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## **FY 2025 Budget Requests**

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*Climate & Clean Energy Requests (pp. 1-6)*

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## **Climate & Clean Energy Budget Requests**

### ***Energy Affordability and Clean Buildings***

Housing is the single largest expense for Michigan families, and affording housing that is safe, warm and up to code is a challenge for many Michiganders. Additionally, Michigan's homes and buildings are a significant source of greenhouse gas (GHG) emissions. As of 2019, they accounted for approximately 18 percent of the state's total GHG emissions, the third highest emitting sector after power and transportation. As stated in the MI Healthy Climate Plan, emissions related to buildings primarily come from the combustion of fossil fuels such as natural gas, propane, and heating oil. Reducing energy use through efficiency improvements to buildings and switching to highly efficient electric appliances to meet space, water heating, and cooking needs is critical to meeting Michigan's energy affordability and carbon emissions reductions goals.

### ***Whole Home Retrofit Program***

What: \$100M to create a [whole home retrofit program](#) that will provide flexible funding to improve the quality, safety, and affordability of existing attainable and low-income housing. The funding should cover needed investments in low-income housing in the following areas:

weatherization, minor home repair/safety upgrades/toxin remediation, energy efficient electric appliances, and roof-top solar and residential battery back-up systems.

Where: MDHHS

Why: States are launching whole-home retrofit funds to provide comprehensive renovations for low- and moderate-income residents, enhancing home safety, energy efficiency, and resilience. This approach offers a "one-stop shop" solution that not only addresses immediate health and structural issues but also future-proofs homes against climate change and volatile energy costs. Right now contractors, community action agencies, and others must navigate a slew of different state programs in order to do repairs and improvements on one low-income Michigander's home or they are unable to do work like weatherization because minor home repair is needed first and there is no state funding for that. The whole-home program would solve both of these programs by creating one central location in state government for low-income housing investment and by allocating additional funding to fill existing funding gaps and better leverage federal weatherization dollars.

Target: Low- and moderate-income households disproportionately impacted by high energy bills, especially those in older buildings.

Total: \$100M (General Fund, remaining ARP/COVID funds)

### ***Energy Efficiency and Building Electrification Workforce Development***

What: \$30M to support and expand energy efficiency and building electrification workforce development across Michigan.

Why: Leverage federal and state funding to expand training and opportunities in building efficiency and electrification across Michigan, with a focus on hiring and developing workers from low-income and environmental justice communities, as well as workers formerly employed in transition-impacted industries such as fossil fuel energy workers.

Where: LEO

Target: Low-income and environmental justice communities, workers formerly employed in transition-impacted industries

Total: \$30M (\$15M from IRA, \$15M Workforce Innovation Opportunity Act (WIOA) or GF)

### ***LiHEAP Allocation to Weatherization Assistance Program***

What: Allocate 15% of the federal Low Income Home Energy Assistance Program (LiHEAP) to the Weatherization Assistance Program.

Why: LiHEAP provides federal funding assistance to states to reduce the costs associated with home energy bills, energy crises, weatherization, and minor energy-related home repairs. A maximum of 15% of these funds annually can be devoted to weatherization efforts in states. Unfortunately, despite a growing need, Michigan has historically allocated significantly less to weatherization than allowed and significantly less than all neighboring midwest states.

Where: MDHHS (LiHEAP federal funding allocation)

Target: Low- and middle-income households disproportionately impacted by high energy bills, especially those in older buildings.

Total: 15% of 2024 LiHEAP federal capitalization funding

### ***Clean Power***

With the passage of an ambitious package of climate and energy bills in November, Michigan has positioned itself as a regional and national leader in the clean energy transition of the power sector. However, to fully and efficiently deliver on the promise and opportunity this legislation created, we must invest in its effective implementation. Increasing capacity at the MPSC will enable us to move quickly to draw investment to the state, speeding job creation and leveraging federal dollars.

### **Michigan Public Service Commission- Additional Full-Time Employees (FTE)**

What: \$6M to hire 30 full-time equated positions to implement SB 271, 273, 502, HB 5120 and HB 5121

Why: To effectively implement Michigan's landmark climate legislation, including Senate Bills 271, 273, and 502, as well as House Bills 5120 and 5121, the Michigan Public Service Commission (MPSC) urgently requires expanded resources, including a larger budget and additional full-time employees (FTEs). The increased resources will enable the MPSC to efficiently manage their new renewable energy siting responsibilities, implement renewable energy and clean energy standards, new energy efficiency guidelines, and integrate essential considerations of climate, equity, and affordability into its regulatory framework.

Where: Michigan Public Service Commission

Target: Michiganders, especially in underserved and disadvantaged communities, who will benefit from improved energy efficiency and cleaner energy options

Total: \$6M

### **Clean Transportation**

Transportation is the [second](#) largest source of climate-warming carbon pollution in Michigan, after the power sector. Vehicle pollution also disproportionately harms people of color, both in terms of its direct impacts on human health and the disparate burden of its climate impacts. Traffic fatalities are also on the [rise](#) in Michigan. **To holistically tackle these issues and improve quality of life, Michigan transportation funding should be directed towards vehicle electrification and active transportation, including public transit and pedestrian and bicycle infrastructure.** This will help the state achieve its own [goal](#) of building the infrastructure necessary to support 2 millions EVs on Michigan's roads by 2030, and increasing access to clean transportation options – including public transit – by 15% per year.

In addition, to capitalize on the influx of federal funding in IIJA and IRA, and the expanded eligibilities in IIJA formula funding, **all above-maintenance formula funding should be directed to system maintenance, investments in transit, transit operations, biking, and pedestrian infrastructure and the zero-emissions vehicle transition.** The state should also **apply for competitive funds that accelerate vehicle electrification and mobility options in the state,** including the IIJA Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program (\$7.5 billion), IRA Neighborhood Access and Equity Grants (\$3.1 billion), and IRA Clean Heavy-Duty Vehicle Program (\$1 billion).

### **Medium and Heavy Duty Vehicle Incentives**

What: Establish a vehicle incentive program to provide point-of-sale vouchers for clean bus and class 4-8 vehicles at point-of-sale, prioritizing the highest polluting vehicles in disadvantaged communities.

Boilerplate language: Prioritize funds for higher polluting vehicles located in disadvantaged communities.

Why:

- **Better community health:** Medium and heavy-duty vehicles are a major source of air pollution that contributes to negative health outcomes. This holds particularly true for Black and Brown communities, who are disproportionately exposed to the pollutants. Furthermore, 48% percent of K-12 students ride a bus to school and the average fuel economy for school buses is only 6.5 miles per

gallon. Thus, budget investments for clean bus and medium- and heavy-duty vehicle fleet will promote cleaner air for Michigan's communities.

- **Accelerate market growth and leverage federal funding:** Electric buses are a proven technology in Michigan; however, the upfront costs associated with these cleaner technologies pose a barrier for interested school districts and transit agencies. The EPA Clean School Bus Program received more applications than they have funding available, demonstrating both the demand and the need for additional grant funds, which the state supported in the FY2024 School Aid Fund. The IRA also establishes a new \$1 billion Clean Heavy Duty Vehicles rebate program to convert fleets to zero-emissions heavy-duty vehicles. Additional state budget investments for these additional heavy-duty vehicles will be critical in spurring adoption and growing the market, as well as helping to capture the available federal tax credits.

Target: Michiganders, particularly those burdened with transportation pollution, and heavy-duty manufacturing businesses.

Where: EGLE

Total: \$50M from the GF, \$10M from remaining Fuel Transformation and DERA funds.

### ***Increase ongoing support for Transit and Passenger Rail Programs***

What: The CTF is a state-restricted fund for public transportation purposes. It supports MDOT's Public Transportation Program, which includes local bus, intercity bus, marine passenger, vanpooling, port, freight rail, and passenger rail. Increased funding for CTF should specifically go to Transit and Passenger Rail Programs, including Public Transportation Services, Local Bus Transit, Intercity Passenger Rail, and Public Transportation Development.

Why:

- **Increase funding levels for local bus operations to keep service running.** Local bus operating (LBO) is an integral part of closing the transportation gap for many people in Michigan. LBO provides funding that is vital to operating all of Michigan's 77 local public transit services, which together serve every one of Michigan's 83 counties. At one time, the State of Michigan covered half the cost of running public transit in urban areas and 60% of the cost in rural areas, but that investment has been declining for decades, now covering less than 30% and 35% respectively. As state investments declined, local communities had to either raise local property taxes, which not all can do, or else gut essential transit services riders depend on.
- **Expanding mobility options, specifically rail operations and the transportation alternatives program (TAP), reduces greenhouse gas emissions, improves community health, and increases economic opportunity in underinvested areas**– a win-win-win for Michigan. The MI Healthy Climate Plan recognizes this and establishes a statewide goal of increasing access to clean transportation options– from public transit to electric vehicles– by 15% each year. Funding for MDOT's public transportation programs can better equip the state to reach its goal and increase mobility options in the state.
- **In order to effectively leverage IIJA funds to unlock transformative investments in our transportation system, it is critical to increase funding for local bus operations, rail operations and infrastructure, and transportation alternatives.** While Michigan may be able to meet anticipated federal operating and capital formula allocations, it may not be able to match

competitive grants in IIJA without additional CTF funding. This may hold the state back from unlocking billions of dollars in competitive grants for innovative transportation projects.

- This is especially important for local transit and mobility programs, such as the Local Public Transit Program and Intercity Bus Program. As the Michigan Five-Year Transportation Program acknowledges, “When CTF dollars are not enough to match federal funds, the impact is absorbed by the local transit infrastructure and reduces a transit agency’s ability to access federal funds.”
- Michigan’s success in receiving federal discretionary funds should not be stymied by an underfunded CTF. Thus, funding for the CTF should be increased with supplemental general funds.

Target: Michiganders, particularly seniors, low-income residents, and others who face transportation burdens and who will benefit from enhanced mobility options

Where: MDOT

Total: \$120M (\$60M for Local Bus Operating, \$30M for Rail Operations and Infrastructure, and \$30M for the Transportation Alternatives Program)

- \$50M from federal funding and flexible funding from Congestion Mitigation Air Quality Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, National Highway Performance Program, State Planning and Research, and the Carbon Reduction Program.
- [\\$40M](#) from the Transportation Alternative set-aside in the Surface Transportation Block Grant Program
- \$30M in new funding or allocation of the existing auto-related sales tax to the CTF.

### ***State Transportation Electrification Planning***

What: Create a Transportation Electrification Plan (TEP) - a roadmap for the dedicated public-private efforts to build EV chargers in all the necessary locations across the State to meet the needs of passenger and commercial traffic.

Where: MDOT

Why: **Create a roadmap for transportation electrification across the state for both the public and private sectors.** We need to create a clear goal and pathway for understanding the necessary investment and process buildout to ensure Michigan meets its goals of a zero emission transportation system. Across the public and private sectors, there is currently no unified vision on how to achieve this. A plan that cuts across state and local agencies and governments to private utilities and fleet owners will be necessary to properly coordinate infrastructure investment and target public funds to areas that need the most investment in the short, medium, and long term. The plan should:

- Identify and incorporate existing programs, research, and incentives, including those offered by the State, local governments, utilities, and others.
- Estimate infrastructure needed by 2030 in various market segments, such as public charging, ridesharing, multi-family housing, medium- and heavy-duty vehicles, and workplace charging.
- Identify policies and programs that will be critical to fulfilling the goal of 100,000 chargers by 2030.
- Create well-defined roles of state agencies for proposed policies and programs.

Total: \$2M from American Rescue Plan funds or General funds

### ***State and Municipal Fleet Electrification***

What: Convert state and municipal fleet vehicles to cleaner fuels, including building upgrades, vehicles, and necessary charging or refueling infrastructure. Provide grants up to \$10,000 for purchase of zero-emission vehicles or associated charging infrastructure.

Why:

- **Leading on the transition.** We need to financially facilitate the current public fleet transition requirement, especially for vehicles with high purchase prices. Public fleets cannot take advantage of federal tax incentives for electric and alternative fuel vehicles except through 3rd party financing arrangements. Investments in public fleets will save taxpayers money over time by reducing fuel and maintenance costs. It is imperative that the state “walks the talk” and assists municipalities in following suit.
- **Match Federal funding:** Several discretionary programs under the IRA/IIJA including the Clean School Bus Program, Clean Heavy Duty Vehicle Fund, and Low/No Bus Program require state dollars to increase competitiveness of applications for this discretionary dollars. Creating a state level fund to make that match more likely can assist public entities.

Target: Taxpayers, who will save money over time by reducing fleet fuel maintenance costs of public fleets

Where: Department of Technology, Management and Budget

Total: \$10M from the General Fund

- Michigan can also **leverage additional funding in the IRA’s Clean Heavy Duty Vehicle Fund**, anticipated to be available in late 2023.

### ***Expand Charge Up Michigan for Public Commercial and Community Charging***

What: Establish a new focus area under the Charge Up Michigan Program for public commercial vehicle and community charging, complementing NEVI funding that primarily funds corridor charging infrastructure.

Why:

- **Supercharge EV adoption and access:** We need to ensure that Michiganders who cannot rent at home have access to charging stations. The Infrastructure Investment and Jobs Act (IIJA) created a \$1.25 billion competitive fund for community charging grants. While all the details are not yet available, we expect that the most competitive projects will have a significant funding match. Setting aside excess general funds to support Michigan-based community charging projects will make Michigan more competitive for these limited federal funds. The state should also contribute additional funds to ensure that all Michigan communities are prepared with charging infrastructure.
- **Match Federal funding:** Several discretionary programs under the IRA/IIJA including the Community Fueling Infrastructure Program and NEVI Program require state dollars to increase competitiveness of applications for this discretionary dollars. Creating a state level fund to make that match more likely can assist public entities.
- **Facilitate freight movement and corridor charging.** Commercial vehicle and community charging are both areas that are seeing fewer investments and yet have a high impact on the economy and Michiganders’ quality of living. Freight is a crucial economic engine in Michigan, in addition to being a major contributor to harmful air pollution. Our infrastructure must be sufficient to allow safe and easy

travel across and through the state in clean vehicles, both for individuals and fleets.

Where: Department of Labor and Economic Opportunity (LEO)

Total: \$25M from general funds, to leverage an additional \$125M in federal funding.

### ***E-bike Purchase Incentives***

What: Establish, implement, and administer an e-bike transportation incentive program to issue discount vouchers to residents of this state for the purchase of eligible e-bikes, providing higher benefits for income-qualified residents. (See HB 4491)

Where: EGLE

Why:

- Proven, low-cost carbon reduction: Studies have found that increased use of e-bikes is a necessity for reaching our climate goals. E-bikes generate one-fifth the per-passenger-mile lifetime carbon emissions of EVs. The Detroit Greenways Coalition's Bikes 4 Employees program has shown that providing e-bikes to those without reliable vehicle transportation primarily replaces Uber and Lyft trips, while also saving money. Ten states currently have successful statewide e-bike incentives programs.
- Transportation Equity: Many Michigan residents are unable to benefit from existing EV incentives given the high cost of motor vehicle ownership and operation, especially within the City of Detroit. Eight percent of Michigan households and 23% of Detroit households do not have access to a motor vehicle. E-bike incentives are an affordable alternative. Unlike EVs, e-bikes do not require a home charger investment, do not require auto insurance, and cost 1/20th that of an entry-level EV.

Target: Michiganders, with at least 50% of the annual amount funded to issue discount vouchers to income-qualified residents.

Total: \$8M from general funds

## **Drinking Water Budget Requests**

### **Additional funding to purchase lead removing filtered water stations and filters for schools and childcare centers**

What: Provide additional funding to address lead in drinking water in schools and childcare centers.

Why: The legislature included \$50M in the FY '24 budget to purchase these devices, but [NRDC's original cost estimate](#) indicates we will need roughly \$166M over ten years to fund this program with the initial investment being the most significant since filtered water stations must be purchased. Since the original \$50M appropriation, the legislature included private schools and childcare centers as eligible users of the fund. Consequently, the original \$50M falls short of what's needed to purchase filtered water stations by the end of the 2025-26 school year. We need to ensure all kids are protected from lead in school and childcare center drinking water and not just those districts that either get their applications in first or can afford to fund this independently. We will have two levels of protection, which will lead to inequitable protections.

Target: Michigan kids and educators will benefit from this investment.

Where: EGLE

Total: \$50M ARPA or GF/GP

### **Water affordability program support**

What: Funding to erase water arrearages for income eligible residents at risk of water shutoffs and funding to subsidize income-based water affordability programs as detailed in [Senator Chang's water affordability bill package](#). The funds should not be used for water assistance programs, which are band-aids at best and do not result in sustainable water bills. This allocation will seed fund water affordability programs while efforts are underway to pursue permanent funding options.

Why: In the wake of the pandemic, many thousands of Michigan residents are water insecure and are currently at risk of having their water shutoff. In 2021, NRDC and the People's Water Board Coalition analyzed the only data set ever available for water arrearages and found that [roughly 800,000 Michiganders](#) throughout the state were at risk of having their water shutoff. No one should be forced to live without water and sanitation in Michigan. Further, families are at risk of their children being removed from the home if the residence does not have running water.

Target: Michigan residents below 200% of the federal poverty level.

Where: DHHS

Total: Level funding at \$60M\* GF with boilerplate implementation language taken from [SB 549/HB 5088](#) to ensure alignment with the [Water Affordability Bill Package](#).

*\*There will likely be better data on water arrearages in the coming months through the work on the Water Affordability Bills, which could demonstrate the need for additional funding.*

### **Benton Harbor Water Career Pilot Program**

What: In FY '24, the legislature appropriated \$100,000 for a water career and workforce development program in the wake of the Benton Harbor water crisis to support the community in [building capacity for their treatment plant operation](#) (pp. 16-17) and to provide career opportunities in a sector with extensive existing needs and [anticipated additional needs due to retirements](#).

Target: Benton Harbor residents who wish to maintain community control and staffing of their water system, residents in other communities who can benefit from the availability of trained operators and through the potential of a statewide water career and workforce development program.

Where: EGLE

Total: \$200,000 GF/GP

### **State Revolving Fund Matches**

What: Allocate sufficient GF/GP to fully fund the match requirement for both State Revolving Funds and the IJA federal funding.

Target: Michigan communities in need of water infrastructure dollars with an emphasis on disadvantaged/ Justice 40 communities.

Where: EGLE

Total: Based on federal allocations

### **DHHS water emergency funding**

What: Drinking water quality initiatives to address drinking water emergencies.

Target: Communities throughout Michigan that experience drinking water emergencies.

Where: EGLE

Total: Level funding at \$22.5 million Gross and GF/GP



## Water and Toxics Budget Requests

### **Low-income septic repair program**

What: \$35 million grant funding for indigent Michiganders to repair or replace failing septic systems. The water supplemental budget passed in 2021 included \$35 million for a low-interest loan program to fund the repair and replacement of failing septic systems. With an estimated 1.3 million septic systems statewide and a likely failure rate of at least 10 percent of those systems, more funding is needed to address failing systems. Unfortunately many Michiganders do not have good credit and/or cannot take on a loan. To ensure these Michiganders are not shut out of help and that our water is protected from failing septic systems we should expand the program from 2021 to include grant funding.

Why: Scientific data clearly demonstrates that failing septic systems are contributing to ground and surface water pollution across the state. The \$35 million included in SB565 is only accessible to residents able to repay a loan. Grants for qualifying residents are needed to address leaking systems that will otherwise go without replacement or repair. \$35 million would match the level available in the loan program and be accessible to low-income residents.

Target: low-income residents with documented septic system disrepair or failure and unable to afford repair or replacement

Total: \$35M GF

### **Remediation of Toxic Sediment in the Detroit and Rouge Rivers**

What: \$100 million non-federal match funding to remediate contaminated sediment in the Detroit and Rouge Rivers.

Why: The U.S. EPA and Michigan EGLE identified up to 5.1 million cubic meters of contaminated sediments on the U.S. side of the Detroit River that need remediation. Additionally, an estimated 344,800 cubic meters of contaminated sediment also require remediation in the lower part of the main stem of the Rouge River. Fortunately, the “Bipartisan Infrastructure Law” allocates over \$1 billion in direct funding to support legacy polluted sediment cleanup efforts in the Great Lakes, specifically targeting Areas of Concern. These allocated dollars will directly provide 65% of the funding requirements for cleanup efforts in the Detroit and Rouge Rivers, both Areas of Concern. The catch: these funds require a 35% non-federal match. \$100 million is the cost of the non-federal match to cover leveraging federal funding for both rivers.

Target: Detroit and Rouge Rivers

Total: \$100M GF

### **Wetland creation and management to protect Great Lakes water quality**

What: Michigan is not on track to meet its nutrient reduction goals for Lake Erie. While substantial progress has been made in reducing point sources of nutrients, nonpoint agricultural sources are contributing to the toxic algal blooms that plague the lake each summer. Investing in the creation of wetlands will help to improve water quality.

Why: Wetlands are considered a Best Management Practice for the reduction of nutrients in restoration efforts. The ability to slow large pulses of water before they enter waterbodies

that feed directly into Lake Erie provide the opportunity to reduce the high nutrient levels that fuel the algal blooms.

Target: Strategically placed wetlands in the Western Lake Erie Basin that can help to intercept flows of nutrient laden water

Where: Department of Natural Resources (DNR)

Total: \$2M GF

### **Regenerative agriculture for soil health and water quality**

What: Continued investment to fund regenerative agriculture practices that improve soil health, sequester carbon, and reduce sediment and nutrient runoff.

Why: Achieving water quality goals is dependent upon the adoption of conservation practices on a much larger scale across the state. This funding will help to continue a one-time \$11M 2023 budget item and assist farmers in adopting these practices to minimize soil disturbance and maximize crop diversity.

Target: Grant program to invest in adoption of regenerative agricultural practices

Where: Department of Agriculture and Rural Development (MDARD)

Total: \$5M GF

### **Addressing PFAS Contamination**

PFAS contamination continues to impact many communities across Michigan. On-going and additional funding is needed to clean-up and remediate contamination, coordinate the state response, and address testing, medical monitoring and clean water needs of exposed individuals and communities. We strongly believe this area should continue to be a priority for Gov. Whitmer and the legislature in the upcoming budget. However, we are working to research the exact funding levels necessary, so we have left the total funding requested below blank. We would like to engage in discussions with the administration and the legislature around what is necessary, what is feasible, and what federal dollars or other dollars can be leveraged for this work.

#### *Department of Environment, Energy, and Great Lakes (EGLE)*

What: Continued funding for EGLE and Michigan PFAS Action Response Team (MPART).

Why: Funding needed for MPART to notify contaminated neighborhoods as soon as a PFAS investigation starts. Needed funds for water, fish and wildlife testing, and contaminated site cleanup in disadvantaged and small communities. Funds need to distribute to local health departments to respond to PFAS through provide drinking water filters for PFAS contaminated residential and commercial spaces.

Target: Communities neighboring military bases, airports, landfills, industries, farms that have land applied biosolids, and industrial sites are particularly at risk. Wildlife within contaminated areas are equally at risk.

What: Water infrastructure improvements, including hooking up rural residential homes to municipal lines.

Why: With its continued PFAS investigation program MPART continues to identify new areas of concern and contaminated groundwater. There will be a continued need to allow residents options to switch from private well systems to municipal lines.

Target: Rural communities, especially those near targeted areas above.

#### *Department of Agriculture and Rural Development (MDARD)*

What: Addressing PFAS in agriculture sector and food industries

Why: Michigan vegetable, cattle and dairy farmers who have land applied biosolids from wastewater treatment plants or paper mills have potentially contaminated their farmland with PFAS (and potentially other industrial chemicals). MDARD should do comprehensive soil testing on farmland to ensure public health is safeguarded.

Target: Michigan farmers that have land applied biosolids from wastewater treatment facilities, or industrial users (paper mills, tanneries) on their fields.

What: Farmer-relief PFAS grant program

Why: Before any testing occurs, EGLE, MDARD, and MDHHS should create a farmer relief program, modeled after Maine's program that provides needed resources and funds to farmers who have or are currently unknowingly growing on contaminated land.

Target: Michigan farmers who have land applied biosolids

*Michigan Department of Health and Human Services (MDHHS)*

What: Funds for Medicaid to cover individual PFAS blood testing.

Why: Individuals should have the right to test their blood for PFAS to understand the level of PFAS in their body and their risks associated with exposure. Understanding exposure levels can assist health care professionals to monitor patients for diseases associated with PFAS exposure. Currently, blood testing is around \$600 at a private lab, far from affordable for the average Michigan citizen. We want to ensure that Medicaid is covering the cost of blood testing, and doing appropriate education and outreach so those covered under Medicaid know they can get their blood tested.

Target: Any Michigan resident covered under Medicaid