.7
2.6
0
SEMCOG

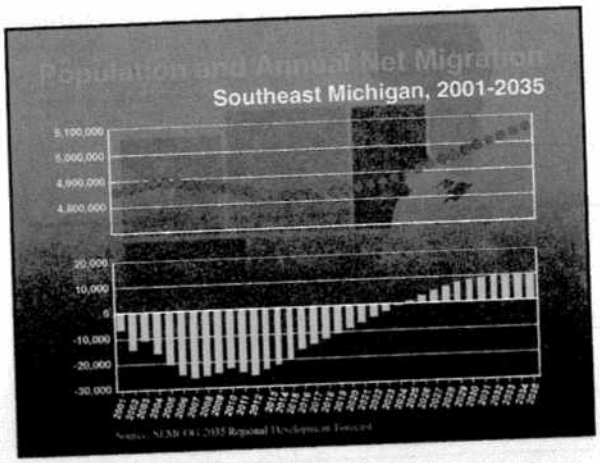

Change in Employment, 2005-2035
Change in Total Employment, 2000-2035 (-35,227 to 18,796)
Larger decrease, more than 2,000 loss (5)
Decrease, 501 to 2,000 loss (10)
Little change, 500 loss to 500 gain (119)
Increase, 501 to 2,000 gain (52)
Larger increase, more than 2,000 gain (36)
Blocked for Confidentiality (7)
SEMCOG

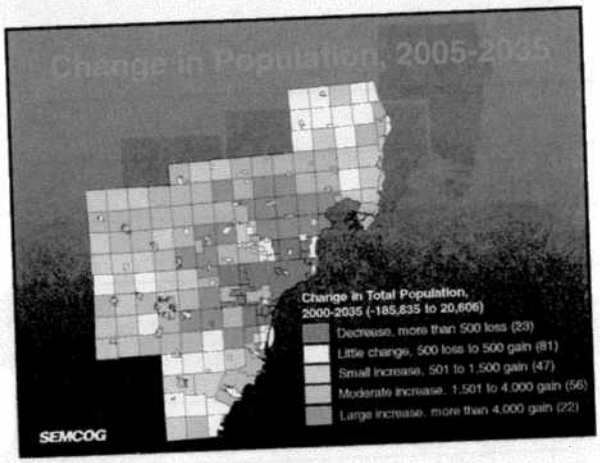

Change in Manufacturing Employment, 2005-2035
Change in Manufacturing Employment, 2005-2035 (-19,844 to 522)
Large decrease, more than 1,000 loss (28)
Moderate decrease, 500 to 999 loss (17)
Small decrease, 100 to 499 loss (43)
Little change, 99 loss to 100 gain (75)
Increase, more than 100 gain (3)
Blocked for confidentiality (63)
SEMCOG

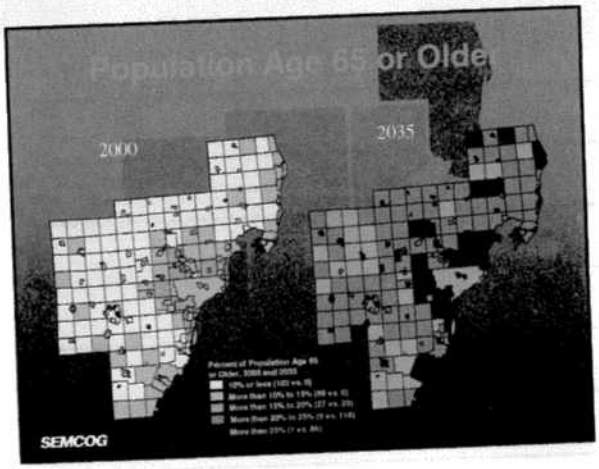

Employment by Major Sectors
Southeast Michigan, 2001-2035
Millions
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0
Manufacturing
Knowledge-based export-oriented services
Health/Social services
Government
Retail
Other

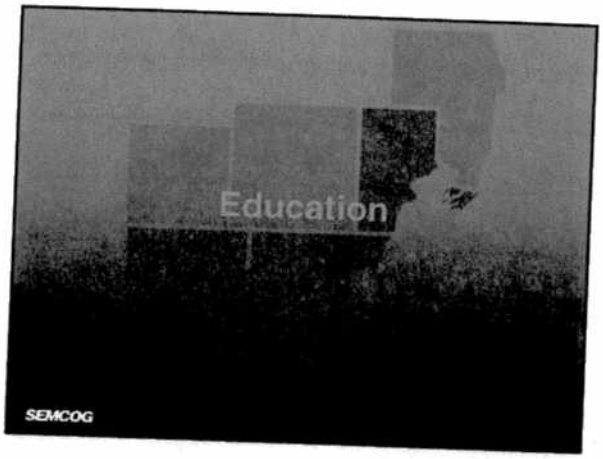

Employment by Major Sectors
Southeast Michigan, 2001-2035
Millions
1.4
1.2
1.0
0.8
0.6
0.4
0.2
0
Manufacturing
Knowledge-based export-oriented services
Health/Social services
Government
Retail
Other

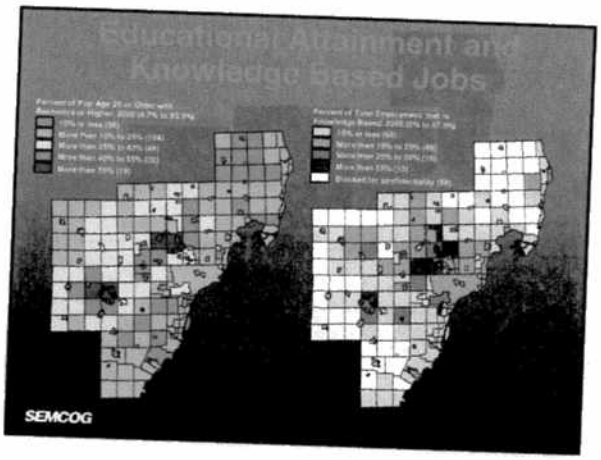

Population
SEMCOG

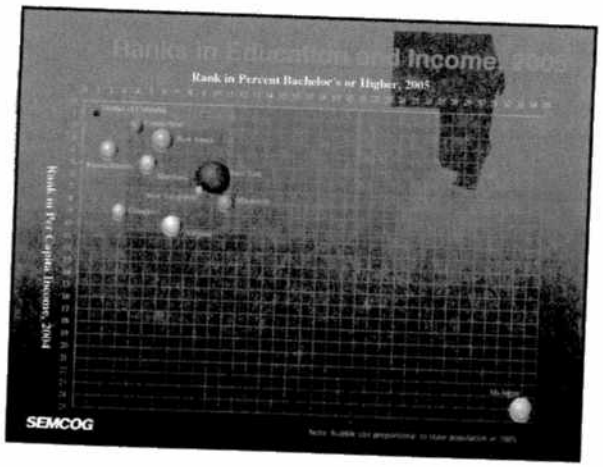

Population and Annual Net Migration
Southeast Michigan, 2001-2035
5,100,000
5,000,000
4,900,000
4,800,000
20,000
10,000
0
-10,000
-20,000
-30,000

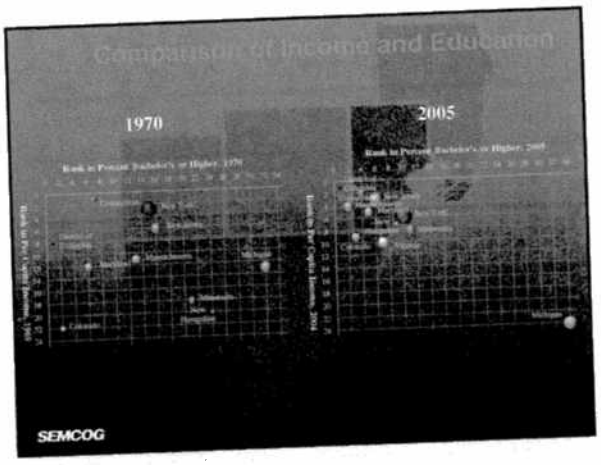

Change in Population, 2005-2035
Change in Total Population,
2000-2035 (-185,835 to 20,606)
Decrease, more than 500 loss (23)
Little change, 500 loss to 500 gain (81)
Small increase, 501 to 1,500 gain (47)
Moderate increase, 1,501 to 4,000 gain (56)
Large increase, more than 4,000 gain (22)
SEMCOG

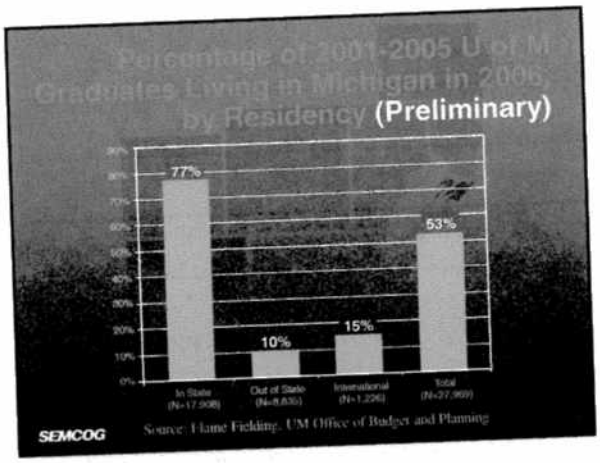

Population Age 65 or Older
2000
2035
SEMCOG

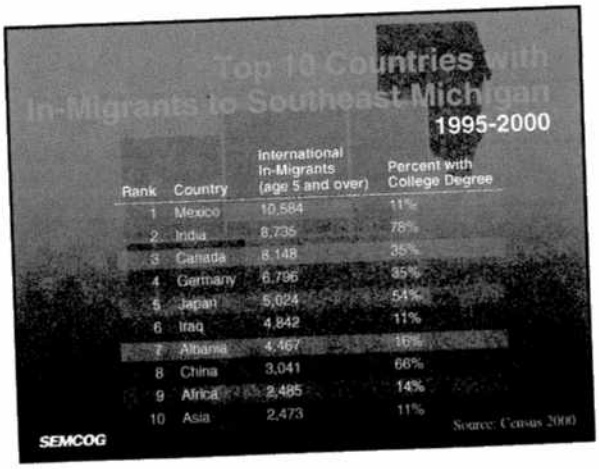

Education
SEMCOG

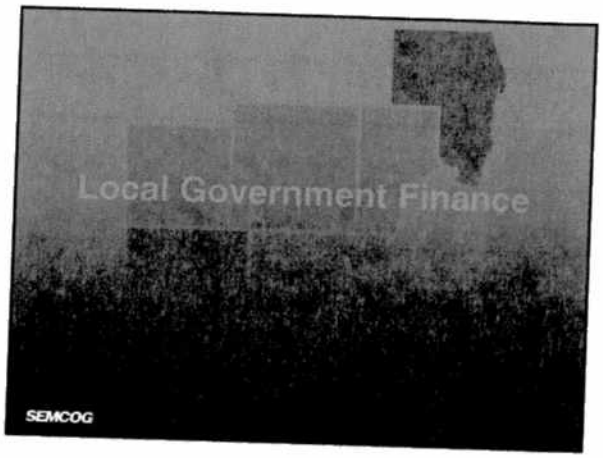

Educational Attainment and Knowledge Based Jobs
SEMCOG

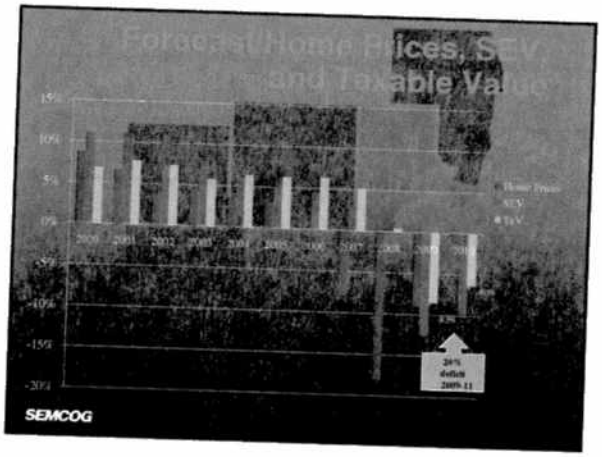

Ranks in Education and Income, 2005
Rank in Percent Bachelor's or Higher, 2005
Rank in Per Capita Income, 2004
SEMCOG

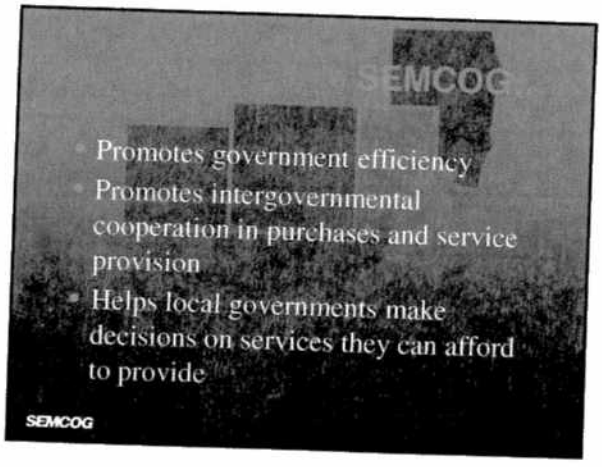

Comparison of Income and Education
1970
2005
SEMCOG

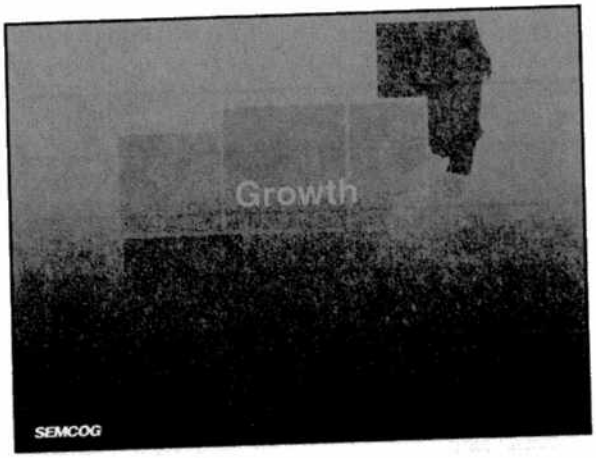

Percentage of 2001-2005 U of M Graduates Living in Michigan in 2006 by Residency (Preliminary)
77%
10%
15%
53%
In State (N=17,908)
Out of State (N=8,835)
International (N=1,226)
Total (N=27,969)
SEMCOG
Source: Elaine Fielding, UM Office of Budget and Planning

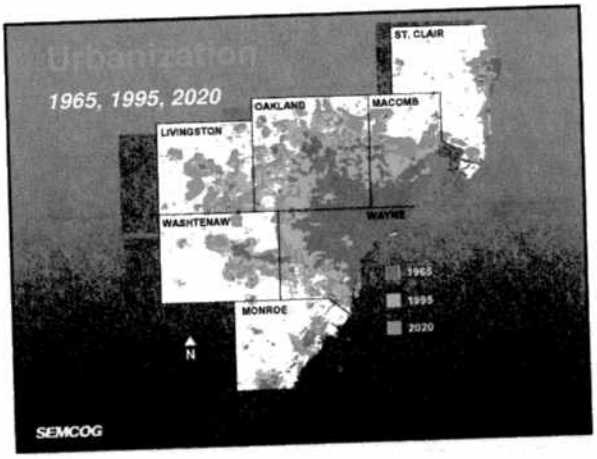

Top 10 Countries with In-Migrants to Southeast Michigan 1995-2000
Rank
Country
International In-Migrants (age 5 and over)
Percent with College Degree
1 Mexico 10,584 11%
2 India 8,735 78%
3 Canada 8,148 35%
4 Germany 6,796 35%
5 Japan 5,024 54%
6 Iraq 4,842 11%
7 Albania 4,467 16%
8 China 3,041 66%
9 Africa 2,485 14%
10 Asia 2,473 11%
SEMCOG
Source: Census 2000

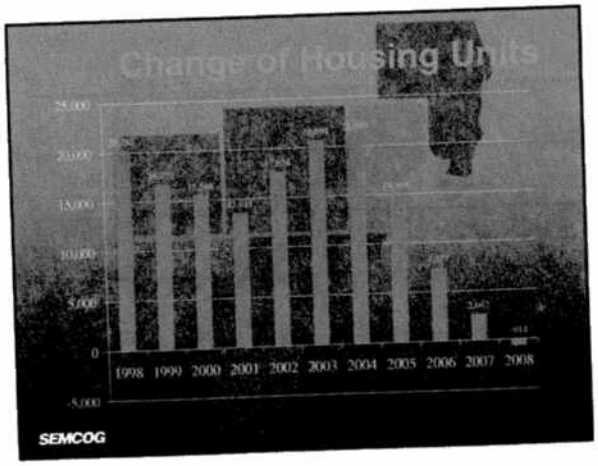

Local Government Finance
SEMCOG


SEMCOG

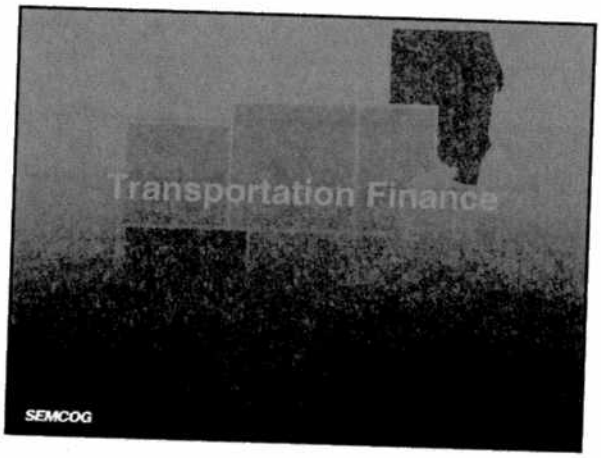

SEMCOG
Promotes government efficiency
Promotes intergovernmental cooperation in purchases and service provision
Helps local governments make decisions on services they can afford to provide
SEMCOG

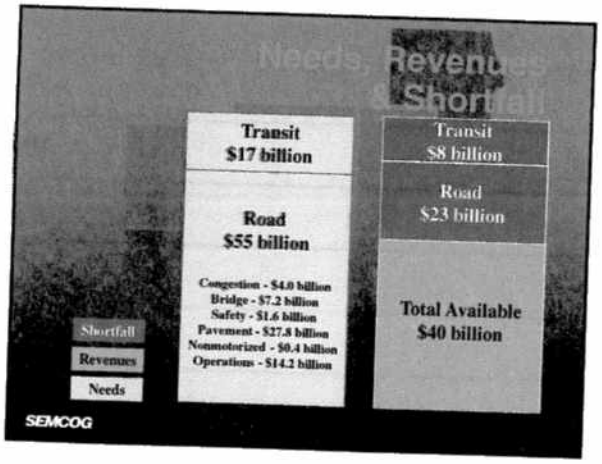

Growth
SEMCOG

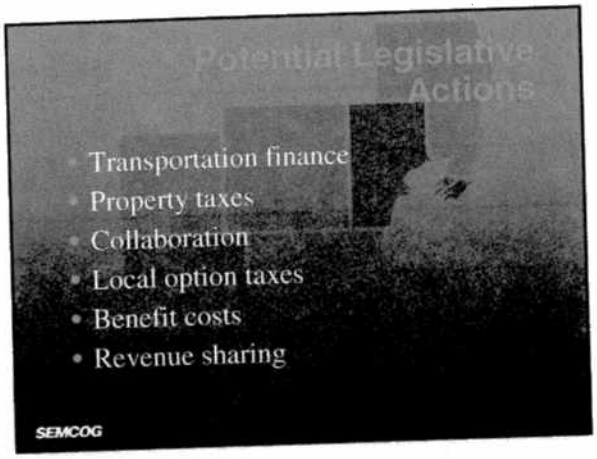

Urbanization
1965, 1995, 2020
ST. CLAIR
OAKLAND
MACOMB
LIVINGSTON
WASHTENAW
WAYNE
MONROE
1965
1995
2020
N
SEMCOG

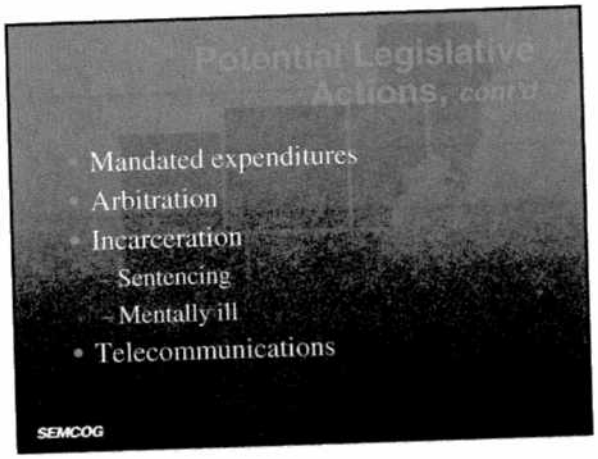

Change of Housing Units
25,000
20,000
15,000
10,000
5,000
0
-5,000
1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008
SEMCOG

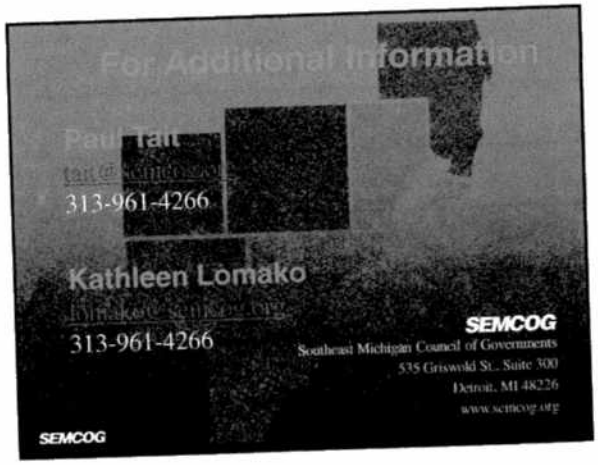
Transportation Projects
2002-2006


Transportation Finance
SEMCOG


Needs, Revenues & Shortfall
Transit
$17 billion
Road
$55 billion
Congestion - $4.0 billion
Bridge - $7.2 billion
Safety - $1.6 billion
Pavement - $27.8 billion
Nonmotorized - $0.4 billion
Operations - $14.2 billion
Transit
$8 billion
Road
$23 billion
Total Available
$40 billion
Shortfall
Revenues
Needs
SEMCOG


Potential Legislative Actions
• Transportation finance
• Property taxes
• Collaboration
• Local option taxes
• Benefit costs
• Revenue sharing
SEMCOG


Potential Legislative Actions, cont'd
• Mandated expenditures
• Arbitration
• Incarceration
– Sentencing
– Mentally ill
• Telecommunications
SEMCOG


For Additional Information
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313-961-4266
Kathleen Lomako
313-961-4266
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Southeast Michigan Council of Governments
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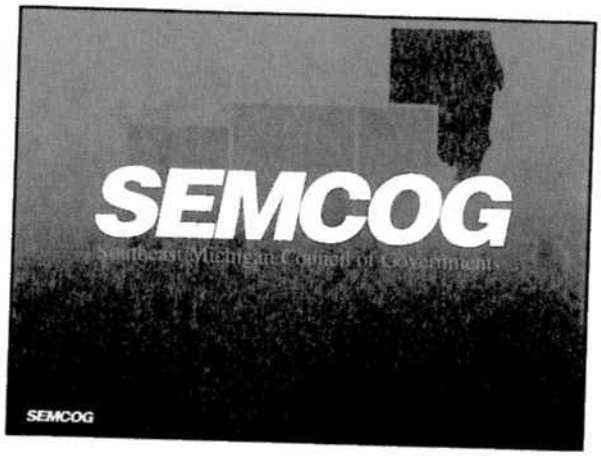
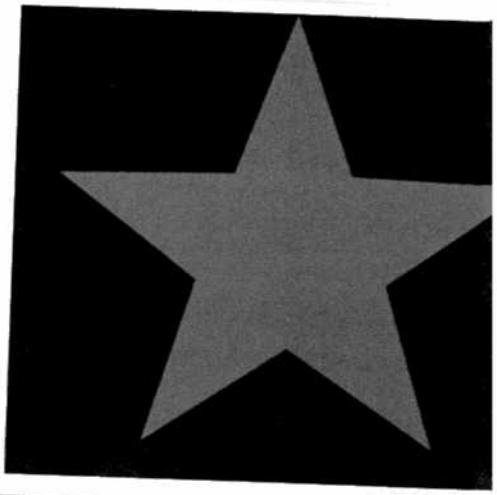
Detroit, MI 48226
www.semcog.org
SEMCOG


SEMCOG
Southeast Michigan Council of Governments
SEMCOG

SEMCOG

established 1968

Southeast Michigan Council of Governments



SEMCOG Legislative Policy Platform

2009-2010

Transportation Issues

*Reauthorization of SAFETEA-LU

Transportation policies should support states with major international border crossings and trade corridors. The efficient movement of goods is critical to improving national, state, regional, and local economies.

Policies must emphasize rebuilding aging roads and bridges.

Transportation funding must be flexible to ensure that state, regional, and local needs are met.

Michigan's return on federal highway transportation dollars must continue to increase over the life of the authorization.

The significant leadership role of local elected officials in the regional transportation planning process should be maintained and enhanced.

State and federal transportation funding must increase and be more predictable and sustainable.

Program dollars must support a wide range of transportation options (walking, bikes, cars, buses, trains, trucks, etc.).

Regional Public Transit

Federal transit funding programs should emphasize support to urban areas with no or minimal rail and bus rapid transit systems.

Rail, bus rapid transit, and busses must be improved by policy, funding, and regulatory actions.

The Michigan transit funding formula should be revised to allow for increased funding to transit operators without reducing or shifting funds statewide.

Formally create a regional transportation authority through legislation.

Improve passenger access to Metro airport via public transportation (i.e., busses and rail).

Amtrak

Provide full funding for Amtrak passenger rail service.

Aviation

Support reauthorization of the Aviation Trust Fund to continue improvement of the air transportation system.

Support recommendations from the state transportation funding task force report (TF2).

Road Quality

Ensure performance and accountability in road construction and maintenance.

Funding

In the short term, increase the state and federal gas tax, diesel tax, vehicle registration fees, and enable local option taxes.

Ensure transportation revenues are used for their intended purpose.

In the long term, state and federal transportation funding must increase and be more predictable and sustainable.

Private investment in transportation infrastructure should be encouraged through support of public-private partnerships.

Work toward Southeast Michigan getting its fair share of funding through Michigan's Act 51 funding formula.

Local Government Issues

*Revenue Sharing

Honor the state's commitment to local government by fully funding both constitutional and statutory revenue sharing for local governments, including counties.

Fully reimburse local governments for costs incurred in protecting state-owned facilities under the Fire Protection Grant program.

*Property Taxes

Ensure that any property tax reforms do not jeopardize state and local government revenues.

Ensure that state and federal attempts to address foreclosure and other housing issues do not negatively impact local government revenues.

Collaboration

Eliminate legislative and regulatory obstacles to consolidating and collaborating on service provision.

Provide financial incentives for local governments to pursue efficiencies and collaboration.

Local Option Taxes

Allow local governments more flexibility to generate revenue locally, with protection of current revenue stream.

Telecommunications

Ensure that local governments have resources to maintain rights of way.

Maintain funding for PEG (Public, Education, and Government) access.

Mandated Expenditures

Policy development discussions at both the state and federal levels must include consideration of implementation costs.

Environment Issues

Air Quality

Ensure maximum regulatory flexibility in strategies to comply with air quality standards.

Climate Change

Preference should be given to actions that have multiple benefits (e.g., reduce energy consumption or emissions of air pollutants as well as GHGs (greenhouse gas)).

It must include both short-term actions that can realize emission reductions in a relatively short period of time, as well as longer-term actions that will require more lead time (and possibly more cost) but will eventually provide significant emission reductions.

Create a single national program that involves all states and all sectors of the economy. State and regions should not be creating their own ad hoc programs.

The state building code should enable energy efficiencies through green building practices.

Water Quality

Enact legislation that clarifies fees as a viable option for communities to use for essential services such as water quality protection.

Increase access to drinking water revolving loan funding and state revolving loan fund for communities practicing good asset management.

A statewide sanitary code should contain flexibility due to the variations at the local level (e.g., soils, geology).

Any change in state water quality requirements must be accompanied by funding to meet new standards.

The E. coli water quality standard for total body contact, along with the resulting total maximum daily loads (TDMLs), should be reviewed as to their attainability in urban waterways.

Environment Issues (continued)

Great Lakes

Obtain funding and programs to control spread of invasive species. Programs should be developed and implemented internationally.

Develop Michigan-specific plan for restoring and protecting Great Lakes, including implementation of the Great Lakes Compact.

Funding

A single state bond to fund environmental and natural resource protection should focus on:

- Protecting and improving water quality,
- Protecting and improving green infrastructure,
- Assisting in cleaning up stormwater,
- Meeting local needs, not on activities that should be funded through state general fund, such as environmental monitoring, and
- Supporting brownfield redevelopment for economic development purposes.

Administration of Michigan Department of Environmental Quality programs should primarily be supported using the General Fund.

Community and Economic Development Issues

Housing and Community Revitalization

Provide funding for and allow maximum flexibility and access to funds to address foreclosures, (i.e., the Housing and Economic Recovery Act of 2008: Neighborhood Stabilization Program).

Ensure that state and federal attempts to address foreclosure and other housing issues do not negatively impact local government revenues.

Increase Community Development Block Grant (CDBG) funding.

Oppose any formula change that would erode the funding base of communities currently receiving CDBG.

Increase Michigan Housing and Community Development Fund (MHCDF) funding.

Education and Workforce Development

Ensure that state and federal attempts to address foreclosures and other housing issues do not negatively impact school revenues.

Ensure coordination of all levels of education so that students can build upon previous educational experiences and prepare for lifelong learning.

Make education and training more affordable. Resources should first emphasize the need to have a wage earner in every household.

Provide resources to sustain industries that are major job producers, including the auto industry

Align current curriculum skills with future workforce needs.

Make early childhood education a priority.

Ensure maximum regulatory flexibility in complying with federal education standards.

Provide funding to meet federal education legislation requirements.

Enact adequate funding mechanisms for school infrastructure needs.

Other Issues

9-1-1

Allow local governments maximum flexibility in providing 9-1-1 services.

Ensure fees supporting 9-1-1 services continue to be applied equally to land line and mobile users.

2-1-1

Obtain financial support for the 2-1-1 system (Human Services Referral Network) for Southeast Michigan and the entire state.