



ENVIRONMENTAL JUSTICE ANALYSIS REPORT

Five-Year Transportation Program
Fiscal Year 2024-2028
Highway Call for Projects



Michigan Department of Transportation
March 2024

Table of Contents

- Executive Summary**..... 2
- Introduction** 4
- Methodology**..... 6
 - 2023 Refinements to the EJ Methodology**..... 8
- Project Development and Project Selection Tools** 11
- Fiscal Year 2024-2028 Highway Call for Projects (CFP)** 14
- Region-Level Project Analysis** 15
 - Bay Region**..... 16
 - Grand Region** 22
 - Metro Region**..... 27
 - North Region** 36
 - Southwest Region**..... 40
 - Superior Region** 44
 - University Region**..... 47
- Disadvantaged Business Enterprise (DBE)** 53
- Findings and Recommendations**..... 57
- Significant Transportation Funding Events**..... 63

Executive Summary

This report serves to demonstrate that the Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) for Fiscal Years (FY) 2024-2028 is in compliance with Environmental Justice (EJ) requirements. Under these requirements, MDOT is responsible for ensuring that its overall program does not disproportionately distribute benefits or have negative effects on people of color and low-income people. The analysis in this report addresses three fundamental EJ principles:

- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Avoid, minimize, or mitigate disproportionate and adverse human health or environmental effects, including social and economic effects, on people of color and low-income people.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by low-income people and people of color.

In 2023, MDOT's EJ Priority Areas were added to the public Michigan Transportation Program Portal (MTPP), which includes maps of the 5YTP projects and State Transportation Improvement Program (STIP) projects. The 5YTP map with MDOT EJ Priority Areas can be viewed at <http://bit.ly/MTPP>.

Two main data sources are used to create this evaluation. The first source is the projects included in the MDOT 5YTP for FY 2024-2028. The second source is the U.S. Census, from which the most recent demographic data (2021 five-year American Community Survey data) was collected to determine the geographic locations of people of color and low-income people. Updates to the analysis methodology were made in 2023 to “focus on people, not percentages.”

This report also includes an analysis of FY 2022 contract information from MDOT's Contract Services Division to evaluate what share of the total contracts benefit Disadvantaged Business Enterprises (DBE), and how that information tracks over time. This analysis identified that the number of prime contracts awarded to DBEs in FY 2022 slightly increased from the prior year, but the number of subcontracts decreased, and the total contract amount awarded to DBEs decreased (making up 5.5 percent of the total contract amount awarded in FY 2022).

Analysis shows that investment in EJ areas of Michigan is above the 40 percent Justice40 minimum in each of MDOT's seven regions as well as in the FY 2024-2028 5YTP overall:

MDOT Region	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
Bay	35	59	\$674,965,209	\$832,784,906	81%
Grand	38	66	\$343,776,928	\$530,939,686	65%
Metro	60	70	\$3,644,737,551	\$3,683,575,328	99%
North	12	30	\$114,642,549	\$227,875,436	50%
Southwest	29	47	\$184,626,898	\$258,592,117	71%
Superior	8	37	\$89,509,119	\$202,403,608	44%
University	37	61	\$797,214,449	\$981,440,388	81%
Total	219	370	\$5,849,472,703	\$6,717,611,469	87%

Although MDOT is clearly making significant financial investments in EJ Priority Areas, there are still transportation-related burdens and disadvantages in these areas. Future EJ reports will use additional analysis and public engagement to refine our approach – including analyzing the types of transportation-related burdens that exist and their geographic distribution, the types of investments MDOT is currently making, the impacts of those investments, and the types of projects that would best address transportation inequities and future needs. MDOT will continue to pursue partnerships with local agencies to ensure that these types of investments can be made and coordinated with the responsible jurisdictions.

Introduction

This report serves to demonstrate that the Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) for Fiscal Years (FY) 2024-2028 is in compliance with the Environmental Justice (EJ) requirements stated in Executive Order 12898 of 1994, Executive Order 14096 of 2023, Title VI of the Civil Rights Act of 1964, the National Environmental Policy Act of 1969, the Federal-Aid Highway Act of 1970, and the Civil Rights Restoration Act of 1987. Under these requirements, MDOT is responsible for ensuring that its overall program does not disproportionately distribute benefits or have negative effects on people of color and low-income people. The analysis in this report addresses three fundamental EJ principles:

- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Avoid, minimize, or mitigate disproportionate and adverse human health or environmental effects, including social and economic effects, on people of color and low-income people.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by low-income people and people of color.

In 2023, MDOT's EJ Priority Areas were added to the public Michigan Transportation Program Portal (MTPP), which includes maps of the 5YTP projects and State Transportation Improvement Program (STIP) projects. The 5YTP map with MDOT EJ Priority Areas can be viewed at <http://bit.ly/MTPP>.

The intent of this technical report is to detail MDOT's FY 2024-2028 Highway Call for Projects (CFP) process and procedures and describe how a just and equitable process of project development and project selection decision-making is implemented. This technical report is developed for internal reporting purposes only and the analyses therein are relevant only to the MDOT Highway CFP. The report strives to explain the processes and procedures behind MDOT's project development and selection process and to further ensure that the proposed list of projects, as presented in the Highway CFP, are developed in accordance with the law such that:

- There is full compliance with Title VI of the Civil Rights Act of 1964, EJ Executive Orders 12898 of 1994 and 14096 of 2023, and all other related regulations and directives therein; and
- The process used in developing the candidate projects ensures that people affected by MDOT programs and projects receive the services, benefits, and opportunities to which they are entitled without regard to race, color, national origin, age, sex, gender, income, ability, location, or means of transportation; and

- The process ensures and prevents any form of discrimination in the funding of MDOT programs and activities, whether those programs and activities are federally funded or not; and
- The process establishes procedures for identifying impacts in any program, service, or activity that may create an illegal adverse impact on any person because of race, color, national origin, age, sex, gender, income, ability, location, or means of transportation.

Methodology

Two main data sources are used to create this evaluation. The first source is the projects included in the MDOT 5YTP for 2024-2028. The second source is the U.S. Census, from which the most recent demographic data (2021 five-year American Community Survey data) was collected to determine the geographic locations of people of color and low-income people.

For this evaluation, the term people of color is based on census categories and refers to people whose race/ethnic background includes:

- **Black or African American** (a person having origins in any of the Black racial groups of Africa)
- **Hispanic or Latino** (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
- **Asian** (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
- **American Indian or Alaskan Native** (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition)
- **Native Hawaiian or Other Pacific Islander** (a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands)
- **Some Other Race Alone**
- **Two or More Races**

Low-income represents those people whose economic background includes:

- Income over the past 12 months that has been **below the federal poverty level**

To develop EJ analysis maps, which show priority areas based on number of people of color and/or number of people in poverty, MDOT gathers and maps U.S. Census five-year American Community Survey (ACS) data. The geographic unit of measurement for EJ analysis is the census tract. Census tracts in Michigan were sorted into percentiles based on number of people of color and number of people in poverty. The counties with numbers above the 70th percentile in the state of people of color, people in poverty, or both are designated as MDOT EJ Priority Areas.

These data sets were used to develop a map overlay that shows projects and funding in relation to MDOT EJ Priority Areas throughout the state on an MDOT regional basis. Projects are considered to be in MDOT EJ Priority Areas if they are fully or partially within 500 feet of an MDOT EJ Priority Area.

This report also includes an analysis of contract information from MDOT's Contract Services Division to evaluate what share of the total contracts benefit Disadvantaged Business Enterprises (DBE), and how that information tracks over time.

2023 Refinements to the EJ Methodology

Prior to 2023, MDOT used a variation of the process used by the Washtenaw Area Transportation Study (WATS) from the Ann Arbor Metropolitan Planning Organization (MPO) area to identify EJ areas. This methodology involved taking the Location Quotient (LQ) of each EJ group, adding them together and then taking that summed LQ amount and stratifying the data by percentile. The areas that were within the 50th percentile or higher were then considered an EJ zone for analysis in planning documents.

Upon review of this process in 2022, it was determined that the LQ method involved complexities and abstractions that were not well suited to the goals of 1) evaluating equity in MDOT's investments, 2) identifying EJ priority areas, and 3) communicating with the public about MDOT decision-making. Creating LQs is a statistical process that established a baseline average for the percentage of people of color or people in poverty in Michigan census tracts, and then only focused on census tracts with percentages above the Michigan average. Because census tracts have widely varying numbers of people in them across the state (anywhere from three to 16,000), the percentage of people of color or people in poverty is not an inherently meaningful measurement. Additionally, the average percentage of people of color or people in poverty in census tracts in Michigan is also not an inherently meaningful measurement.

Due to these limitations of the previous methodology, the new methodology as described in the previous section was adopted in order to “prioritize people over percentages.” The new methodology prioritizes census tracts based on having the highest number of people of color and/or people in poverty across the state, regardless of the total number of people in the census tract.

MDOT Region Transportation Planners and engineers review all trunkline projects located within identified EJ Priority Areas. This is to ensure that everyone is given a fair opportunity to provide comment/input during the public involvement process. MDOT Guidelines for Stakeholder Engagement are recommended for reviewing all projects, including projects that may impact EJ communities. Projects including reconstruction, bridge replacement, trunkline modernization, capacity increases adding a lane more than 0.5 miles, resurfacing projects more than 5 miles, and new roads are of potential interest to EJ communities.

In these instances where this type of project intersects an EJ Priority Area, we recommend MDOT region staff use the MDOT Guidelines for Stakeholder Engagement to discuss with the community additional needs related to the project, particularly focusing on nonmotorized and transit-related needs as appropriate to the context of the community, at the appropriate time in the design process to meaningfully engage the public in discussion of their needs. Another benefit of this revised analysis is that it is in

alignment with projects that require additional public involvement through the STIP process. The guidelines are available online at <https://bit.ly/MDOT-Engagement-Guide>.

An additional guide to virtual public involvement, created in 2021 in response to the shift in engagement due to the COVID pandemic, is available online at <https://bit.ly/MDOT-Virtual-Public-Involvement>.

In addition to Environmental Justice, and in line with the federal government's Justice40 initiative, MDOT is increasing efforts to consider transportation equity in order to create an equitable multimodal transportation system aligned with MDOT's Michigan Mobility 2045 (MM2045) Long-Range Transportation Plan vision:

“In 2045, Michigan’s mobility network is safe, efficient, future-driven, and adaptable. This interconnected multimodal system is people-focused, equitable, reliable, convenient for all users, and enriches Michigan’s economic and social vitality. Through collaboration and innovation, Michigan will deliver a well-maintained and sustainably funded network where strategic investments are made in mobility options that improve quality of life, support public health, and promote resiliency.”

Transportation equity seeks to ensure that, in addition to people of color and low-income people, people with additional transportation disadvantages are served equitably by the transportation system. These disadvantages include:

- Households without vehicles
- People over 64
- People with disabilities
- Linguistic isolation (low English proficiency)
- Single-parent households
- Climate risk

Transportation equity tackles the disproportionate effects of transportation burdens on different geographic areas. The transportation burdens that MDOT prioritizes to address will change over time with internal partner, external partner, and public feedback. The initial list of transportation burdens includes:

- Traffic density
- Diesel particulate matter
- Ozone
- Asthma
- Safety (bicycle/pedestrian crash data)
- Low birth weight babies (air quality and healthcare access issue)
- Transportation cost burden (costs as percent of income)

Finally, transportation equity means that everyone receives equal benefits from the transportation system. One of the main benefits of transportation is access to essential destinations, such as jobs, healthcare, education and childcare, and healthy food. MDOT is developing methods of measuring access in partnership with peer agencies, national research efforts, and local partners.

Future EJ reports and/or separate reports may address some of these aspects of transportation equity as they are integrated into MDOT's strategic planning and project selection process.

Project Development and Project Selection Tools

Title VI of the Civil Rights Act of 1964 and Executive Orders 12898 of 1994 and 14096 of 2023 are three federal requirements mandating state grantors to justify the process behind the agency's project management operations as a fair and impartial procedure. In addition, the process must pay special attention to those classified populations considered as marginalized, including people of color and low-income people. The MDOT project development and selection process has its basis rooted in the following three fundamental principles:

- Providing adequate opportunity, plans, and processes for public involvement for people of color and low-income people in the regional transportation planning decision-making process;
- Devoting human and technical resources toward the fair assessment and monitoring of any disproportionate and adverse impacts of transportation projects on people of color and low-income people resulting from federal grants; and
- Ensuring that people of color and low-income people receive a proportionate share of benefits from federal transportation investments.

MDOT's project development and selection process follows a meticulous, data-intensive reviewing and analyzing procedure that culminates in the MDOT Highway CFP process and 5YTP development. The MDOT 5YTP is a document that includes policy direction from the federally required State Long-Range Transportation Plan (SLRTP). Both documents have mutually consistent policy and project implementation direction. The SLRTP is a 25-year plan specifying MDOT's broad goals, objectives, and direction toward serving and connecting people, communities, and the economy through transportation in Michigan. The SLRTP (currently MM2045) provides policy guidelines, implementation strategies and measures of efficiencies necessary for plan development. The Highway CFP is a strategic process that includes the identification of condition and investment strategies, guidance from the State Transportation Commission (STC), and the final selection of candidate projects that roll up into MDOT's 5YTP.

The following factors are used by MDOT to serve as an integral decision support tool to feed a comprehensive project prioritization process and to provide a clear link showing how proposed projects and proposed use of funds support the Highway CFP analysis that transitions into MDOT's 5YTP.

Revenue Estimates

- MDOT Finance and the Michigan Department of Treasury collaborate to develop a consensus on revenue estimates and projections.

- Federal revenue projections are based on the federal transportation authorization bill, currently the Infrastructure Investment and Jobs Act (IIJA or BIL).
- State revenue projections are based on estimated gas tax and registration fee receipts and transfers from state income tax revenue.

Investment Strategies

- Staff work with department leadership from across all modes to develop a strategy for investing revenues in alignment with condition, performance, and safety goals established by the department.
- For roads and bridges, the overall investment strategy defines how much funding will be allocated to each program category to achieve these goals.
- These resulting allocations, referred to as targets, are monitored by the department throughout the year to ensure fiscal constraint is maintained.

Call for Projects

- Projects are identified through MDOT's annual highway CFP process, which includes instructions to all MDOT regions and program managers on strategic objectives and target funding levels to ensure alignment with the direction set by the SLRTP and the STC.

Document Development

- While the project list is reviewed for accuracy in the spring, the full draft document is being prepared to be presented to the STC by mid-summer.
- Once the draft is approved, it is posted to MDOT's public website with an accompanying interactive map for a 30-day public comment period to provide an additional opportunity to gain public and stakeholder input. This posting is announced with a news release, social media posts, and via public e-mail lists at both the state and local levels.

Stakeholder Engagement

- The 5YTP process offers the public and stakeholders an important opportunity to engage in discussions about upcoming road and bridge projects and planned investments in Michigan's transportation infrastructure. MDOT utilizes e-mail, mail, social media, and commenting through the MTPP to gather input.
- Comments received throughout this period are collected, evaluated, responded to, and considered in program development.

Deliver to Legislature by March 1

- A final draft is presented to the STC in the fall, during which time questions from commissioners and the public are addressed.
- Once approved by the STC, the document is considered final and is published to the MDOT 5YTP website, along with an interactive map of highway projects. The final document is submitted to the state Legislature by March 1 each year.

Fiscal Year 2024-2028 Highway Call for Projects (CFP)

In preparing an analysis for all seven MDOT regions, the first step is to perform a JobNet database snapshot query of the FY 2024-2028 Highway CFP and determine each type of project. Based on the snapshot query, projects that were in MDOT EJ Priority Areas and therefore of potential interest to EJ communities were identified.

Types of projects of potential interest to EJ communities include:

- New roads or highways
- Capacity increases of more than a half-mile (major widening)
- Reconstruction projects
- Resurfacing projects over five miles
- Bridge replacement
- Trunkline modernization

For this analysis, any project that is located completely within, partially within, or near (within 500 feet) to an identified EJ Priority Area is considered of potential interest to EJ communities and should be reviewed by MDOT region staff to ensure that public involvement activities include those identified EJ population groups within a particular EJ Priority Area, in alignment with the MDOT Guidelines for Stakeholder Engagement.

Region-Level Project Analysis

MDOT has focused resources for the FY 2024-2028 Highway CFP process on the continued preservation of the trunkline highway and interstate system. This can be seen in the projects listed in the following sections of regional analysis.

The following sections detail the projects by MDOT region that were identified to be within an MDOT EJ Priority Area as compared to those not in an EJ Priority Area. Each section includes:

- A table of the aggregate number of projects and costs in the region.
- A map of the location of each project in the region with relation to EJ Priority Areas.
- A table of the projects in the region of potential interest to EJ communities.
- Any additional detailed information related to projects in the region that should also be considered by region staff in the review of the CFP EJ analysis.

Bay Region

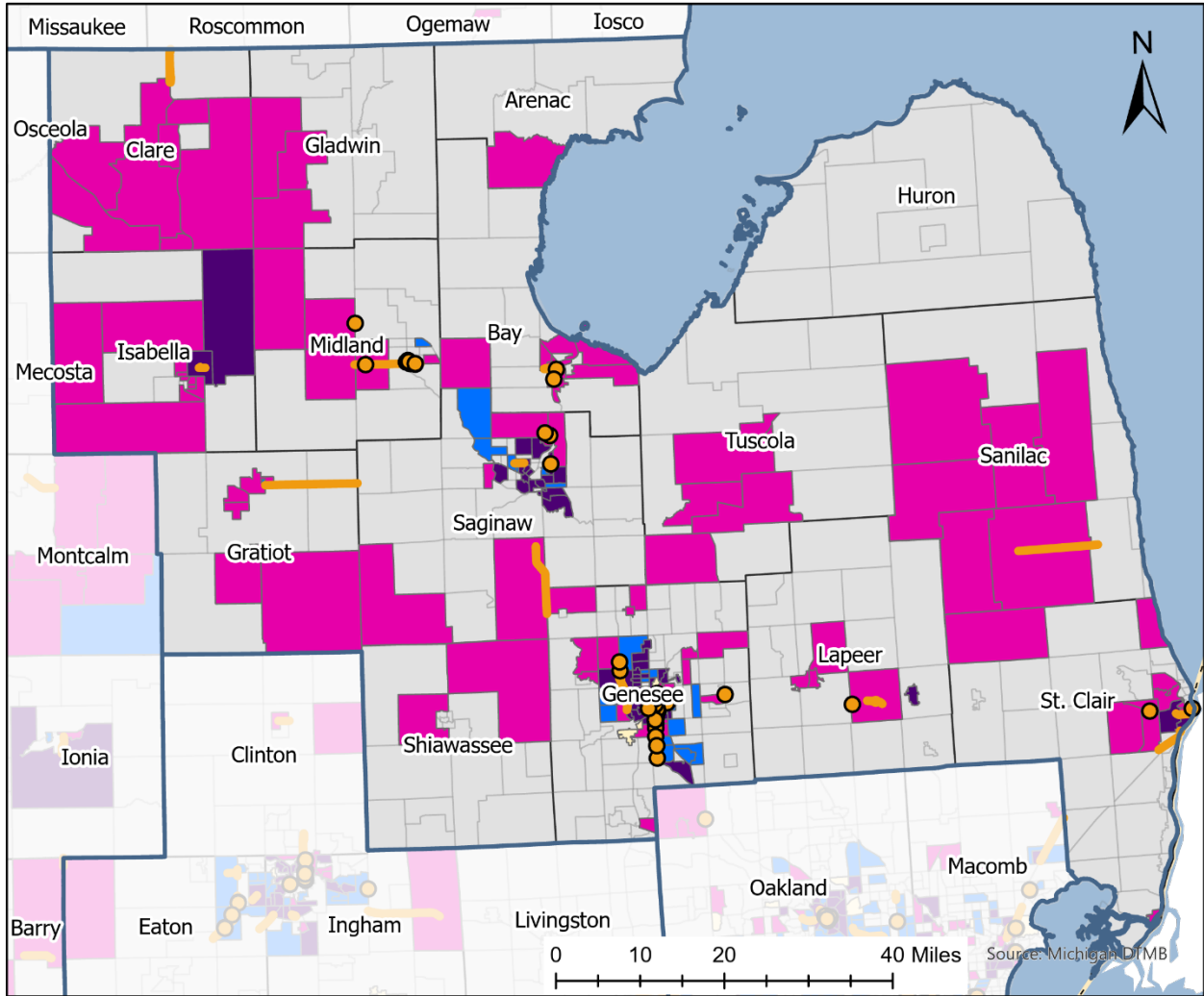
Over the FY 2024-2028 5YTP, MDOT Bay Region has a total of 35 out of 60 projects (58 percent) within an EJ priority area. In the five-year program, Bay Region has a total of \$832,784,906, of which \$674,965,209 (or 81 percent) of the total funds are being invested in EJ communities. See Table 1 below for details.

Table 1: Aggregate Number of Projects and Costs in the Bay Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	10	20	\$169,138,974	\$200,984,226	84%
2025	7	13	\$333,115,126	\$382,341,631	87%
2026	8	11	\$49,781,483	\$73,982,194	67%
2027	3	6	\$43,055,235	\$70,008,835	62%
2028	7	10	\$79,874,391	\$105,468,020	76%
Total	35	59	\$674,965,209	\$832,784,906	81%

*Projects shown on **Map 1** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 2** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.*

Map 1: Bay Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|--|---|
| <ul style="list-style-type: none"> Census Tract Boundaries County Boundaries MDOT Region Boundaries Five-Year Transportation Program EJ Projects (Points) Five-Year Transportation Program EJ Projects (Lines) | <h3>MDOT Environmental Justice Priority Areas</h3> <ul style="list-style-type: none"> Priority - Both Priority - People of Color Priority - Poverty No data |
|--|---|

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 2: Projects in Bay Region with Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	202002	CON	Genesee	M-54	Over Gilkey Creek		Culvert Replacement	\$4,642,677	Black or African American, Two or More Races, Poverty
2024	128908	CON	Bay	M-13	Over the east channel of the Saginaw River		Bridge Replacement	\$106,891,627	Poverty, Hispanic or Latino, Black or African American, Two or More Races
2024	204381	CON	Saginaw	M-58 E	Avalon Street to M-84	1.2	Road Reconstruct	\$14,044,011	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2024	204408	CON	Midland	M-20	M-30 to east of Currie Parkway	5.7	Milling and Two-Course Hot-Mix Asphalt (HMA) Overlay	\$21,194,132	Poverty, Two or More Races, Black or African American, Hispanic or Latino
2024	208883	CON	Midland	M-20	Over Prairie Creek		Bridge Replacement	\$3,333,500	Poverty, Asian, Hispanic or Latino, Two or More Races
2024	208913	CON	Midland	M-30	Over US-10		Bridge Replacement	\$7,613,000	Poverty
2024	211096	CON	Saginaw	M-13	M-57 to Fry Road	8.4	Milling and One-Course HMA Overlay	\$3,030,326	Poverty, Hispanic or Latino
2024	212682	CON	Sanilac	M-90	Sandusky Road to Black River Road	9.5	Milling and One-Course Asphalt Overlay	\$3,660,120	Poverty, Hispanic or Latino, Two or More Races
2025	208915	CON	St. Clair	I-69 E	Allen Road		Deck Replacement	\$4,152,124	Poverty, Two or More Races
2025	214965	CON	St. Clair	I-94 BL	Black River to Glenwood Avenue	0.4	Reconstruction	\$12,396,522	Poverty, Two or More Races, Black or African American

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2025	215485	CON	Genesee	I-475 N	Bristol Road to Thread Creek and 17 structures	6.3	Road Reconstruction, Bridge Rehabilitation	\$119,611,694	Poverty, Black or African American, Hispanic or Latino, Two or More Races, Some Other Race, Asian
2025	208489	CON	Midland	M-20 E	Jerome Street to Washington Street	3.7	Reconstruction	\$39,400,800	Poverty, Two or More Races
2025	210086	CON	Genesee	I-475 N	Thread Creek to Flint River and 10 structure locations	6.9	Road Reconstruction and Structure Work	\$150,429,885	Poverty, Hispanic or Latino, Black or African American, Two or More Races
2026	211118	CON	Saginaw	I-675 W	I-675 at Veterans Memorial Parkway	1.9	Interchange Reconstruction	\$8,901,081	Black or African American, Hispanic or Latino, Poverty
2026	201637	CON	Genesee	M-21	Over CSX Railroad (abandoned)		Bridge Removal and Pedestrian Culvert Construction	\$2,192,000	Black or African American, Poverty, Two or More Races
2026	214893	CON	Genesee	M-21	M-21 over Swartz Creek		Bridge Replacement	\$5,755,000	Black or African American, Poverty, Two or More Races
2026	214943	CON	Genesee	M-21	Swartz Creek to I-475	1.7	Reconstruction	\$18,720,000	Black or African American, Poverty, Two or More Races
2026	211561	CON	Bay	M-25 S	Over Saginaw River		Substructure Repair	\$4,140,000	Poverty, Hispanic or Latino
2026	215328	CON	Genesee	M-15	South Street to Rising Street	0.1	Culvert Replacement	\$3,520,000	Poverty
2027	208831	CON	Lapeer	I-69 E	Lake George Road to Newark Road	5.5	Reconstruction	\$27,744,286	Poverty, Hispanic or Latino

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2027	209082	CON	Clare	US-127 N	Long Lake Road to Clare/Roscommon county line	8.0	Milling and Two-Course Asphalt Resurfacing	\$14,947,949	Poverty, Two or More Races
2027	214089	CON	St. Clair	I-94 BL E	At Ravenswood Road	0.2	Installation of Left-Turn Lanes	\$363,000	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2028	202009	CON	Isabella	M-20	At northbound US-127 ramps	0.4	Construction of a Roundabout	\$2,199,990	Poverty, Hispanic or Latino, American Indian/Alaska Native, Two or More Races, Asian
2028	208823	CON	Bay	M-25 N	M-25 freeway end east to Walnut Street	1.3	Reconstruction	\$13,537,240	Poverty, Black or African American, Two or More Races
2028	208827	CON	Bay	M-25 S	M-25 freeway end to Walnut Street	1.2	Reconstruction	\$12,795,053	Poverty, Black or African American, Two or More Races
2028	213365	CON	Genesee	I-75 N	Two Structures in Genesee County		Bridge Replacement	\$9,295,000	Black or African American, Poverty, Hispanic or Latino, Two or More Races
2028	211737	CON	Isabella	M-20	At Summerton Road	0.3	Median Boulevard Installation	\$1,520,339	Poverty, Hispanic or Latino, American Indian/Alaska Native, Two or More Races, Asian
2028	213791	CON	Genesee	I-75 N	Court Street to I-475 north junction	14.6	Mill and Two-Course HMA Overlay	\$37,026,769	Poverty, Black or African American, Hispanic or Latino, Two or More Races

Bay Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within the community engagement process. Review of local, regional, and MPO plans related to projects in this list is also recommended.

Grand Region

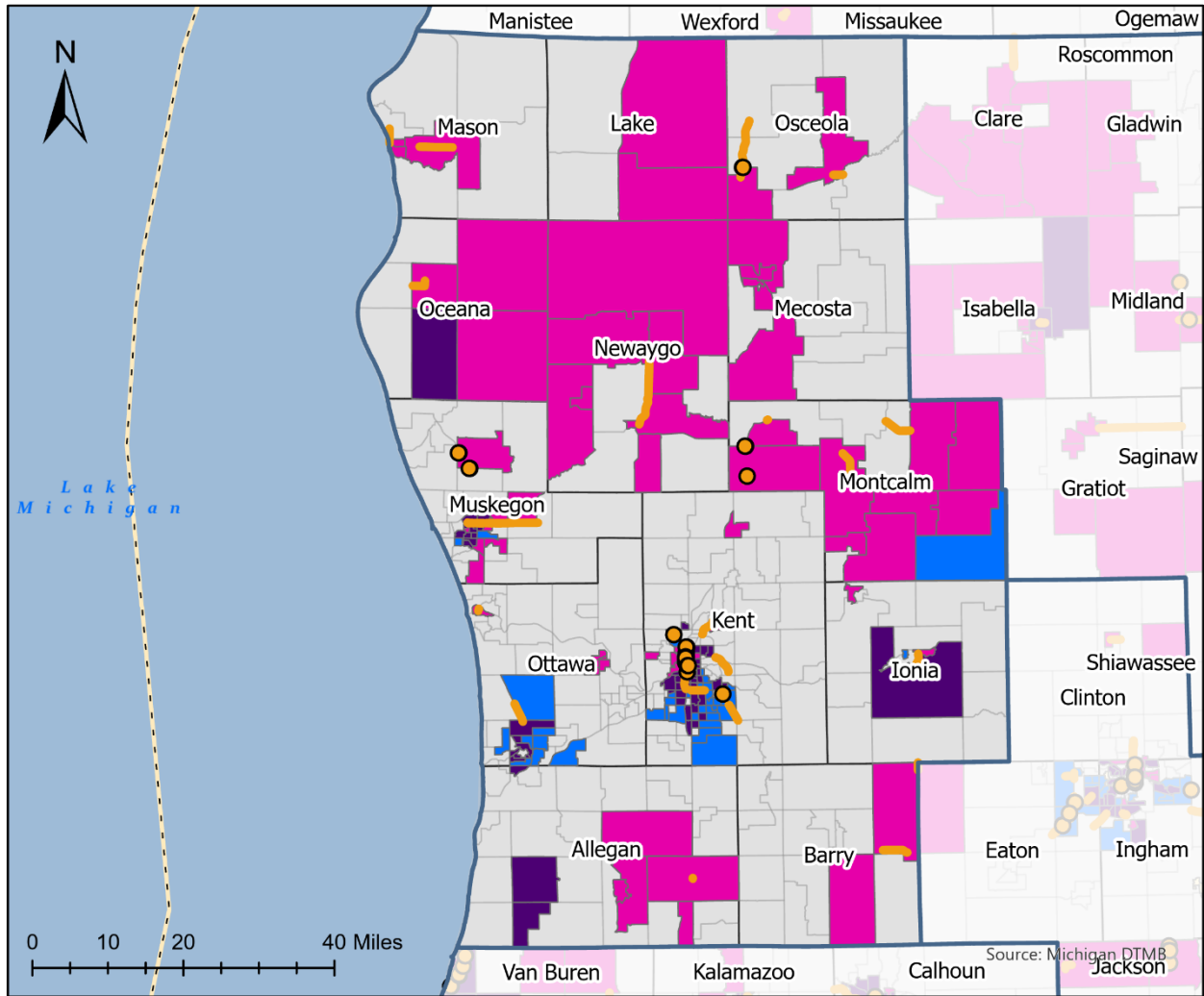
Over the FY 2024-2028 Highway CFP program, MDOT Grand Region has a total of 38 out of 66 projects (58 percent) within an EJ priority area. In the five-year program, Grand Region has a total of \$530,939,686, of which \$343,776,928 (or 65 percent) of the total funds are being invested in EJ communities. See Table 3 below for details.

Table 3: Aggregate Number of Projects and Costs in the Grand Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	5	16	\$33,908,000	\$112,219,177	30%
2025	12	17	\$129,068,744	\$157,324,744	82%
2026	6	10	\$44,350,800	\$87,617,905	51%
2027	7	8	\$85,182,836	\$88,090,312	97%
2028	8	15	\$51,266,548	\$85,687,548	60%
Total	38	66	\$343,776,928	\$530,939,686	65%

Projects shown on **Map 2** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 4** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.

Map 2: Grand Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|---|--|
| Census Tract Boundaries | MDOT Environmental Justice Priority Areas |
| County Boundaries | Priority - Both |
| MDOT Region Boundaries | Priority - People of Color |
| Five-Year Transportation Program EJ Projects (Lines) | Priority - Poverty |
| Five-Year Transportation Program EJ Projects (Points) | No data |

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.

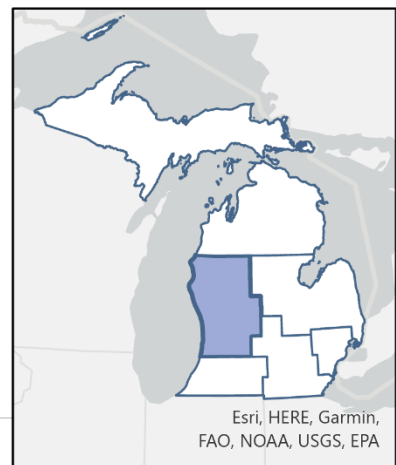


Table 4: Projects in Grand Region with Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	207967	CON	Muskegon	M-46	Shonat Street East to Maple Island Road	6.9	Milling and Two-Course Asphalt Resurfacing	\$12,247,000	Poverty, Black or African American
2024	213336	CON	Montcalm	US-131 N	Over No. 102 Drain	0.1	Culvert Replacement	\$6,342,000	Poverty, Two or More Races, Hispanic or Latino
2024	214056	CON	Kent	US-131 N	From M-11 (28th Street) to Pearl Street	7.8	Full-Depth Concrete Pavement Repairs	\$5,812,000	Hispanic or Latino, Black or African American, Poverty
2025	214959	CON	Kent	Old 196	Martin Luther King Jr. (Franklin) Street over US-131		Bridge Replacement	\$28,875,000	Hispanic or Latino, Poverty, Black or African American, Two or More Races
2025	126716	CON	Montcalm	US-131 N	Pierson and Lake Montcalm Road		Deck Patching and Epoxy Overlay	\$2,253,000	Poverty, Two or More Races, Hispanic or Latino
2025	200652	CON	Kent	M-37 S	60th Street to Patterson Avenue (north junction)	0.7	Extend Third Lane from 60th Street north to Patterson Avenue	\$2,022,744	Black or African American, Hispanic or Latino, Two or More Races, Asian
2025	214094	CON	Kent	US-131 N	Wealthy Street north to Pearl Street	1.8	Remove and Replace Existing Freeway Lighting	\$7,236,000	Hispanic or Latino, Poverty, Black or African American, Two or More Races
2026	211495	CON	Kent	M-37	32nd Street over M-37		Bridge Replacement	\$4,663,000	Black or African American, Poverty, Two or More Races, Hispanic or Latino
2026	211041	CON	Montcalm	M-91	Stanton Road north to Kendaville Road	4.4	Crush and Shape, Reconstruction	\$7,033,000	Poverty, Hispanic or Latino, Two or More Races
2026	214021	CON	Montcalm	M-46	At Federal Road	0.1	Construct New Roundabout	\$2,164,800	Poverty, Two or More Races, Hispanic or Latino

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2026	214339	CON	Ionia	M-66	Tuttle Road north to Wells Street	2.1	Reconstruction	\$28,200,000	Poverty, Black or African American, Hispanic or Latino
2027	201316	CON	Muskegon	US-31 S	Six structures		Deck Replacement, Deep Overlay, Barrier Replacement	\$9,067,000	Poverty, Two or More Races, Hispanic or Latino
2027	207946	CON	Newaygo	M-37	M-82 (north junction) to the White River	8.8	Concrete Pavement Inlay	\$33,720,000	Poverty, Two or More Races, Hispanic or Latino, Black or African American
2027	208902	CON	Kent	I-296 N	Seven bridges		Deep Overlay, Epoxy Overlay, Railing Replacement	\$6,793,000	Poverty, Hispanic or Latino, Black or African American, Two or More Races, Asian
2027	212929	CON	Kent	US-131 N	Over Cesar E. Chavez Avenue		Epoxy Overlay	\$2,808,836	Hispanic or Latino, Poverty, Black or African American, Two or More Races
2028	208852	CON	Kent	I-296 S	Five bridges along southbound US-131 / I-296, downtown Grand Rapids		Deep Overlay, Deck Patching and Substructure Patching	\$6,579,196	Poverty, Hispanic or Latino, Black or African American, Asian
2028	201143	CON	Osceola	US-131 S	US-10 to 14 Mile Road and carpool lots	7.7	Milling and Two-Course Asphalt Overlay	\$6,703,000	Poverty, Hispanic or Latino
2028	213068	CON	Kent	US-131 S	Over Cesar E. Chavez Avenue		Epoxy Overlay	\$2,288,607	Hispanic or Latino, Poverty, Black or African American, Two or More Races
2028	213616	CON	Ottawa	US-31 N	At Jackson Street	0.6	Realign Southbound US-31, Add Turn Lanes	\$2,026,629	Poverty, Hispanic or Latino
2028	213809	CON	Muskegon	US-31 S	Two structures		Deep Overlay	\$2,417,116	Poverty, Two or More Races, Hispanic or Latino
2028	214954	CON	Osceola	US-131 N	Over 7 Mile Road		Deck Replacement	\$3,336,000	Poverty, Hispanic or Latino

Grand Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within the community engagement process. Review of local, regional, and MPO plans related to projects in this list is also recommended.

Metro Region

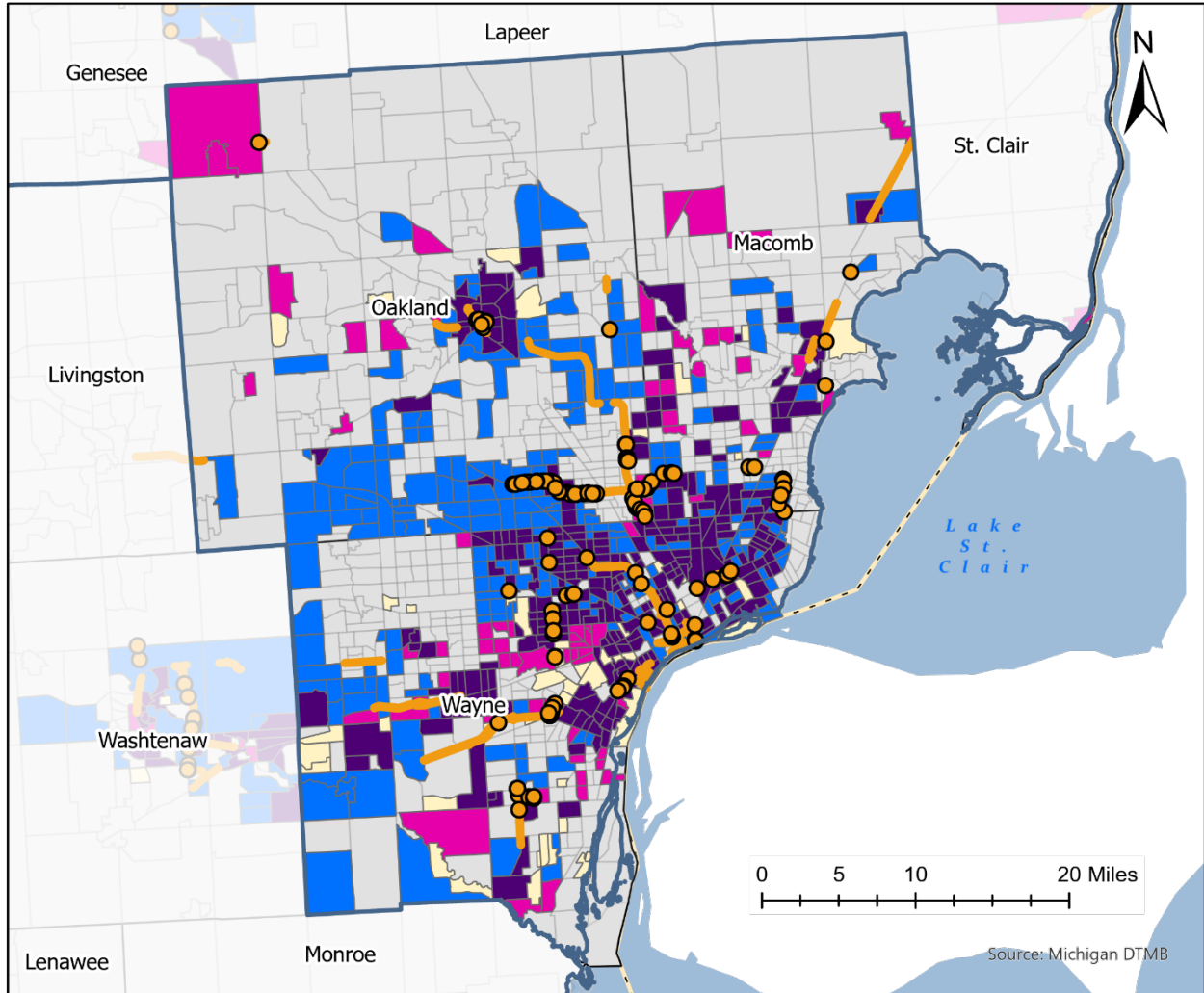
Over the FY 2024-2028 5YTP, MDOT Metro Region has a total of 60 out of 70 projects (86 percent) within an EJ priority area. In the five-year program, Metro Region has a total of \$3,683,575,328, of which \$3,644,737,551 (or 99 percent) of the total funds are being invested in EJ communities. See Table 5 below for details.

Table 5: Aggregate Number of Projects and Costs in the Metro Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	37	43	\$2,517,316,481	\$2,548,065,318	99%
2025	9	11	\$899,777,011	\$903,799,655	99%
2026	9	10	\$199,624,916	\$201,619,172	99%
2027	3	3	\$14,439,962	\$14,439,962	100%
2028	2	3	\$13,579,181	\$15,651,221	87%
Total	60	70	\$3,644,737,551	\$3,683,575,328	99%

*Projects shown on **Map 3** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 6** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.*

Map 3: Metro Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|---|--|
| <ul style="list-style-type: none"> Census Tract Boundaries County Boundaries MDOT Region Boundaries Five-Year Transportation Program EJ Projects (Lines) Five-Year Transportation Program EJ Projects (Points) | <p>MDOT Environmental Justice Priority Areas</p> <ul style="list-style-type: none"> Priority - Both Priority - People of Color Priority - Poverty No data |
|---|--|

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 6: Projects in Metro Region of Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	201438	CON	Oakland	I-75 N	8 Mile Road to north of South Boulevard	17.0	Reconstruct and widen, drain tunnel construction	\$1,449,819,980	Asian, Poverty, Black or African American, Hispanic or Latino, Two or More Races, American Indian/Alaska Native
2024	200122	CON	Oakland	W 10 Mile Road	37 structures on or over I-696 between Lahser and Dequindre roads		Bridge Capital Preventive Maintenance (CPM)	\$20,964,900	Poverty, Black or African American, Asian, Two or More Races, Hispanic or Latino, Some Other Race
2024	209084	CON	Oakland	I-696	Plaza and Church Street over I-696, 0.5 miles east of Greenfield		Superstructure Replacement	\$43,409,941	Black or African American, Poverty, Asian, Two or More Races
2024	215069	CON	Oakland	I-696	21 structures over I-696 from Barkman Street to Couzens		Deck Replacements and Preventive Maintenance	\$12,000,000	Black or African American, Poverty, Two or More Races, Asian, Hispanic or Latino
2024	86919	CON	Wayne	M-39	Three pedestrian structures		One Bridge Replacement, One Bridge Removal, One New Structure	\$6,762,000	Black or African American, Poverty, Hispanic or Latino, Two or More Races
2024	211426	CON	Wayne	I-94	Middlebelt Road to Beech Daly Road	5.3	Reconstruction	\$108,000,000	Black or African American, Poverty, Hispanic or Latino, Two or More Races
2024	113693	CON	Wayne	Gordie Howe International Bridge	Plaza Area	2.6	New Road for Plaza Area	\$53,500,000	Poverty, Hispanic or Latino, Black or African American, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	113716	CON	Wayne	Gordie Howe International Bridge	Bridge	5.4	Project Management – Expenditure Tracking	\$7,250,000	Hispanic or Latino, Poverty, Black or African American, Two or More Races
2024	113717	CON	Wayne	Gordie Howe International Bridge	Interchange Area	2.2	New Road for Interchange Area	\$68,400,000	Hispanic or Latino, Poverty, Two or More Races
2024	127063	CON	Wayne	Gordie Howe International Bridge	Bridge Area	0.6	New Road for Bridge Area	\$150,000,000	Poverty, Hispanic or Latino, Black or African American, Two or More Races
2024	205923	CON	Wayne	Gordie Howe Rail	Rail West of Plaza Area	0.2	Construction and Related Activities for New Rail Connection	\$1,684,000	Poverty, Hispanic or Latino, Black or African American, Two or More Races
2024	113553	CON	Wayne	I-94	Cass Avenue		Bridge Replacement	\$16,390,000	Black or African American, Poverty, Asian
2024	211003	CON	Wayne	Old 96	Grand River and Cass avenues over I-94		Sidewalk and Driveway Paving	\$420,000	Black or African American, Poverty, Asian, Hispanic or Latino
2024	120052	CON	Wayne	US-12 W	Haggerty Road to Pershing Street	5.0	Milling and Two-Course Asphalt Resurfacing	\$31,500,000	Poverty, Black or African American, Two or More Races
2024	123096	CON	Wayne	US-24 N	Over Frank and Poet Drain		Culvert Replacement, Scour Protection, Substructure Repairs	\$4,576,700	Poverty, Black or African American, Asian, Hispanic or Latino, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	129149	CON	Wayne	I-96 E	Under Fullerton Ave, Greenfield Road and CSX Railroad		Bridge Removal and Preservation Work	\$4,359,532	Black or African American, Poverty
2024	200216	CON	Wayne	I-94	At Conrail Railroad (X01 of 82025)		Railroad Bridge Replacement	\$28,700,000	Black or African American, Poverty
2024	201225	CON	Wayne	I-94 W	Pelham Road to east of M-39	5.1	Concrete Pavement Inlay	\$17,833,200	Hispanic or Latino, Poverty, Black or African American
2024	204305	CON	Oakland	I-696 E	Lahser Road to Dequindre Road	25.4	Concrete Pavement Inlay	\$243,000,000	Black or African American, Two or More Races, Poverty, Asian, Hispanic or Latino, Some Other Race
2024	204421	CON	Wayne	Connector 240 N	Four structures on US-24/I-75 connector route		Overlays, Railing Replacement, Beam End Repairs	\$4,119,801	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2024	205354	CON	Wayne	I-94	Over Beech Daly Road		Bridge Replacement	\$6,091,160	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2024	206565	CON	Wayne	M-39 N	Sawyer pedestrian bridge over M-39		Bridge Replacement	\$3,648,200	Black or African American, Poverty, Hispanic or Latino
2024	208609	CON	Wayne	I-94 E	Wayne Road to Middlebelt Road	6.4	Reconstruction	\$108,000,000	Black or African American, Two or More Races, Hispanic or Latino, Poverty
2024	210109	CON	Wayne	Connector 240 S	Over US-24 N		Bridge Replacement	\$6,283,650	Poverty, Black or African American, Hispanic or Latino, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	210599	CON	Oakland	I-75 BL S	I-75 BL (Woodward Ave), M-59, and US-24 BR (N Cass Ave)	3.9	Reconstruction	\$40,000,000	Black or African American, Poverty, Hispanic or Latino, Two or More Races, Asian
2024	210985	CON	Wayne	I-94	Rohms Street over I-94		Bridge Replacement	\$5,400,000	Black or African American, Poverty
2024	210987	CON	Wayne	I-94	Lemay Street over I-94		New Structure	\$7,120,695	Black or African American, Poverty
2024	213562	CON	Macomb	M-19	Main Street (New Haven) to S Main Street (Richmond)	5.9	Milling and One Course Asphalt Overlay	\$3,353,000	Poverty, Two or More Races, Black or African American
2024	213617	CON	Wayne	M-10 E	I-75 from I-96 to John R, and M-10 from I-75 to Griswold	10.5	Milling and Two-Course Asphalt Resurfacing	\$12,816,000	Black or African American, Poverty, Asian, Hispanic or Latino, Two or More Races
2024	213665	CON	Wayne	I-96 E	Virgil Street over I-96		Bridge Deck Replacement	\$3,147,080	Black or African American, Poverty
2024	214143	CON	Wayne	Hubbell St	Under Hubbell Avenue		Deck Replacement, Substructure Repairs	\$3,218,455	Black or African American, Poverty
2024	215038	CON	Wayne	M-39 N	15 bridges on I-94 and M-39 from Pelham Road to east of M-39		Deck Replacement, Rehabilitation and Preventive Maintenance	\$17,210,000	Poverty, Black or African American, Hispanic or Latino
2024	217636	CON	Wayne	M-10 E	Spruce Street walkover		Pedestrian Bridge Removal	\$823,533	Black or African American, Poverty

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2025	123138	CON	Wayne	M-153	West of Sheldon Road to west of Lotz Road	2.4	Reconstruction and Widening to a Boulevard	\$56,710,000	Asian, Hispanic or Latino, Black or African American, Poverty, Two or More Races
2025	130035	CON	Wayne	I-375	I-75 interchange to Atwater Street	9.0	Reconstructing I-375 as New At-Grade Boulevard	\$360,000,000	Black or African American, Poverty, Two or More Races, Hispanic or Latino
2025	200217	CON	Wayne	Consolidated Rail Corp.	Conrail Railroad (X02 of 82024)		Railroad Bridge Replacement	\$21,000,000	Black or African American, Poverty
2025	210089	CON	Macomb	I-94	13 bridges between 8 Mile and 11 Mile roads		Substructure Repair, Railing Replacement, Bearing Realignment	\$8,933,000	Black or African American, Poverty, Two or More Races, Hispanic or Latino
2025	210324	CON	Wayne	US-12	I-96 to Cass Avenue	1.6	Reconstruction	\$65,500,000	Black or African American, Poverty, Asian, Hispanic or Latino
2025	217336	CON	Wayne	I-94 E	Beech Daly Road to Pelham Road	8.1	Concrete Pavement Repair	\$6,000,000	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2025	218427	CON	Wayne	I-94 E	East of X01 82024 (Conrail RR) to west of Burns Street	4.8	Road Reconstruction	\$356,070,000	Black or African American, Poverty
2026	214116	CON	Wayne	US-12 E	Pershing Street to east of Henry Ruff Road	6.8	Reconstruction, Milling and One-Course Asphalt Overlay	\$72,000,000	Black or African American, Poverty, Two or More Races, Hispanic or Latino, Some Other Race
2026	76899	CON	Wayne	US-24	Carter Road to Pennsylvania Road	2.6	Reconstruction	\$28,800,000	Poverty, Asian, Black or African American, Hispanic or Latino, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2026	204314	CON	Oakland	M-150	Avon Road to Clinton River and Paint Creek to Tienken Road	0.7	Reconstruction	\$20,000,000	Asian, Hispanic or Latino, Black or African American, Two or More Races, Some Other Race
2026	211179	CON	Macomb	M-3 N	Church Street to Canfield Drive	1.5	Reconstruction and Sewer Separation	\$14,200,000	Black or African American, Poverty, Hispanic or Latino, Two or More Races
2026	211181	CON	Wayne	M-10 W	Meyers Road to I-75	27.0	Concrete Pavement Repair	\$12,000,000	Black or African American, Poverty, Asian, Two or More Races, Hispanic or Latino, Some Other Race
2026	217121	CON	Wayne	I-94	Various locations adjacent to I-94 Mega Project		Environmental Mitigation – Resilient Drainage System	\$35,853,295	Black or African American, Poverty
2027	213854	CON	Macomb	I-696	Under eastbound 11 Mile Road		Deck Replacement	\$3,870,900	Asian, Poverty, Two or More Races
2027	213881	CON	Macomb	Barkman Street	Barkman and Belanger streets over I-696		Deck Replacement	\$5,699,400	Black or African American, Poverty, Hispanic or Latino
2027	214148	CON	Oakland	I-75 S/Grange Hall Road Ramp	Grange Hall Road	1.7	Construct Roundabouts	\$4,869,662	Poverty, Black or African American, Hispanic or Latino
2028	130126	CON	Macomb	I-94	11 structures		Scour Protection, Epoxy Overlays, Beam End Repairs	\$9,265,705	Black or African American, Poverty, Two or More Races, Hispanic or Latino

Metro Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within your community engagement process. Review of local, regional, and MPO plans related to projects in this list is also recommended.

There are several major projects (projects totaling more than \$500 million in investment) in the FY 2024-2028 program within the Metro Region. Major projects have gone through additional public involvement and community meetings through the National Environmental Policy Act (NEPA) process.

- The I-94 modernization project from I-96 to east of Conner Avenue has multiple MDOT job numbers associated with it. This allows for smaller biddable packages that can be made available to DBE firms, to increase the number of DBE firms receiving MDOT contracts.
- The I-75 modernization project in Oakland County was obligated in FY 2018 as a design-build-finance-maintain project using a public-private partnership structure.
- The Gordie Howe International Bridge (GHIB) is a major project that began construction in FY 2019. Funds for the GHIB were obligated in FY 2018 and construction of this international bridge between Detroit and Windsor will take several years to complete.
- The I-375 project consists of reconstructing and realigning I-375 from I-75 to Atwater Street as a new at-grade boulevard. It is an urban interstate under the jurisdiction of MDOT and is approximately one mile long, connecting I-75 to Jefferson Avenue in downtown Detroit. Operationally, it is a motorized facility providing a transition between the interstate system to the local system, from a vehicular mobility focus to an access focus. The I-375 improvement project will address current infrastructure condition needs and transform the facility to more of a multi-use corridor with a greater emphasis on local access and mobility. Construction is expected to start in 2025 and will last approximately two years.

North Region

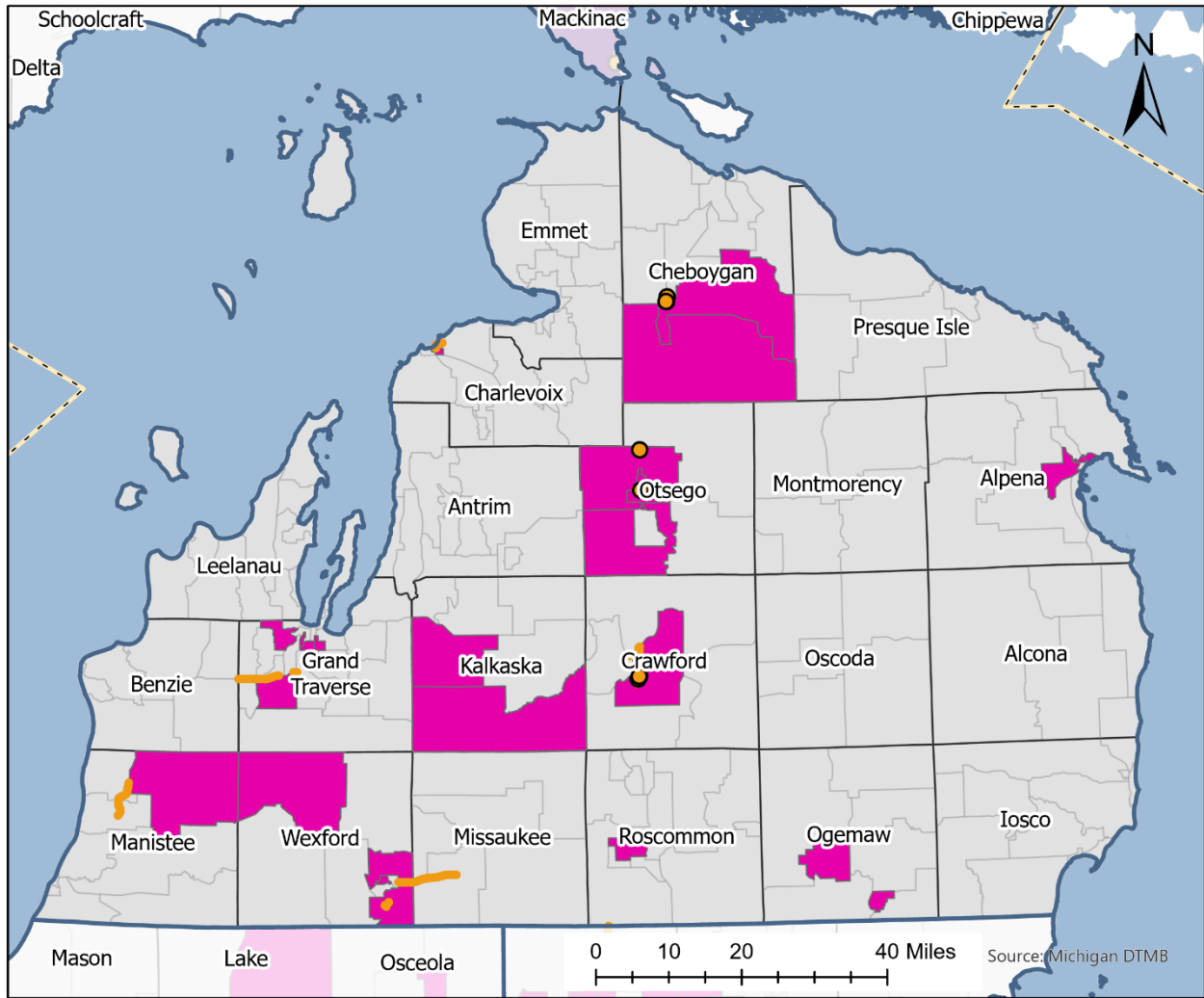
Over the FY 2024-2028 5YTP, MDOT North Region has a total of 12 out of 30 projects (40 percent) within an EJ priority area. In the five-year program, North Region has a total of \$227,875,436, of which \$114,642,549 (or 50 percent) of the total funds are being invested in EJ communities. See Table 7 below for details.

Table 7: Aggregate Number of Projects and Costs in the North Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	3	8	\$3,935,800	\$31,524,374	13%
2025	2	7	\$62,321,302	\$73,454,174	85%
2026	1	4	\$2,124,425	\$8,511,425	25%
2027	1	5	\$11,952,710	\$74,591,151	16%
2028	5	6	\$34,308,312	\$39,794,312	86%
Total	12	30	\$114,642,549	\$227,875,436	50%

Projects shown on **Map 4** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 8** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.

Map 4: North Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|--|--|
| <ul style="list-style-type: none"> Census Tract Boundaries County Boundaries MDOT Region Boundaries Five-Year Transportation Program EJ Projects (Lines) Five-Year Transportation Program EJ Projects (Points) | <p>MDOT Environmental Justice Priority Areas</p> <ul style="list-style-type: none"> Priority - Both Priority - People of Color Priority - Poverty No data |
|--|--|

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 8: Projects in North Region of Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	212769	CON	Otsego	I-75	Vanderbilt Rest Area		Septic System Replacement	\$500,000	Poverty, Two or More Races, Hispanic or Latino
2024	213461	CON	Missaukee	M-55	Cadillac city limit east to M-66	8.1	One-Course Asphalt Overlay	\$2,878,000	Poverty, Two or More Races, Hispanic or Latino
2024	218672	CON	Charlevoix	US-31	Belvedere Avenue to Mercer Boulevard	1.4	Pedestrian/Bike Crossing Safety Improvements	\$557,800	Poverty
2025	204053	CON	Benzie	US-31	Reynolds Road to Sullivan Road	5.7	Reconstruct and Add Center-Left-Turn Lane	\$22,101,300	Poverty, Hispanic or Latino, Two or More Races
2025	215026	CON	Otsego	I-75 N	At M-32 interchange	3.9	Reconstruction	\$40,220,002	Poverty, Two or More Races
2026	218677	CON	Crawford	M-93	At Old 27 and Airport Road	0.4	Roundabout	\$2,124,425	Poverty, Hispanic or Latino
2027	211042	CON	Crawford	I-75	Over M-72 and Lake State Railroad		Bridge Replacement	\$11,952,710	Poverty, Hispanic or Latino
2028	208338	CON	Manistee	US-31	Maidens Road to Norconk Road	5.4	Reconstruction	\$26,163,615	Poverty, Two or More Races, Hispanic or Latino
2028	214656	CON	Grand Traverse	US-31	At M-37 intersection	0.5	Lane Reconfiguration and Lane Extension	\$372,004	Poverty, Hispanic or Latino, Two or More Races
2028	217117	CON	Cheboygan	M-68 and Onaway Road	Over I-75		Substructure Repairs, Barrier Replacement	\$3,508,687	Poverty, Two or More Races
2028	218681	CON	Crawford	I-75	In Crawford County	11.1	Remove Roadside Obstacles	\$1,414,006	Poverty, Hispanic or Latino

North Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within your community engagement process. In 2023, Traverse City became the first MPO in North Region based on new 2020 census data and designation by the governor. Review of local, regional, and MPO plans related to projects in this list is also recommended.

Southwest Region

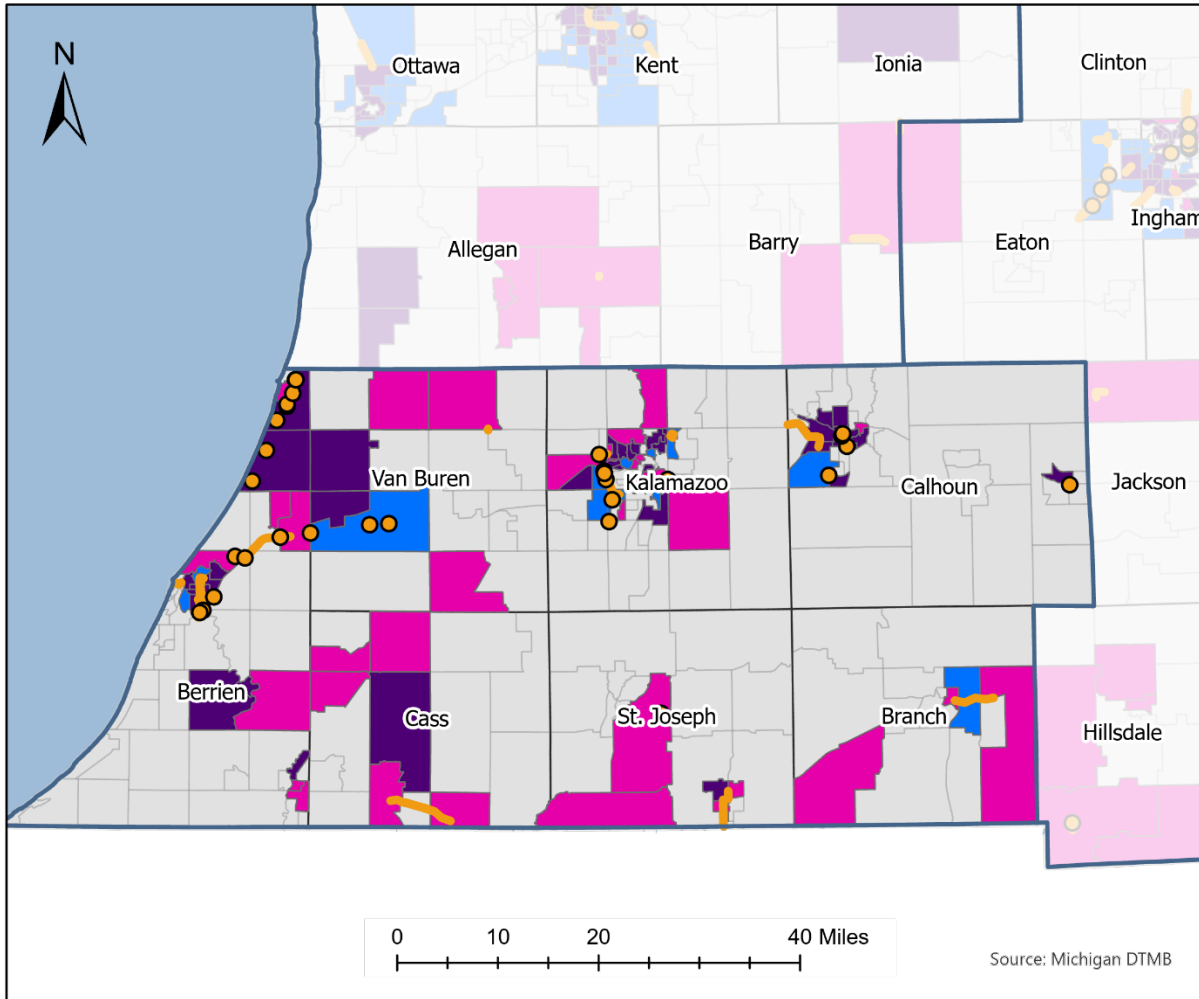
Over the FY 2024-2028 5YTP, MDOT Southwest Region has a total of 29 out of 47 projects (62 percent) within an EJ priority area. In the five-year program, Southwest Region has a total of \$258,592,117, of which \$184,626,898 (or 71 percent) of the total funds are being invested in EJ communities. See Table 9 below for details.

Table 9: Aggregate Number of Projects and Costs in the Southwest Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	4	6	\$44,529,207	\$48,118,720	93%
2025	18	22	\$94,461,787	\$101,560,587	93%
2026	6	9	\$32,853,904	\$35,795,226	92%
2027	1	6	\$12,782,000	\$23,921,503	53%
2028	0	4	\$0	\$49,196,081	0%
Total	29	47	\$184,626,898	\$258,592,117	71%

Projects shown on **Map 5** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 10** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.

Map 5: Southwest Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|---|--|
| Census Tract Boundaries | MDOT Environmental Justice Priority Areas |
| County Boundaries | |
| MDOT Region Boundaries | |
| Five-Year Transportation Program EJ Projects (Lines) | |
| Five-Year Transportation Program EJ Projects (Points) | |
| | Priority - Both |
| | Priority - People of Color |
| | Priority - Poverty |
| | No data |

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 10: Projects in Southwest Region of Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	210024	CON	Calhoun	I-194	Over Kalamazoo River		Bridge Replacement	\$25,119,207	Poverty, Black or African American, Hispanic or Latino, Asian, Two or More Races
2024	212098	CON	Calhoun	I-94	Battle Creek Rest Area		Reconstruction of Rest Area Building	\$4,500,000	Poverty, Black or African American, Two or More Races, Asian, Hispanic or Latino
2025	128907	CON	Berrien	I-94 W	I-196 to 0.7 miles west of M-140	9.4	Repair and Multiple-Course HMA Overlay	\$29,000,000	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2025	210875	CON	Berrien	M-139 (Pipestone Street)	0.4 miles south of I-94 to I-94 BL	6.3	Reconstruction	\$32,140,800	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2025	201119	CON	Kalamazoo	M-43	At Sprinkle Road	0.7	Construct Dual Left- and Right-Turn Lanes	\$3,091,000	Black or African American, Poverty, Hispanic or Latino, Asian
2025	210812	CON	Kalamazoo	I-94 W / US-131 N Ramp	Westbound I-94 ramp to northbound US-131	3.4	Widening for Additional Ramp Lane	\$10,221,200	Hispanic or Latino, Asian, Black or African American, Two or More Races, Poverty
2025	210813	CON	Kalamazoo	M-43	10th Street and Drake Road	1.9	Widening for Turn Lanes, Intersection and Interchange Ramp Improvements	\$7,020,036	Poverty, Black or African American, Asian, Two or More Races, Hispanic or Latino
2025	210823	CON	Calhoun	M-96	Territorial Road to Dickman Road	1.0	Convert Four Lanes to Five Lane Section (Left-Turn Lane)	\$2,630,197	Poverty, Asian, Black or African American, Two or More Races, Hispanic or Latino
2025	210876	CON	Van Buren	M-40	Over Brandywine Lake Drain at 24th Avenue	0.2	Culvert Replacement and Road Reconstruction	\$3,103,641	Poverty, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2025	214964	CON	Kalamazoo	US-131	19 Bridges		Healer Sealer, Patching, Repair	\$944,000	Black or African American, Asian, Two or More Races, Hispanic or Latino, Poverty
2025	215028	CON	Berrien	US-31	Under Napier Avenue		Epoxy Overlay Joint Seal, Patching	\$464,861	Black or African American, Poverty, Hispanic or Latino
2025	216909	CON	Cass	US-12	M-62 to Five Points Road	6.4	Milling and One-Course Asphalt Overlay	\$2,129,600	Poverty, Two or More Races, Asian
2026	213719	CON	Calhoun	M-89	Over Battle Creek River		Superstructure Replacement	\$4,848,124	Black or African American, Poverty
2026	213168	CON	Berrien	M-63	Central Avenue to Blossomland and Bicentennial bridges	1.0	Reconstruction	\$22,800,146	Black or African American, Poverty, Hispanic or Latino
2026	211558	CON	Berrien	I-196	Under Red Arrow Highway		Deep Overlay, Full-Depth Patching, Repair	\$1,804,349	Poverty, Black or African American, Hispanic or Latino

Southwest Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within your community engagement process. Review of local, regional, and MPO plans related to projects in this list is also recommended.

Superior Region

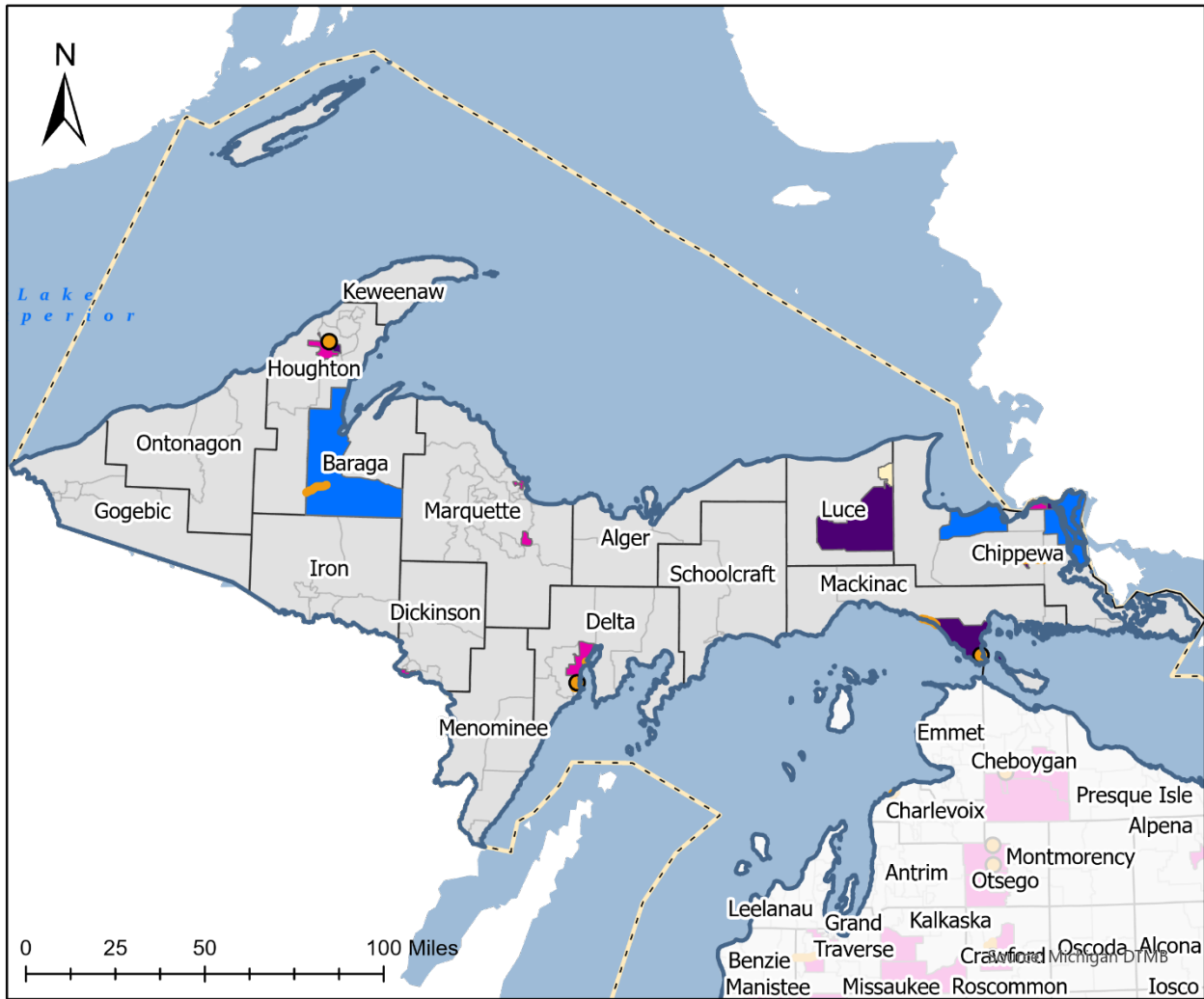
Over the FY 2024-2028 5YTP, MDOT Superior Region has a total of 8 out of 37 projects (22 percent) within an EJ priority area. In the five-year program, Superior Region has a total of \$202,403,608, of which \$89,509,119 (or 44 percent) of the total funds are being invested in EJ communities. See Table 11 below for details.

Table 11: Aggregate Number of Projects and Costs in the Superior Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	2	10	\$11,101,213	\$43,339,190	26%
2025	0	8	\$0	\$32,077,303	0%
2026	2	4	\$59,737,325	\$70,902,831	84%
2027	2	8	\$7,722,681	\$25,152,497	31%
2028	2	7	\$10,947,900	\$30,931,787	35%
Total	8	37	\$89,509,119	\$202,403,608	44%

*Projects shown on **Map 6** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 12** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.*

Map 6: Superior Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- Census Tract Boundaries
 - County Boundaries
 - MDOT Region Boundaries
 - Five-Year Transportation Program EJ Projects (Lines)
 - Five-Year Transportation Program EJ Projects (Points)
- MDOT Environmental Justice Priority Areas**
- Priority - Both
 - Priority - People of Color
 - Priority - Poverty
 - No data

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 12: Projects in Superior Region of Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	213458	CON	Chippewa	M-80	I-75 to M-129	7.9	One-Course HMA Overlay	\$2,112,436	Poverty, Two or More Races, American Indian/Alaska Native, Hispanic or Latino
2024	215063	CON	Mackinac	I-75	Over Cheeseman Road		Bridge Replacement, Bridge Approaches	\$8,988,777	Poverty, American Indian/Alaska Native, Black or African American, Two or More Races, Hispanic or Latino
2026	212997	CON	Houghton	US-41	Abandoned railroad over Portage Lake and eastbound M-26		Deck Replacement	\$26,566,336	Poverty, Two or More Races
2026	214958	CON	Delta	US-2	North 30th Street to Danforth Road (Escanaba)	2.3	HMA Reconstruction and Bridge Replacement	\$33,170,989	Poverty, American Indian/Alaska Native
2027	211057	CON	Baraga	M-28	Houghton/Baraga county line to Johnson Road	6.2	HMA Crush and Shape and Resurfacing	\$6,273,429	Black or African American, American Indian/Alaska Native, Poverty, Two or More Races
2027	211067	CON	Delta	M-35	US-2 to 13th Street (Gladstone)	0.2	HMA Reconstruction, Curb and Gutter, Storm Sewer	\$1,449,252	Poverty, Two or More Races
2028	214595	CON	Delta	US-2	At North 30th Street (Escanaba)	0.1	Construct Multi-Lane Roundabout	\$2,600,000	Poverty, American Indian/Alaska Native

Superior Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within your community engagement process. Review of local and regional transportation plans related to projects in this list is also recommended. No metropolitan planning areas are within the Superior Region.

University Region

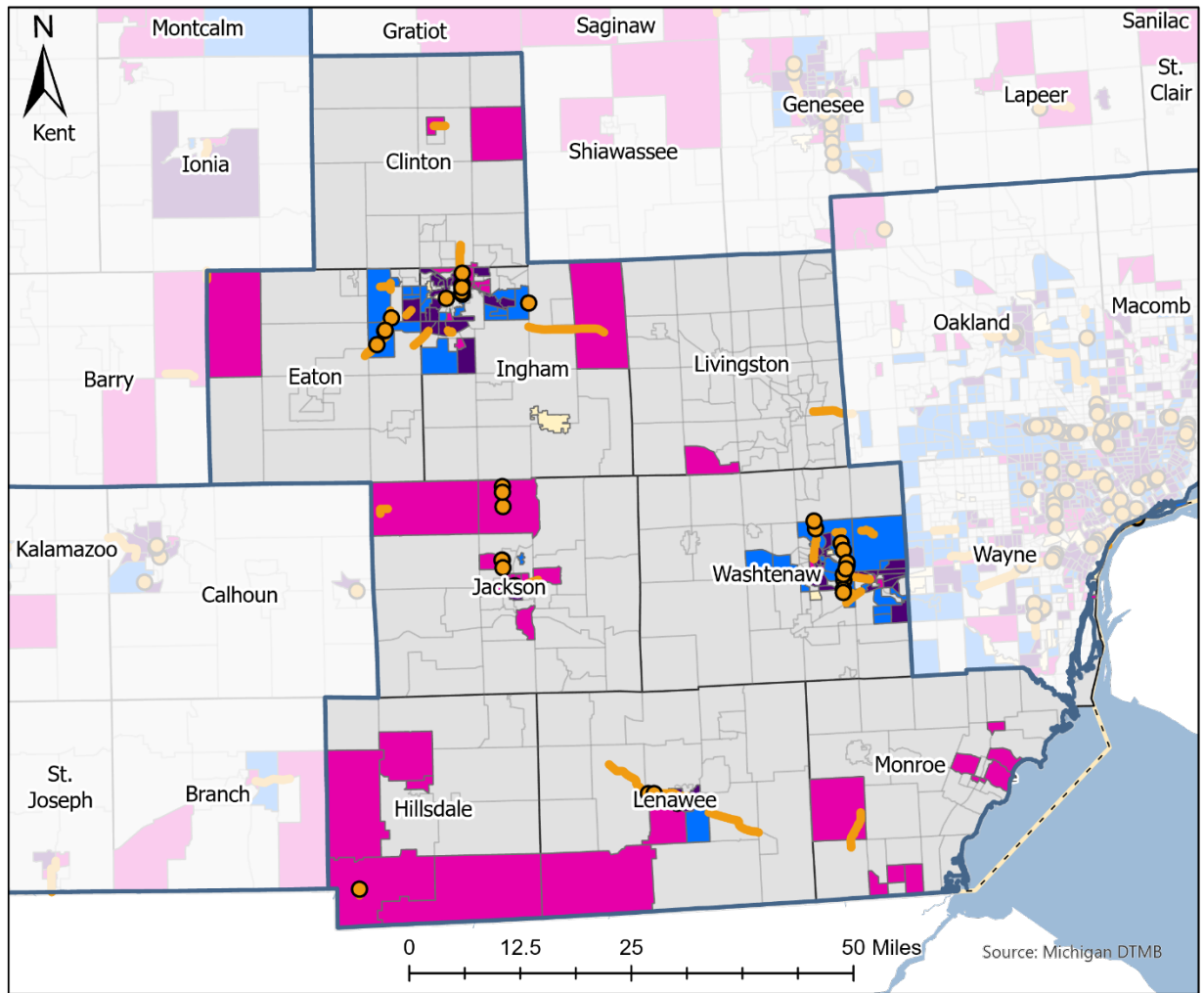
Over the FY 2024-2028 5YTP, MDOT University Region has a total of 37 out of 61 projects (61 percent) within an EJ priority area. In the five-year program, University Region has a total of \$981,440,388, of which \$797,214,449 (or 81 percent) of the total funds are being invested in EJ communities. See Table 13 below for details.

Table 13: Aggregate Number of Projects and Costs in the University Region

Fiscal Year	Projects in EJ Areas	Total # of Projects	Project Costs in EJ Areas	Total Cost of All Projects	% Costs in EJ Areas
2024	8	14	\$34,763,497	\$169,338,876	21%
2025	9	17	\$118,694,853	\$126,963,797	94%
2026	5	7	\$335,948,381	\$351,120,538	96%
2027	7	9	\$163,240,087	\$168,581,747	97%
2028	8	14	\$144,567,631	\$165,435,430	87%
Total	37	61	\$797,214,449	\$981,440,388	81%

Projects shown on **Map 7** are all trunkline projects that touch EJ Priority Areas for the data pull date of May 2, 2023. **Table 14** is intended to highlight the projects within the region that are of higher significance or potentially have a greater impact to the surrounding area and EJ populations.

Map 7: University Region Five-Year Transportation Program Environmental Justice Projects and Priority Areas



Legend

- | | |
|---|--|
| Census Tract Boundaries | MDOT Environmental Justice Priority Areas |
| County Boundaries | |
| MDOT Region Boundaries | |
| Five-Year Transportation Program EJ Projects (Lines) | |
| Five-Year Transportation Program EJ Projects (Points) | |
| | Priority - Both |
| | Priority - People of Color |
| | Priority - Poverty |
| | No data |

Data sources for this map include MDOT JobNet/SMART database 5YTP export for FY 2024-2028 and U.S. Census Bureau American Community Survey 5-year (2017-2021) population data.



Table 14: Projects in University Region of Potential Interest to EJ Communities

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2024	211675	CON	Jackson	I-94 BL	US-127 BR/M-106 over Grand River, and I-94 BL/M-50 over Grand River		Bridge Replacement and Deck Replacement	\$9,116,414	Poverty, Black or African American, Hispanic or Latino, Two or More Races
2024	211086	CON	Jackson	Old 106	I-94 BL (Louis Glick Highway) to M-106 (Cooper Street)	0.6	HMA Cold Mill and Single-Course Overlay with Americans with Disabilities Act (ADA) Compliant Ramps	\$413,622	Poverty, Hispanic or Latino, Black or African American
2024	211088	CON	Lenawee	US-223 BR E	US-223 to Winter Street (Adrian)	2.0	HMA Cold Milling and Single-Course Overlay with ADA Compliant Ramps	\$1,238,911	Poverty, Hispanic or Latino, Two or More Races, Black or African American, Asian, Some Other Race
2024	213855	CON	Ingham	I-96 W	Meridian Road to M-52	8.7	Single-Course Mill and Resurface	\$3,203,343	Poverty, Two or More Races
2024	215769	CON	Washtenaw	Warren Road	Over US-23		Bridge Replacement	\$9,546,582	Asian, Poverty, Two or More Races, Hispanic or Latino
2024	215788	CON	Washtenaw	E Joy Road	Over US-23		Bridge Replacement	\$9,364,625	Asian, Poverty, Two or More Races, Hispanic or Latino
2025	211428	CON	Ingham	M-43	Over the Red Cedar River		Bridge Replacement	\$ 6,061,617	Asian, Two or More Races, Hispanic or Latino
2025	211153	CON	Hillsdale	M-49	Southern Camden village limits to bridge over St. Joseph River	1.0	HMA Reconstruction	\$16,883,270	Poverty

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2025	211678	CON	Hillsdale	M-49	Over St. Joseph River		Superstructure Replacement	\$2,618,550	Poverty
2025	213488	CON	Monroe	US-23 N	School Road to Ida Center Road	9.8	Road Reconstruction	\$67,155,200	Poverty, Hispanic or Latino
2025	217341	CON	Livingston	I-96 W	US-23 to Kent Lake Road	9.0	Milling and One-Course Asphalt Overlay	\$6,733,000	Asian, Two or More Races, Hispanic or Latino
2025	217614	CON	Jackson	M-106	Michigan Avenue to Ganson Street (Jackson)	0.5	HMA Cold Milling with Single-Course HMA Overlay and ADA Ramp Upgrades	\$454,220	Poverty, Hispanic or Latino, Black or African American
2026	129977	CON	Washtenaw	US-23	14 bridges		Bridge Replacement, Epoxy Overlay, Deck Patching	\$82,942,272	Asian, Poverty, Black or African American, Hispanic or Latino, Two or More Races
2026	211155	CON	Washtenaw	US-23	M-14 to I-94	21.5	Reconstruction As Defined Through Environmental Assessment Process	\$229,369,918	Black or African American, Asian, Poverty, Two or More Races, Hispanic or Latino
2026	208282	CON	Lenawee	US-223	Ogden Highway to High Street (Blissfield)	6.4	HMA Cold Milling and Two-Course Overlay with Drainage Improvements	\$16,100,000	Black or African American, Hispanic or Latino, Poverty, Two or More Races

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2026	211147	CON	Jackson	M-99	South Street north and east to Gibbs Road	1.4	Multi-Course HMA Mill and Resurface, Pavement Repairs, Drainage Improvements	\$5,888,491	Poverty, Two or More Races
2027	113501	CON	Washtenaw	US-23 BR	I-94 BL to M-14	1.2	Reconstruction	\$24,840,000	Poverty, Asian, Hispanic or Latino
2027	132605	CON	Clinton	US-127 S	South of M-43 to approximately 875 feet south of Clark Road	14.5	Major Rehabilitation	\$44,166,973	Poverty, Asian, Black or African American, Hispanic or Latino, Two or More Races
2027	208281	CON	Lenawee	US-223	Brooks Highway to south of M-34 bridge (Adrian)	10.4	HMA Cold Milling and Two-Course Resurfacing with Drainage Improvements	\$34,000,000	Poverty, Hispanic or Latino, Two or More Races, Black or African American
2027	208841	CON	Ingham	US-127	17 bridges (Lansing)		Bridge and Railing Replacements, Preservation	\$ 30,575,421	Black or African American, Poverty, Hispanic or Latino, Two or More Races, Asian
2027	210971	CON	Washtenaw	US-23 BR N	Eastbound M-14 at Barton Drive	0.9	Improve Barton Drive Off-Ramp	\$15,037,780	Asian, Poverty, Hispanic or Latino, Black or African American, Some Other Race
2028	112911	CON	Eaton	I-69 S	Vermontville Highway to I-96	16.1	Reconstruction	\$76,384,000	Black or African American, Hispanic or Latino, Two or More Races, Asian
2028	211939	CON	Ingham	I-96 BL E	I-96/Cedar Street/ Pennsylvania Avenue interchange	1.7	Construct Indirect Lefts	\$6,600,000	Black or African American, Poverty, Asian, Two or More Races, Hispanic or Latino

Fiscal Year	Job #	Phase	County	Name	Limits	Length (miles)	Work Description	Total Phase Cost	EJ Group
2028	211941	CON	Eaton	M-43	Broadbent to I-96	2.1	Construct Median Boulevard and Indirect Crossovers	\$13,600,000	Two or More Races, Black or African American, Hispanic or Latino, Poverty
2028	213442	CON	Jackson	I-94 BL	Dwight Street to Bender Street	1.3	Road Reconstruction, Waterman, Storm Sewer	\$29,754,034	Poverty, Two or More Races, Black or African American, Hispanic or Latino
2028	214522	CON	Washtenaw	M-153	At Plymouth Road	0.9	Indirect Left-Turn Lanes	\$1,561,940	Asian, Hispanic or Latino, Black or African American, Two or More Races, Poverty

University Region staff would benefit from engaging EJ communities early in the transportation planning process. The projects listed above may be of special concern to EJ populations in the area and measures should be taken to make sure they are included within your community engagement process. Review of local, regional, and MPO plans related to projects in this list is also recommended.

Disadvantaged Business Enterprise (DBE)

All MDOT-assisted construction projects, consulting services, procurement services, contract administration services, and/or subcontracting administration services continue to be consistent with the provision of the law as stated in 49 Code of Federal Regulations (CFR) Part 26.1, and as directed and supported by the goals and objectives set by the STC. MDOT vendor selection processes, contracting, or subcontracting procedures follow strict federal regulations and reporting requirements that are monitored by quantifiable goals and objectives. According to the FY 2022 report by MDOT Contract Services Section, 1,266 prime contracts and 4,552 subcontracts were awarded for a combined total of 5,818 contracts in FY 2022 (see Table 15).

Since some contracts and subcontracts are carried over into another fiscal year and some others are multi-year or straddled over several years, an accurate reporting of implemented contracts or ongoing contracts is difficult to capture. However, the reported data provided here is the best the system can capture and is reported in the bi-annual submission requirement to the Federal Highway Administration (FHWA) under the Uniform Report of DBE Commitments/Awards and Payments.

Table 15: FY 2022 Uniform Report of DBE Commitments/Awards and Payments

	Total Dollars (\$)	Total Number (#)	Total to DBEs (\$)	Total to DBEs (#)
Prime Contracts Awarded This Period	\$1,146,043,786	1,266	\$20,264,659	51
Subcontracts Committed/Awarded This Period	\$422,836,479	4,552	\$65,347,547	1,065
Totals	\$1,568,880,265	5,818	\$85,612,206	1,116
<i>Source: MDOT Contract Services Section, 2022</i>				

During FY 2022, MDOT awarded a total of 5,818 contracts totaling \$1,568,880,265. DBEs received 1,116 of the total contracts (19.2 percent), and those contracts totaled \$85,612,206 (5.5 percent).

Table 16: Prime Contracts Awarded to DBEs in FY 2022 Compared to FY 2021

	FY 2021	FY 2022	Change from FY 2021 to FY 2022
Prime Contracts Awarded to DBEs	40	51	+11
Percent of Total Prime Contracts Awarded to DBEs	3.2%	4.0%	+0.8%
Amount Paid to DBEs from Prime Contracts	\$22,556,347	\$20,264,659	-\$2,291,688
Total Number of Prime Contracts	1,243	1,266	+23
<i>Source: MDOT Contract Services Section, 2022</i>			

The number of prime contracts awarded to DBEs increased during FY 2022, and the percentage of total prime contracts awarded to DBEs also slightly increased. Additionally, the total amount paid to DBEs from prime contracts decreased by \$2,291,688 in FY 2022 for a total of \$20,264,659.

Table 17: Subcontracts Awarded to DBEs in FY 2022 Compared to FY 2021

	FY 2021	FY 2022	Change from FY 2021 to FY 2022
Subcontracts Awarded to DBEs	1,235	1,065	-170
Percent of Total Subcontracts Awarded to DBEs	24.0%	23.4%	-0.6%
Amount Paid to DBEs from Subcontracts	\$87,100,285	\$65,347,547	-\$21,752,738
Total Number of Subcontracts	5,156	4,552	-604
<i>Source: MDOT Contract Services Section, 2022</i>			

The number of subcontracts awarded, and the percent of total subcontracts awarded to DBEs decreased during FY 2022. The total amount paid to DBEs from subcontracts decreased by \$21,752,738, for a total of \$65,347,547 paid to DBEs from subcontracts in FY 2022.

Table 18: DBE Commitments/Awards This Reporting Period: Breakdown of Number of Contracts by Ethnicity and Gender, FY 2022 Compared to FY 2021

	FY 2021 Total Number of Contracts (Prime and Subcontracts)	FY 2022 Total Number of Contracts (Prime and Subcontracts)	Difference In Number of Contracts
Black American	97	131	+34
Hispanic American	323	256	-67
Native American	5	3	-2
Asian-Pacific American	9	6	-3
Sub- continental Asian American	72	75	+3
Non-Minority Women	769	645	-124
Totals	1,275	1,116	-159
<i>Source: MDOT Contract Services Section, 2022</i>			

DBEs were awarded 1,116 contracts during FY 2022, which is a decrease of 159 from FY 2021. All DBE demographics were awarded fewer contracts in FY 2022 than FY 2021, with the exceptions of Black American and Sub-continental Asian American.

Table 19: DBE Commitments/Awards This Reporting Period: Breakdown of Dollar Values by Ethnicity and Gender, FY 2022 Compared to FY 2021

	FY 2021 Total Dollar Value (Prime and Subcontracts)	FY 2022 Total Dollar Value (Prime and Subcontracts)	Difference In Dollar Values
Black American	\$17,562,788	\$11,676,645	-\$5,886,143
Hispanic American	\$32,018,152	\$21,808,291	-\$10,209,861
Native American	\$57,116	\$89,715	+\$32,599
Asian-Pacific American	\$87,167	\$359,923	+\$272,756
Sub-continental Asian American	\$10,082,656	\$10,246,745	+\$164,089
Non-Minority Women	\$49,848,752	\$41,430,887	-\$8,417,865
Totals	\$109,656,631	\$85,612,206	-\$24,044,425
<i>Source: MDOT Contract Services Section, 2022</i>			

DBEs received a total of \$85,612,206 in contracts during FY 2022, which is a \$24,044,425 decrease from FY 2021. The total value of contracts awarded decreased in FY 2022 for Black Americans, Hispanic Americans, and Non-Minority Women, while it increased for Native Americans, Asian-Pacific Americans, and Sub-continental Asian Americans.

Findings and Recommendations

The process set out in this report and the methodology followed within is aimed at achieving some fundamental outcomes considered paramount to EJ populations in Michigan. These fundamental outcomes address the matters of fairness, justice, and equity. To ensure that a fair and impartial EJ evaluation is conducted for all MDOT projects and business practices, MDOT management made the following fundamental change to prior EJ evaluation and reporting practices:

- MDOT management decided to separate the reporting of EJ evaluation analysis from the seven MDOT region offices and have the analysis conducted by an EJ coordinator in the Statewide Planning Section of the Statewide Transportation Planning Division who is removed from the project selection process and conducts a uniform statewide evaluation. The coordinator is knowledgeable in all factors and steps leading to the development of the final list for the MDOT 5YTP. The coordinator is also neutral to the contract selection and development process, but aware of the DBE objectives and goals.

The majority of the 26 percent of Michiganders who identify as people of color (about 2.6 million people) live in EJ Priority Areas (74 percent or about 1.9 million people). This includes:

- 86 percent (or 1.2 million) of the 1.4 million people who identify as Black or African American (13 percent of Michiganders)
- 50 percent (or 19,602) of the 39,462 people who identify as American Indian/Alaska Native (0.4 percent of Michiganders)
- 69 percent (or 220,309) of the 319,960 people who identify as Asian (3 percent of Michiganders)
- 67 percent (or 1,704) of the 2,546 people who identify as Native Hawaiian or Other Pacific Islander (0.03 percent of Michiganders)
- 55 percent (or 15,055) of the 27,336 people who identify as Some Other Race (0.3 percent of Michiganders)
- 55 percent (or 181,989) of the 333,683 people who identify as Two or More Races (3 percent of Michiganders)
- 62 percent (or 337,095) of the 540,036 people who identify as Hispanic or Latino (5 percent of Michiganders)

Additionally, the majority of the 13 percent of Michiganders who had income below the poverty level (about 1.3 million people) live in EJ Priority Areas (69 percent or about 908,000 people). Therefore, this analysis shows that the majority of people of concern in the evaluation of EJ live in the areas identified as MDOT EJ Priority Areas for investment.

Though MDOT has a direct government-to-government relationship with tribal governments with the goal of addressing tribal transportation priorities, MDOT may consider adopting the approach to tribal areas in the Justice40 Climate and Economic Justice Screening Tool, which designates all recognized tribal areas as priority areas for investment.

Charts 1 and 2 represent the yearly totals of dollars programmed in EJ areas versus dollars spent in non-EJ areas. These are total dollars for all regions in the state. There was an influx of dollars in the FY 2023-2027 5YTP compared to prior 5YTPs and the current FY 2024-2028 5YTP. This is a result of an increase in funding by the State (including through the Rebuilding Michigan bond program) and the increase created by the Infrastructure Investment and Jobs Act (IIJA). This increase was most noticeable in FY 2023. From FY 2024 onward, the level of funding decreases significantly.

Charts 3 and 4 represent the spending by MDOT region for both the FY 2023-2027 and FY 2024-2028 5YTP. Region-by-region spending holds consistent between the two 5YTPs, and the decrease in overall spending is represented relatively equally over the regions. The pattern is also similar with Metro, University and Bay having the most spending in EJ areas (as well as a high number of census tracts designated as EJ areas).

Additionally, the previous region analyses and these charts show that all regions in the state and the state overall are exceeding the requirements of Justice40, with well over 40 percent of department spending located in EJ areas. Each region is allocating more than 40 percent of their funding across the FY 2024-2028 5YTP to EJ Priority Areas, and the state overall is allocating 87 percent of FY 2024-2028 5YTP funding (approximately \$5.9 billion out of the total \$6.7 billion) to EJ Priority Areas.

Although there is clearly significant financial investment in EJ Priority Areas, there are still transportation-related burdens and disadvantages in these areas. Future EJ reports will use additional analysis to refine our approach – including the types of transportation-related burdens that exist and their geographic distribution, the types of investments MDOT is currently making, the impact of those investments, and the types of projects that would best address transportation inequities and future needs. MDOT will continue to pursue partnerships with local agencies and others to ensure that these types of investments can be made and coordinated with the responsible jurisdictions.

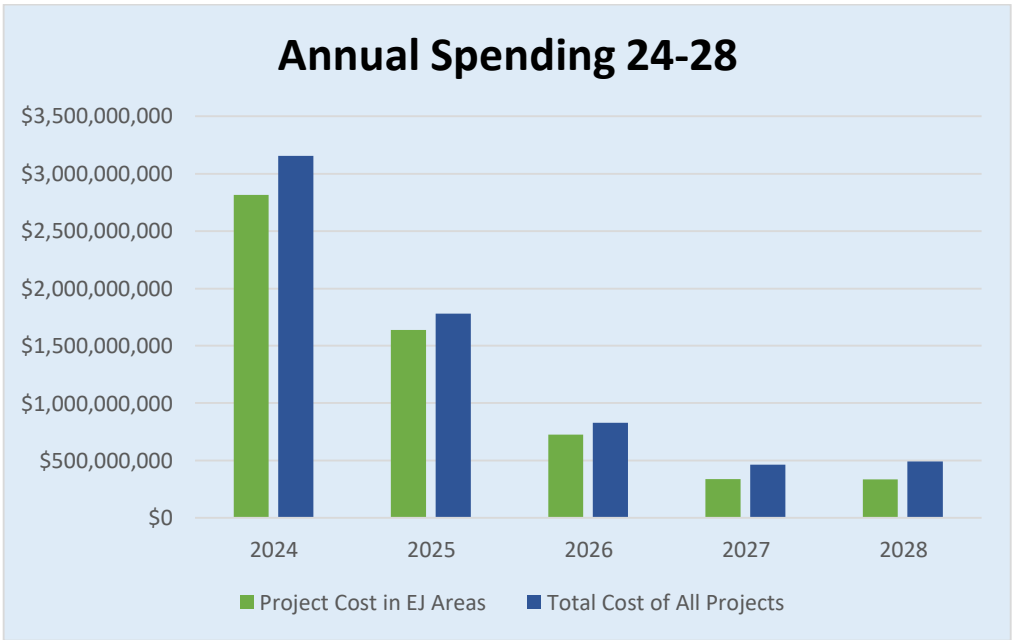


Chart 1

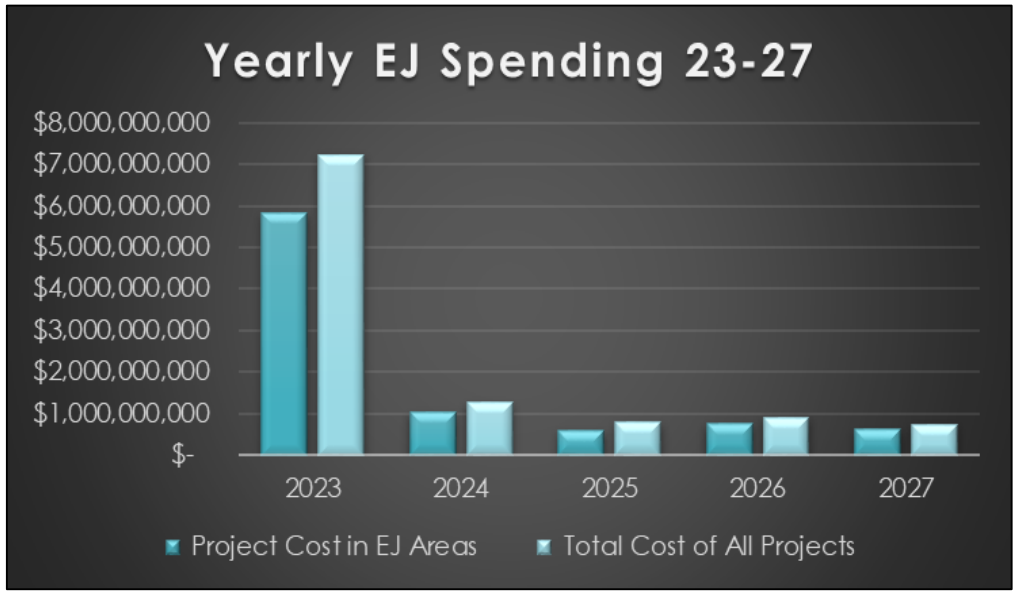


Chart 2

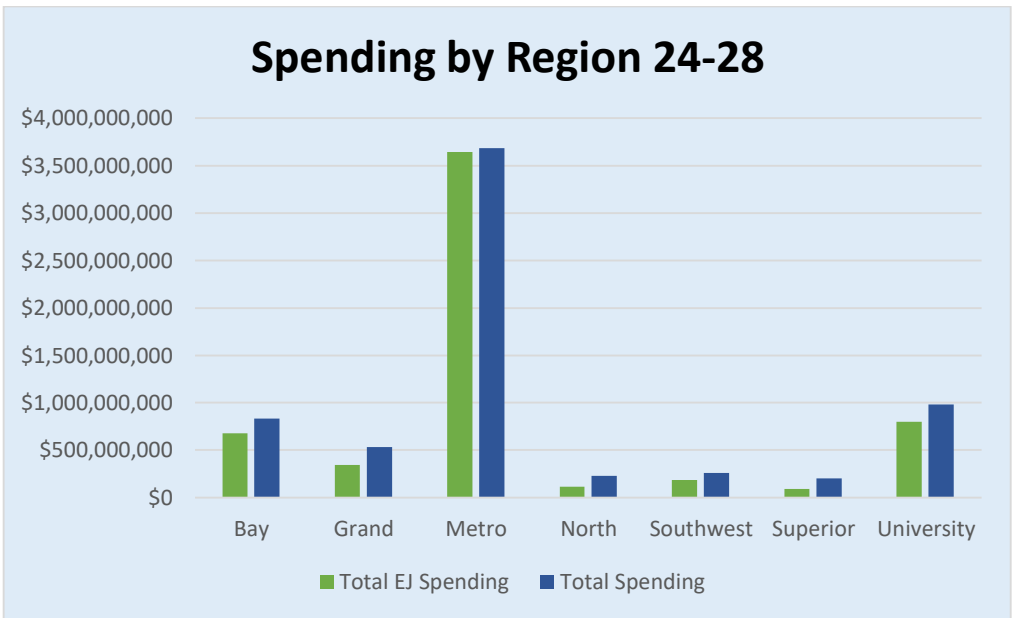


Chart 3

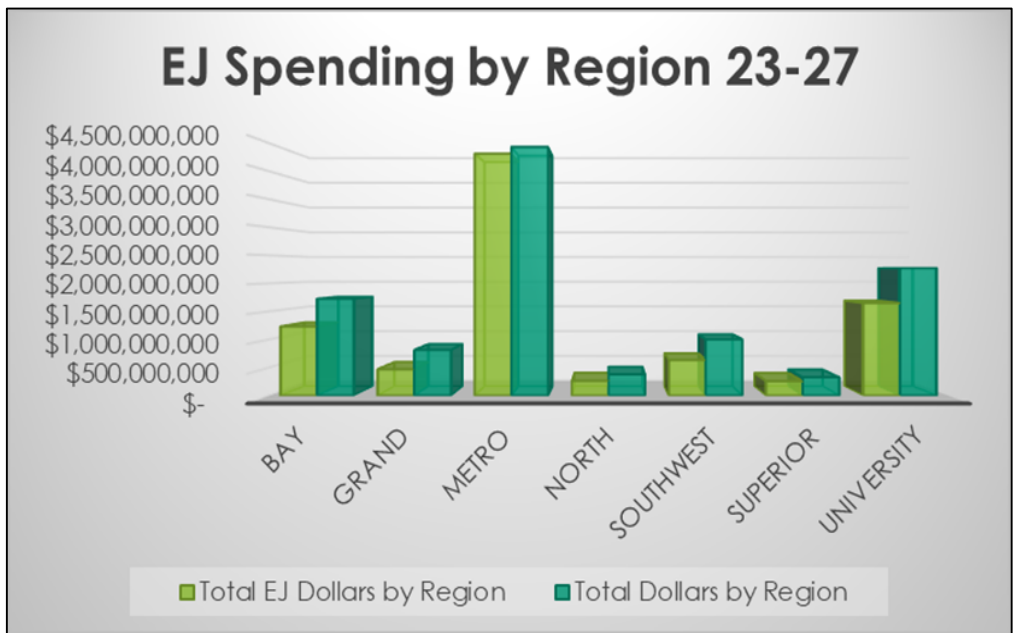


Chart 4

Major observations from this report are as follows:

1. The evaluation utilizes the best available and/or most current U.S. Census Bureau 2017-2021 demographics data for race/ethnicity and income status.
2. The evaluation reflects a significant decrease in spending, after the significant increase in spending in 2023 due to the increased funding from the 2021 federal Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law or BIL) and state funding (including bonds).
3. The evaluation provides MDOT region and Transportation Service Center (TSC) staff and project managers with additional tools to improve project selection and design, with consideration of the public involvement and public participation process in their respective areas.
4. As identified in this report, new routes/structures or new road projects, reconstruction, bridge replacement, and major and minor widening projects are identified in the projects of potential interest to EJ communities and may or may not have significant impact(s) on EJ populations based on the project type, length, and location in the area. However, it is still strongly encouraged that MDOT project managers use due diligence in involving the identified groups in the areas as early as possible in the planning process, consistent with MDOT Guidelines for Stakeholder Engagement. MDOT project managers should also encourage participants to participate in the data collection process using Form 5400 as distributed during all MDOT public involvement meetings.
5. Adequate public involvement may require special ways of reaching out and encouraging such identified EJ population groups to participate. MDOT continues to train staff and develop new ways of reaching out to the public. Recent development agreements with the state's regional planning agencies and MPOs will ensure that rural and urban area projects have meaningful involvement and participation in the future.
6. MDOT's Office of Business Development and the Office of Communications continue to work together with region offices and project managers to ensure that the public has the best information on EJ, and that such material is easily accessible either through the MDOT website or by hard copy whenever it is requested.
7. MDOT continues to consider all projects as those of equal significance no matter where they are located, and to require that all treatment, involvement, or mitigation plans are well documented. All public complaint(s) received by MDOT are treated with expediency and due consideration.

In summary, based on the above evaluation and observations, MDOT satisfactorily concludes and certifies that the process and methodology used to identify and evaluate the EJ impacts of projects was conducted to the best of our knowledge, and that the FY 2024-2028 5YTP:

- Complies with Title VI of the Civil Rights Act of 1964, the EJ Executive Order 12898 of 1994, and all other related regulations and directives therein; and
- Ensures that people affected by MDOT programs and projects will receive the services, benefits, and opportunities to which they are entitled without regard to race, color, national origin, age, sex, gender, income, ability, location, or means of transportation. MDOT will ensure and prevent any form of discrimination in programs and service delivery activities, whether those programs and activities are federally funded or not.

Significant Transportation Funding Events

Michigan Transportation Fund Law

On Jan. 1, 2017, the gasoline tax increased from 19.0 to 26.3 cents per gallon, and the diesel fuel tax increased from 15.0 to 26.3 cents per gallon. Beginning in 2022, fuel tax rates are tied to inflation to remedy the decline in purchasing power of the fuel tax, but rate increases will not exceed 5 percent per year. As of January 1, 2024, the gasoline tax and the diesel fuel tax are both 30.0 cents per gallon. Registration fees for most cars and trucks were also increased by 20 percent on Jan. 1, 2017. The user-fee increases are estimated to generate an additional \$600 million per year for the Michigan Transportation Fund (beginning in FY 2018).

Starting in 2019, income tax revenues are appropriated for roads, increasing from \$150 million to \$600 million over three years. The income tax revenues are distributed to road agencies only, based on the Act 51 formula percentages.

Focus on System Preservation

As Michigan's transportation infrastructure ages, the cost of maintaining pavement condition at "good" or "fair" standards becomes increasingly challenging. As a result, a relatively limited amount of funding is allocated for widening and new road construction projects in the FY 2024-2028 5YTP. New capacity improvements are primarily related to ensuring safety of users on existing roadways by adding turn lanes or widening bridges and culverts. This will continue to be a trend in project development moving forward.

Rebuilding Michigan Bond Program

Governor Gretchen Whitmer announced the Rebuilding Michigan Bond Program (RBMP) on January 29, 2020. This program added up to \$3.5 billion in bond funding to the 2020-2024 5YTP.

The RBMP's objective is to rebuild the state highways and bridges that are critical to the state's economy and carry the most traffic. The investment strategy is aimed at fixes that result in longer useful lives and improves the condition of the state's infrastructure. In addition, this strategy allows MDOT to address key corridors and rebuild major segments of highly travelled interstates, such as I-69, I-75, and I-94, as well as several other busy freeways.

Go to www.Michigan.gov/RebuildingMichigan for the most current interactive map of RBMP program projects.

Bipartisan Infrastructure Law

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law or BIL). The BIL provides \$550 billion in new federal investment from FY 2022 to 2026 to improve our nation's roads, bridges, mass transit, water infrastructure, and broadband access. New transportation programs under the BIL focus on key priorities, including rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity. Importantly, the BIL reauthorizes surface transportation programs for five years, which provides Michigan predictable and sustainable funding needed for advancing multimodal transportation goals. MDOT estimates that Michigan will receive roughly \$2.4 billion in new highway funding over five years from the BIL, which is in turn anticipated to support roughly 6,000 new jobs annually between FY 2022 and 2026. Much of the additional funding from the BIL is provided in the form of discretionary competitive grants, which are not always guaranteed every year and have limited project eligibility.

Justice40 Initiative

On January 27, 2021, President Biden signed Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*, creating the Justice40 Initiative. This initiative spans across federal government with the goal that 40 percent of the overall benefits of federal investments flow to disadvantaged communities. The Climate and Economic Justice Screening Tool (CEJST) created by the White House Council on Environmental Quality (CEQ) and released in November 2022 developed a definition for disadvantaged communities based on data from 34 indicators collected at the census tract level and grouped in eight categories:

- Climate Change
- Energy
- Health
- Housing
- Legacy Pollution
- Transportation
- Water and Wastewater
- Workforce Development

Tribal areas are also considered disadvantaged communities. The Justice40 Initiative is still in the early stages of implementation, and more guidance and implementation information from the White House CEQ and USDOT is forthcoming.

Carbon Reduction Program

The BIL authorizes a new Carbon Reduction Program (CRP) codified at 23 USC 175 to reduce transportation emissions through the development of state carbon reduction strategies and by funding projects designed to reduce transportation emissions. By November 15, 2023, states are required to develop a Carbon Reduction Strategy (CRS) in consultation with state MPOs to guide efforts to reduce transportation emissions and identify projects that support these strategies. This strategy must be updated every four years. The development of a state CRS is also a requirement for access to CRP funds after the November 2023 deadline. MDOT's CRS can be found at <https://bit.ly/mdot-carbon-reduction>.

CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the STIP/Transportation Improvement Program (TIP) and be consistent with the SLRTP and the Metropolitan Transportation Plan(s).