SEMCOG | SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

Public Notice

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For immediate release: February 12, 2025
Contact: SEMCOG Information Center, (313) 961-4266

SEMCOG invites public comment on an amendment to the FY 2023-2026 Transportation Improvement Program and the 2050 Regional Transportation Plan

SEMCOG, the Southeast Michigan Council of Governments, announces the public comment period for an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) and the 2050 Regional Transportation Plan (RTP). The RTP is a long-range vision and strategy that directs investment in the regional transportation system. The TIP is a list of specific projects which implement the RTP policies. TIP projects are recommended by cities, villages, county road agencies, transit providers, and the Michigan Department of Transportation (MDOT) over a four-year period. SEMCOG's Executive Committee votes on the final approval of the TIP project list.

Background

Amendment 25-1 revises 35 phases:

- 23 Additions
- 3 Cost Changes
- 4 Deletions
- 4 Length Change
- 1 Fund Source Add
- 3 GPAs

General Program Accounts (GPAs) are groupings of similar routine transportation projects. Projects not required to be programmed as Line-Item projects are programmed under an appropriate GPA by jurisdiction and type, such as Local Road, Trunkline Road, or Transit Capital. When the total cost of all the projects within a GPA equals or exceeds 125% of the GPA's currently approved limit, it must be amended to reflect this change in size.

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

Amendment details are available on SEMCOG's Transportation Improvement Program webpage or by contacting SEMCOG's Information Center at (313) 961-4266.

How to Comment

Submit Comment(s)

For written comments:

- Address written comments to SEMCOG Information Center, 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226;
- Send faxes to 313-961-4869;
- Call 313-961-4266, or
- Email infoCenter@semcog.org.

Comments can also be made during the following in-person meetings, in which the amendment will be considered:

- Transportation Coordinating Council, Thursday, February 20, 2025 at 9:30 a.m., 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226;
- Executive Committee, Friday, February 28, 2025 at 1 p.m., 1001 Woodward Avenue, Suite 1400, Detroit, MI 48226.

Coverage of this notice

Public notice of public participation activities and time established for public review of, and comments on, the TIP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA).

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ترجمة هذا المستند متوفر عند الطلب و مجانًا.

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

لن يستثني مجلس حكومات جنوب شرق ميشيغان (SEMCOG) أشخاص بناءً على العمر، الدين، أو الإعاقة.

على الأفراد ذوي الإعاقة والذين يحتاجون مساعدة، التواصل مع مركز معلومات مجلس حكومات جنوب شرق ميشيغان (SEMCOG) على البريد الإلكتروني infocenter@semcog.org

أو الإتصال على الرقم 313-961-4266.

للمساعدة، تواصل مع مركز معلومات مجلس حكومات جنوب شرق ميشيغان عبرالبريد الإلكتروني infocenter@semcog.org أو الإتصال على الرقم 961-4266 (313).

SEMCOG will ensure that qualified individuals shall not, solely on the basis of their disability, be excluded from participation in, denied the benefits of, or subjected to discrimination under any of its programs, services, or activities as provided by Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 (ADA).

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SEMCOG is the only organization in Southeast Michigan that brings together all governments to solve regional challenges and enhance the quality of life for the seven-county region's 4.8 million people.

SEMCOG

Transportation Coordinating Council

ACTION REQUESTED

William Miller, Chairperson
Commissioner, Oakland County

DATE: February 20, 2025

TO: Executive Committee

SUBJECT: 23/26 TIP Amendment 25-1 (Full)

Summary of action requested

The Transportation Coordinating Council (TCC) recommends Executive Committee approval of the 23/26 TIP Amendment 25-1 (Full).

Background

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

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

23/26 TIP Amendment 25-1 (Full)

Amendment 25-1 revises 35 phases:

- 23 Additions
- 3 Cost Changes
- 4 Deletions
- 4 Length Change
- 1 Fund Source Add

General Program Accounts (GPAs)

This amendment includes several proposed cost adjustments to GPAs. The proposed changes to three GPAs can be found in the table below and with the other amendment materials on SEMCOG's TIP webpage.

23/26 TIP Amendment 25-1 GPAs				
Type	**FY**	**GPA Name**	**Previously Approved**	**New Cost**
Trunkline	2026	Bridge	$18,007,181	$29,155,501
Multi Modal	2026	Transit Capital	$74,671,484	$88,584,674
Multi Modal	2026	Transit Operating	$23,592,643	$28,847,739

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

Amendment evaluations

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

- The fiscal constraint analysis indicates the RTP and TIP remain fiscally constrained.
- An updated air quality conformity analysis was **not** required for this amendment since none of the proposed projects were designated as *not exempt* from the requirement to determine conformity by the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG).
- The environmental sensitivity review summarizes possible impacts of RTP (including TIP projects) projects on environmentally sensitive resources.
- The environmental justice analysis indicates impacts related to implementation of the RTP (including TIP projects) remain balanced across the region.
- The projects are consistent with the regional Congestion Management Process.

The public comment period for the amendment officially began on February 12, 2025 and will end with Executive Committee action on February 28, 2025.

Action requested

The Transportation Coordinating Council (TCC) recommends Executive Committee approval of the 23/26 TIP Amendment 25-1 (Full).

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

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

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

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

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

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

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

WHEREAS, the 2050 RTP and FY 2023-2026 TIP were analyzed in accordance with 40 CFR 51 for air quality conformity and found not to exceed present and future emission budgets in all analysis years;

WHEREAS, the amendments to the FY 2023-2026 TIP are consistent with the 2050 RTP policies, were financially constrained to identified funding resources, and the amendment process actively encouraged public and agency review and comment;

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

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

WHEREAS, when the total cost of projects programmed in a GPA equals or exceeds 125% of the GPA's currently authorized amount, that GPA needs to be amended;

WHEREAS, the 2050 RTP, as amended, remains consistent with regional goals and objectives and federal planning factors and were examined for potential impacts on environmentally sensitive resources;

WHEREAS, impacts resulting from the FY 2023-2026 TIP as amended, are balanced across the region, so that no one population bears a disproportionate negative impact, and the benefits are shared across the region;

WHEREAS, SEMCOG has determined that the amendment to the 2050 RTP and the FY 2023-2026 TIP conform to the State Implementation Plan for Air Quality as required by provisions of Title 40 Code of Federal Regulations (CFR) 51 and Title 23 CFR 450;

NOW THEREFORE BE IT RESOLVED, this 28th day of February, 2025 THAT the Executive Committee of SEMCOG, the Southeast Michigan Council of Governments, approves the amendment of projects to the 2050 RTP and FY 2023-2026 TIP;

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

AND BE IT FURTHER RESOLVED THAT the Executive Committee of SEMCOG submits this amendment to the 2050 RTP and the FY 2023-2026 TIP to the Michigan Department of Transportation, as designee for the Governor's Office of the State of Michigan, for review and transmittal to the Michigan Department of Environment, Great Lakes, and Energy; Michigan Department of Natural Resources; Federal Highway Administration; Federal Transit Administration; and U.S. Environmental Protection Agency.

ATTEST: Digitally signed by Michael Spence
DN: cn=Michael Spence, o=SEMCOG, ou, email=spence@semcog.org, c=US
Committee Clerk

DATE: February 28, 2025

SEMCOG FY 23/26 TIP Amendment 25-1 (Full)
PROJECT LIST
Feb 2025

Line Item	Job#	Phase	Change Request (CR) #	Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Budget	ACC Year(s)	Federal Budget	Fund Source	State Budget	Local Budget	Total Phase Cost	Amendment Type	Air Quality	RTP Goal
1	215075	CON	6	2026	Washtenaw	Manchester	Hibbard St	Village Limits to Hibbard and/or Hibbard from City Road to Dutch Dr.	1.163	Road Capital Preventive Maintenance	Mill and resurface the existing roadway surface			$0	STL	$0	$502,500	$502,500	Delete	Exempt	1
2	85540	CON	33	2026	Oakland	MDOT	M-59	Elizabeth Lake Road to Tilden Avenue	1.181	Road Rehabilitation	Concrete Pavement Repair			$4,911,000	NH	$1,089,000	$0	$6,000,000	Delete	Exempt	1
3	129149	ROW	22	2025	Wayne	MDOT	I-96 E	Under Fullerton Avenue, Greenfield Road and CSX Railroad	0	Bridge Miscellaneous	Bridge removal and preservation work			$81,850	ST	$18,150	$0	$100,000	Add	Exempt	1
4	129977	ROW	26	2025	Washtenaw	MDOT	US-23	13 bridges on US-23 in Washtenaw County	0	Bridge Replacement	Bridge Replacement, Epoxy Overlay, Deck Patching			$8,185	BFP	$1,815	$0	$10,000	Delete	Exempt	1
5	208609	CON	25	2025	Wayne	MDOT	I-94	Wayne Road to Middlebelt Road	5.874	Reconstruction	Reconstruct			$29,700,000	IM	$140,500,000	$0	$170,200,000	Length Change	Exempt	1
6	208609	ROW	25	2025	Wayne	MDOT	I-94	Wayne Road to Middlebelt Road	5.874	Reconstruction	Reconstruct			$0	RBMP	$100,000	$0	$100,000	Length Change	Exempt	1
7	214148	ROW	18	2025	Oakland	MDOT	I-75 Ramps	Grange Hall Road	0.943	Traffic Safety	Construct roundabouts			$225,000	HSIP	$25,000	$0	$250,000	Add	Exempt	1, 2
8	217121	PE	9	2025	Wayne	MDOT	I-94 W	Various locations adjacent to the I-94 Mega Project	0	Environmental	I-94 Drainage agreement to create a resilient drainage system			$3,409,496	PRO	$852,374	$0	$4,261,870	Cost Change	Exempt	1, 5
9	217456	PE	2	2025	Monroe	MDOT	I-75	LaPlaisance Road to N Dixie Highway	3.532	Reconstruction	Pavement reconstruction, bridge replacements, and drainage improvements			$6,295,500	IM	$699,500	$0	$6,995,000	Length Change	Exempt	1, 5
10	217456	PES	2	2025	Monroe	MDOT	I-75	LaPlaisance Road to N Dixie Highway	3.532	Reconstruction	Pavement reconstruction, bridge replacements, and drainage improvements			$6,745,500	IM	$749,500	$0	$7,495,000	Length Change	Exempt	1, 5
11	218427	CON	7	2026	Wayne	MDOT	I-94 E	I-94 east of X01 82024 (Conrail RR) to west of Burns Street	2.026	Reconstruction	Road Reconstruction			$291,443,295	ST	$56,548,367	$8,078,338	$356,070,000	Delete	Exempt	1
12	220157	CON	0	2025	Wayne	MDOT	US-24 N	NE Quadrant of US-24/I-96, Redford Twp, Wayne County	0.345	Air Quality Improvement	Mobility Hub: Truck Stop of the Future - EV Charging			$8,120,000	RAIS	$0	$0	$8,120,000	Add	Exempt	1, 5
13	220157	PE	0	2025	Wayne	MDOT	US-24 N	NE Quadrant of US-24/I-96, Redford Twp, Wayne County	0.345	Air Quality Improvement	Mobility Hub: Truck Stop of the Future - EV Charging			$380,000	RAIS	$0	$0	$380,000	Add	Exempt	1, 5
14	220157	PE	1	2025	Wayne	MDOT	US-24 N	NE Quadrant of US-24/I-96, Redford Twp, Wayne County	0.345	Air Quality Improvement	Mobility Hub: Truck Stop of the Future - EV Charging			$380,000	RAIS	$0	$95,000	$475,000	Cost Change	Exempt	1, 5
15	221892	CON	0	2026	Macomb	MDOT	I-94	Masonic Blvd to N River Rd	5.422	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$11,160,000	IM	$1,240,000	$0	$12,400,000	Add	Exempt	1
16	221892	PE	0	2025	Macomb	MDOT	I-94	Masonic Blvd to N River Rd	5.422	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$315,000	IM	$35,000	$0	$350,000	Add	Exempt	1
17	221894	PE	0	2025	Wayne	MDOT	US-24	Fordson Dr to North of Plymouth	5.098	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$982,200	NH	$217,800	$0	$1,200,000	Add	Exempt	1
18	221896	PE	0	2025	Wayne	MDOT	M-153	Mercury Dr to Wyoming St	2.609	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$654,800	NH	$145,200	$0	$800,000	Add	Exempt	1
19	221901	PE	0	2026	Wayne	MDOT	M-39	Lafayette Blvd to Porter St	0.432	Reconstruction	Reconstruction			$1,145,900	NH	$225,514	$28,586	$1,400,000	Add	Exempt	1
20	222093	CON	0	2026	St. Clair	MDOT	I-94	Richmond Rest Area	0	Environmental	Wetland Restoration			$457,558	ST	$101,462	$0	$559,020	Add	Exempt	5
21	222093	PE	0	2025	St. Clair	MDOT	I-94	Richmond Rest Area	0	Environmental	Wetland Restoration			$81,850	ST	$18,150	$0	$100,000	Add	Exempt	5
22	222418	EPE	0	2026	Macomb, St. Clair	MDOT	M-19	Gratiot Ave and County Line Rd	0.149	Traffic Safety	Construct Roundabout			$45,000	HSIP	$5,000	$0	$50,000	Add	Exempt	1, 2

SEMCOG FY 23/26 TIP Amendment 25-1 (Full)
PROJECT LIST
Feb 2025

Line Item	Job#	Phase	Change Request (CR) #	Fiscal Year	County	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	AC/ACC Budget	ACC Year(s)	Federal Budget	Fund Source	State Budget	Local Budget	Total Phase Cost	Amendment Type	Air Quality	RTP Goal
23	222418	ROW	0	2026	Macomb, St. Clair	MDOT	M-19	Gratiot Ave and County Line Rd	0.149	Traffic Safety	Construct Roundabout			$90,000	HSIP	$10,000	$0	$100,000	Add	Exempt	1, 2
24	222848	CON	0	2026	Wayne	MDOT	I-94 W	Cadillac Avenue to Barrett Avenue, City of Detroit	1.13	Road Rehabilitation	Drainage Tunnel Construction			$139,963,500	PRO, ST	$31,036,500	$0	$171,000,000	Add	Exempt	1, 5
25	223172	CON	0	2025	Washtenaw	MDOT	US-23 S	North and South Bank of Huron River at US-23 over Huron River	0.126	Environmental	Tree and Brush Clearing			$237,365	NH	$52,635	$0	$290,000	Add	Exempt	5
26	223281	PE	0	2025	Wayne	MDOT	I-94 E	I-94 Burns Avenue to Barrett Avenue	2.271	Reconstruction	General Engineering Consultant Services			$2,455,500	ST	$544,500	$0	$3,000,000	Add	Exempt	1
27	223349	CON	0	2026	Wayne	MDOT	I-94	2nd Ave to Burns St	3.579	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$10,890,000	IM	$1,210,000	$0	$12,100,000	Add	Exempt	1
28	223349	PE	0	2025	Wayne	MDOT	I-94	2nd Ave to Burns St	3.579	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay			$945,000	IM	$105,000	$0	$1,050,000	Add	Exempt	1
29	214867	CON	7	2026	Oakland	Oakland County	Pontiac Trl	Pontiac Trail, 9 Mile Rd to CSX Railroad	1.261	Road Rehabilitation	Road Rehabilitation	$ 2,000,000	2029	$5,241,286	ST, STU, STUL	$0	$3,810,322	$9,051,608	Add	Exempt	1
30	222966	CON	0	2025	Wayne	Romulus	Cogswell Rd	Cogswell Street south of Van Born Road to south of Ecorse Road	0.981	Reconstruction	Concrete Reconstruction			$500,000	EAR	$0	$125,000	$625,000	Add	Exempt	1
31	222066	CON	0	2026	St. Clair	St. Clair County	Marine City Hwy	Marine City Hwy at Marsh Rd	0.8	Traffic Safety	Construct roundabout			$750,000	HSIP	$0	$440,000	$1,190,000	Add	Exempt	1, 2
32	217039	CON	8	2025	Livingston, Monroe	State Wide	Statewide	Two Structures Statewide	0	Bridge Replacement	Bridge Replacements			$0	LBBI	$3,840,199	$0	$3,840,199	Cost Change	Exempt	1
33	222749	CON	0	2026	Wayne	Wayne County	Dix Ave	Dix Ave from Rouge River to 470 feet east of Miller Rd, Dearborn, MI.	0.176	Road Rehabilitation	Concrete Pavement Inlay			$2,184,073	STU	$0	$484,312	$2,668,385	Add	Exempt	1
34	222762	CON	0	2025	Wayne	Wayne County	Willow Rd	Willow Rd Culvert/Desbrow Drain E. of Sumpter Rd, Sumpter Township, MI.	0.065	Reconstruction	Willow Rd/Desbrow Drain Culvert Replacement	$ 226,400	2026	$0	STL	$0	$283,000	$283,000	Add	Exempt	1, 5
35	209614	CON	13	2025	St. Clair	MDOT	Regionwide	Trunkline routes in St. Clair County	2.755	Traffic Safety	Permanent pavement marking application on trunklines in Bay Region			$1,080,585	HSIP, VRU	$120,065	$0	$1,200,650	Add Fund Source	Exempt	2

These seven core policies, found on page 2 of the Vision 2050 RTP, have been designed to create a safe, equitable, and resilient transportation system:

1. Preserve - Use asset management practices, technology, and cost-effective transportation solutions to preserve infrastructure.
2. Safety - Increase safety for all travelers, especially for the most vulnerable road users.
3. Equity - Ensure equitable access regardless of age, race, gender, ethnicity, national origin, physical or cognitive ability, or income.
4. Shared Prosperity - Promote a thriving regional economy by facilitating seamless movement of goods, efficient trade connections, enhancing labor mobility, and fostering tourism and local placemaking.
5. Resilience - Integrate infrastructure coordination, equitable stormwater management, and comprehensive resiliency planning into the transportation system to achieve greater public health and
6. Education - Educate and foster collaboration among local governments, transportation agencies, utility providers, and residents to enhance knowledge about and efficiency of the transportation
7. Funding - Increase funding and broaden local options to ensure adequate resources and coordination for meeting regional transportation needs to achieve fiscal sustainability.

23/26 TIP Amendment 25-1 General Program Accounts (GPAs)

Type	FY	GPA Name	Previously Approved	New Cost
Trunkline	2026	Bridge	$18,007,181	$29,155,501
Multi Modal	2026	Transit Capital	$74,671,484	$88,584,674
Multi Modal	2026	Transit Operating	$23,592,643	$28,847,739

Fund Source Abbreviations:

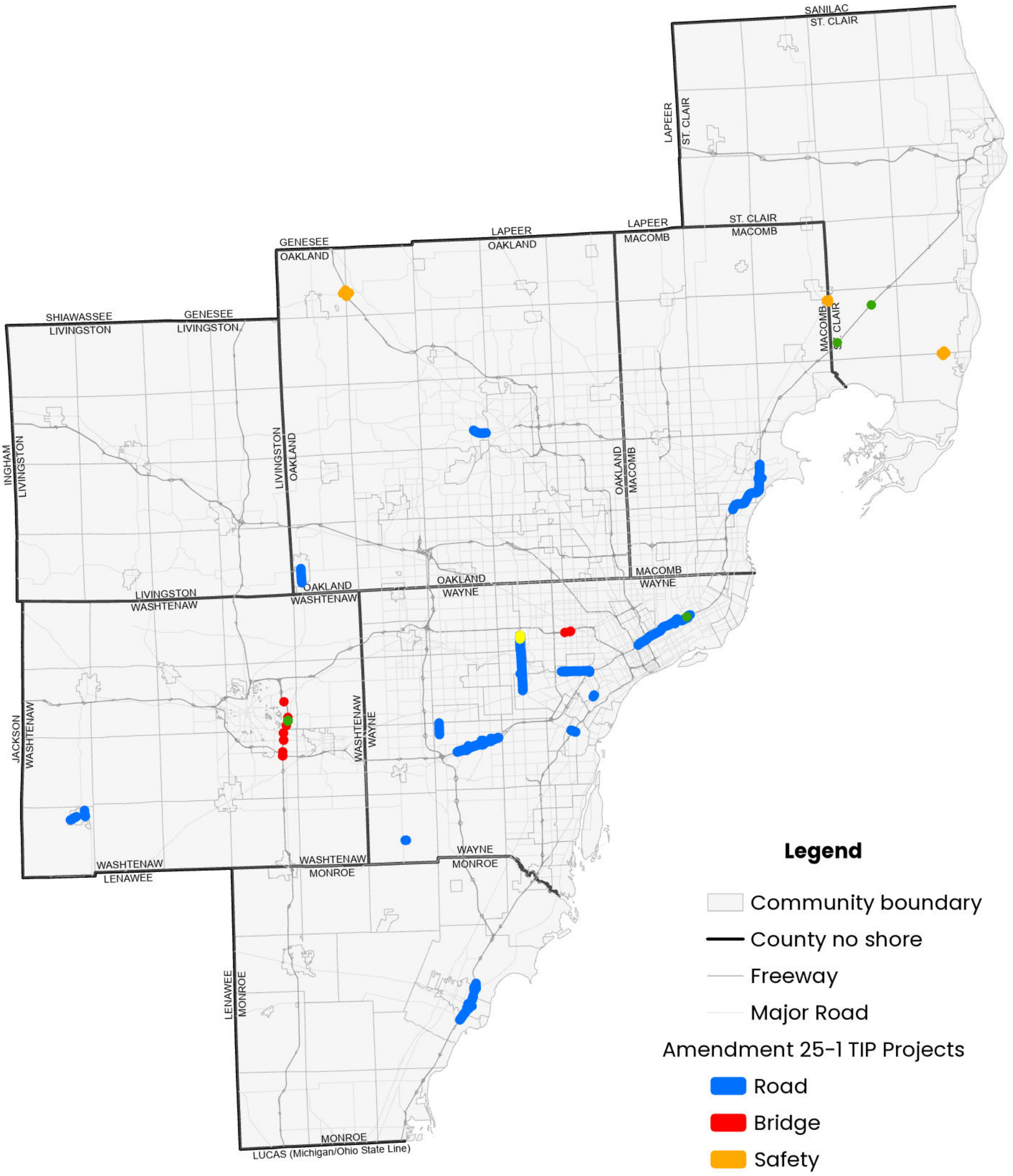
BFP = Bridge Formula Program
EAR = Earmark
HSIP = Highway Safety Improvement Program
IM = Interstate Maintenance
LBBI = Local Bridge Bundling Initiative
NH = National Highway System
PRO = PROTECT Program
RAIS = RAISE Grant
RBMP = Rebuilding Michigan Program
ST = Surface Transportation Any Area
STL = Surface Transportation Rural
STU = Surface Trans Urban Areas > 200K Pop
STUL = Surface Trans Urban Areas < 200K Pop Local
VRU = Vunerable Road User

Phase Abbreviations:

CON = Construction
PE = Preliminary Engineering
ROW = Right of Way

23/26 TIP Amendment 25-1 (Full)

Transportation Improvement Program (TIP)



SEMCOG
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October 2018

SEMCOG.aprx

SEMCOG MITC-IAWG Meeting - 2025 January Amendment

Summary of January 23rd, 2025 Call

Participants:

EPA: Michael Leslie **FHWA:** Andrew Sibold **FTA:** Cecilia Crenshaw
MDOT: Richard Bayus, Meredith Fryer, Donna Wittl, Andrea Strach, James VanSteel
EGLE: Breanna Bukowski **SCOTS**: Peter Klomparens
SEMCOG: Steve Brudzinski, Jilan Chen, Allison Racisz, Saima Masud, Michele Fedorowicz, Chris Williams, Madison Penque
TMACOG: David Gedeon, Marissa Bechstein

On January 23rd, 2025, the Michigan Transportation Conformity Interagency Workgroup (MITC-IAWG) conducted a Zoom call to review the proposed 2025 January amendment for SEMCOG's Fiscal Year (FY) 2023-FY 2026 Transportation Improvement Program (FY 23-26 TIP) and 2050 Regional Transportation Plan (2050 RTP). The purpose of the call was to determine if any of the projects being amended into the FY 23-26 TIP and/or 2050 RTP would trigger the need for a new transportation conformity analysis and, if so, which need to be included in that analysis.

In this call, TMACOG members David Gedeon, Director of Transportation, and Marissa Bechstein, Project Manager, joined to introduce themselves as well as their outlook for consultation and coordination with their 2055 Long Range Transportation Plan and air conformity analysis. The focus for this is identifying projects in areas that overlap with our modeling geography and theirs. IAWG members agreed to the assistance they needed in sharing relevant data and keeping an eye out for potential overlapping project details.

During the call, the group discussed the amendment list in general and focused on the following projects in more detail.

- JN 85540, 129977, and 215075 were remarked as abandoned projects
- JN 129977, 208609, 215075, 217121, 217456 were remarked as unnecessary for IAWG review.
    - These projects were not flagged as needing review from the IAWG and have been reviewed at a previous date, however, were reviewed for comments regardless. The fields that indicate whether a project is flagged for IAWG review within JobNet are currently undergoing changes, certain phase changes do not trigger projects for reviewal. Notes from Donna Wittl have been included in the project list to explain the context for each individual project as to why they do not require IAWG review.
- JN 218427, listed as a Reconstruction project, is being combined with JN 202543 for cost related reasons. The project is not being deleted, only the number, the work that is being done for this project is being combined. The project has been modeled and will stay in the model so the conformity status will not change.
    - Richard Bayus with MDOT provided additional context in the meeting's chat. "I-94 Segment 3 Package 1b has been recombined with Package 1a and will be delivered under JN 202543. Remaining template target will fund JN 222848 I-94 Segment 3 Package 1 Drainage Tunnel Design-Build."

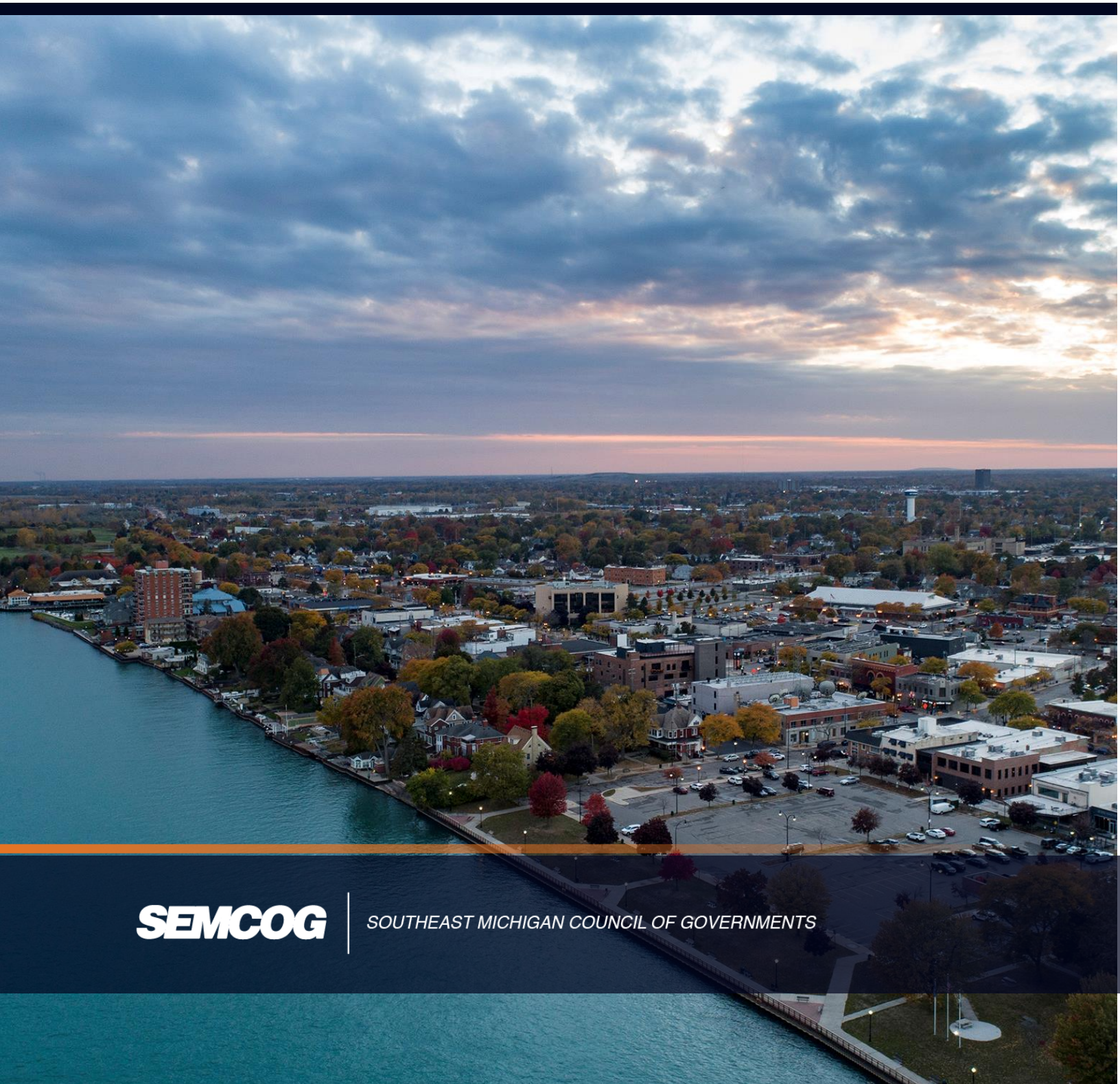
No projects on the list were given “Non-Exempt” status that were concern for a new conformity analysis. The group determined **a new conformity analysis is <u>not</u> needed for SEMCOG’s 2025 January amendment.**

The meeting was adjourned.

February, 2025

Environmental Justice Technical Analysis

Supplement to Vision 2050 Regional Transportation Plan
FY 23/26 TIP Amendment 25-1 (Full)



SEMCOG | SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS

SEMCOG. . . *Developing Regional Solutions*

Mission

SEMCOG, the Southeast Michigan Council of Governments, is the only organization in Southeast Michigan that brings together all governments to develop regional solutions for both now and in the future. SEMCOG:

- Promotes informed decision making to improve Southeast Michigan and its local governments by providing insightful data analysis and direct assistance to member governments;

- Promotes the efficient use of tax dollars for infrastructure investment and governmental effectiveness;

- Develops regional solutions that go beyond the boundaries of individual local governments; and

- Advocates on behalf of Southeast Michigan in Lansing and Washington

Environmental Justice Technical Analysis – Vision 2050 RTP

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Acknowledgements

This report was written by SEMCOG staff.

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Introduction

Environmental Justice

The Environmental Justice office of US Environmental Protection Agency defines environmental justice as "the just treatment and meaningful involvement of all people, regardless of income, race, color, national origin, Tribal affiliation, or disability, in agency decision-making and other Federal activities that affect human health and the environment so that people:

- are fully projected from disproportionate and adverse human health and environmental effects (including risks) and hazards, including those related to climate change, the cumulative impacts of environmental and other burdens, and the legacy of racism or other structural or systemic barriers; and

- have equitable access to a healthy, sustainable, and resilient environment in which to live, play, work, learn, grow, worship, and engage in cultural and subsistence practices."

Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental and commercial operations or policies.

Meaningful engagement means that:

- providing timely opportunities for members of the public to share information or concerns and participate in decision-making processes;

- fully considering public input provided as part of decision-making processes;

- seeking out and encouraging the involvement of persons and communities potentially affected by Federal activities by:

- ensuring that agencies offer or provide information on a Federal activity in a manner that provides meaningful access to individuals with limited English proficiency and is accessible to individuals with disabilities;

- providing notice of and engaging in outreach to communities or groups of people who are potentially affected and who are not regular participants in Federal decision-making; and

- addressing, to the extent practicable and appropriate, other barriers to participation that individuals may face; and

providing technical assistance, tools, and resources to assist in facilitating meaningful and informed public participation, whenever practicable and appropriate. Title VI of the 1964 Civil Rights Act states that, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In the same spirit, President Clinton issued Executive Order 12898 on February 11, 1994, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. The stated purpose of this order is to make achieving environmental justice part of (each Federal agency's) mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its

programs, policies, and activities on minority populations and low-income populations. Similar orders followed from the U.S. Department of Transportation (USDOT) and Federal Highway Administration.

SEMCOG's Approach

Investments in transportation projects could have both positive and negative impacts which may be localized or cover a broader area in the region. Environmental justice requires that these impacts be distributed fairly among population groups especially focusing on population groups that have been traditionally disadvantaged.

The target populations consist of minorities (African-American, Asian-American, Native American, and Hispanics), low-income households, senior citizens and households without cars. SEMCOG identified three principles to ensure environmental justice considerations were properly integrated into the transportation planning process:

- Adequate public involvement of target populations in regional transportation decision making,
- Assess (i.e., travel time) whether there were disproportionately high and adverse impacts on the target populations resulting from federal programs, and
- Ensure that the target populations receive an equitable share of benefits of federal transportation investments.

Although the quantitative measures included with this analysis cannot consider every possible aspect of environmental justice, SEMCOG believes the measures analyzed here are good indicators as to whether significant environmental justice issues are present.

This appendix provides demographics information for SEMCOG's seven county region, and the results of the identified measures applied to the transportation projects in the 2050 Regional Transportation Plan (RTP) and FY 2023- FY2026 Transportation Improvement Program.

Demographics

Demographic data for the special or target population used in SEMCOG's Environmental Justice analysis was compiled from synthesized households and population based on 2020 Census and American Community Survey (ACS). Since Census 2020 doesn't provide 100 percent count data, SEMCOG synthesized disaggregated households and persons with essential attributes such as age, race, income and auto ownership using Census 5-year ACS estimates and PUMS samples. To further analyze the data through travel demand model, data was then aggregated to Traffic Analysis Zones (TAZs). There are 2,811 internal TAZs in the SEMCOG region. The impacted demographic groups are described below along with maps showing the regional distribution of those groups (section 2.2). Traffic analysis zones with a population of one are not considered in population distribution maps.

Special Populations

Minority Population: The U.S. Department of Transportation (DOT) Order (5610.2) on EJ defines "Minority" as the following:

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

In addition, SEMCOG includes the following groups as defined by the U.S. Census Bureau:

- Black or African American alone - not Hispanic or Latino.
- American Indian and Alaska Native alone - not Hispanic or Latino.
- Asian alone - not Hispanic or Latino.
- Native Hawaiian and Other Pacific Islander alone —not Hispanic or Latino.
- Some other race alone - not Hispanic or Latino.
- Persons of two or more races - not Hispanic or Latino.

Based on 2020 Census and ACS, the SEMCOG region had a minority population of 1.7 million which equates to about 36% of the total population. Figure 1indicates the location of minority populations in the region. Traffic analysis zones located in central cities and urban communities have higher proportions of minority population in the Southeast Michigan region.

Low Income Households: Poverty thresholds vary among different federal agencies and for different programs; hence SEMCOG used a derived measure to estimate low-income households. SEMCOG's Environmental Justice analysis considers all people in the lowest income quartile and households comprised of those people are considered as low-income households.

In 2020, there were about 620,000 households with the lowest income quartile population (25% of all people) in the region. Figure 2 shows the location and distribution of low-income households in the region. While higher proportions of low-income households are spread across the region, Detroit has a considerably higher number of TAZs.

Senior Population: The population aged 65 and older is considered as senior population. Southeast Michigan region, along with the nation is going through the demographic shifts associated with aging of baby boomers. Mobility barriers and age are linked together. Not all seniors have individual mobility challenges, but the likelihood of a challenge increases as an individual ages.

In 2020, SEMCOG region had about 786,000 persons (16%) who were 65 years of age or older. Figure 3 shows the distribution of senior population in the region. In general, suburban communities have much higher proportions of persons who are 65 or older.

Zero Car Households: Persons in households that have no vehicles available are a critical part of "transit dependent," population i.e., those who must rely on public transit for their daily travel needs and who have limited mobility. It is recognized that not owning a personal automobile may be a lifestyle choice for some, but for others automobile ownership is unattainable due to various constraints, including income or disability.

In 2020, approximately 156,000 households or 8% of households had no personal vehicle at their disposal in Southeast Michigan. Figure 4 illustrates the distribution of zero car households in SEMCOG region. Central cities and areas surrounding these central cores had relatively higher proportions of households with no vehicle available.

Estimating 2050 Target and non-Target Populations by Zone

To create population-based measures, it is necessary to estimate the target and non-target population within each TAZ. SEMCOG utilizes a separate land use simulation model called UrbanSim to simulate land development for future years in the SEMCOG region. UrbanSim simulates the location decision for both new and existing households and firms, place households and jobs in parcels, and anticipates parcel level changes in land development based on any known future events and land development constraints.

Input data for UrbanSim model consisted of a list of all households, with current locations (by building), household size (number of members), age of the household head, race, number of workers, children and autos. Household data along with persons in those households were synthesized using 2020 Census and American Community Survey estimates mostly at Census Block Group level. Subsequently these households and persons were placed on individual building using building's housing attributes and synthesized household attributes.

The output from the UrbanSim model is parcel level socio-economic data including households by type (income, age, race, household size, presence of children, vehicles available, and number of workers), jobs by type (industry and number of employees), and land use by type for all future years till 2050. The parcel level output data is aggregated to TAZs, and the results are used as inputs for SEMCOG's travel demand model and for the Environmental Justice Analysis.

Distribution of Selected Population

Figure 1
Distribution of Minority Population, 2020.Southeast Michigan

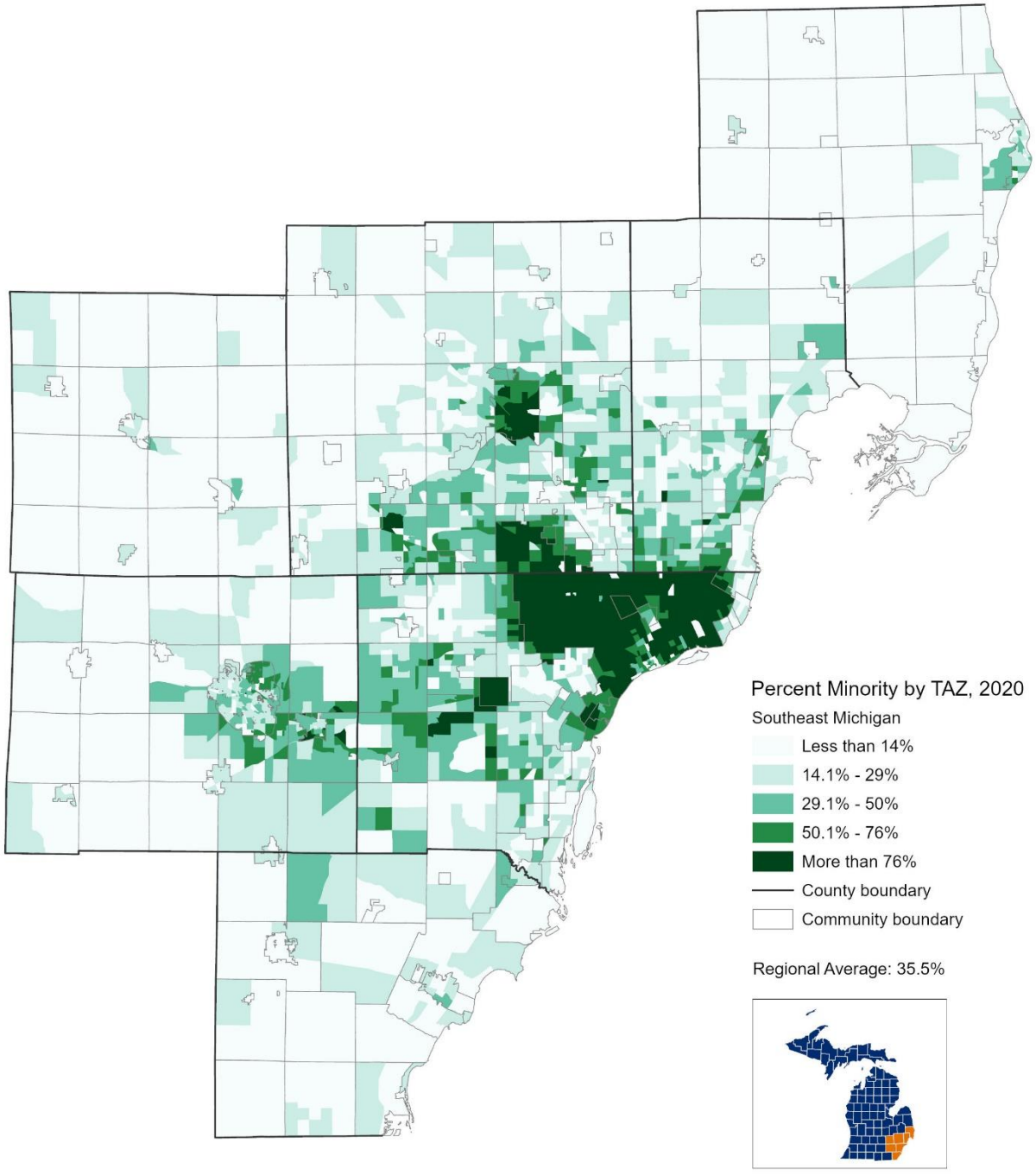


Figure 2
Distribution of Low-Income Households, 2020. Southeast Michigan

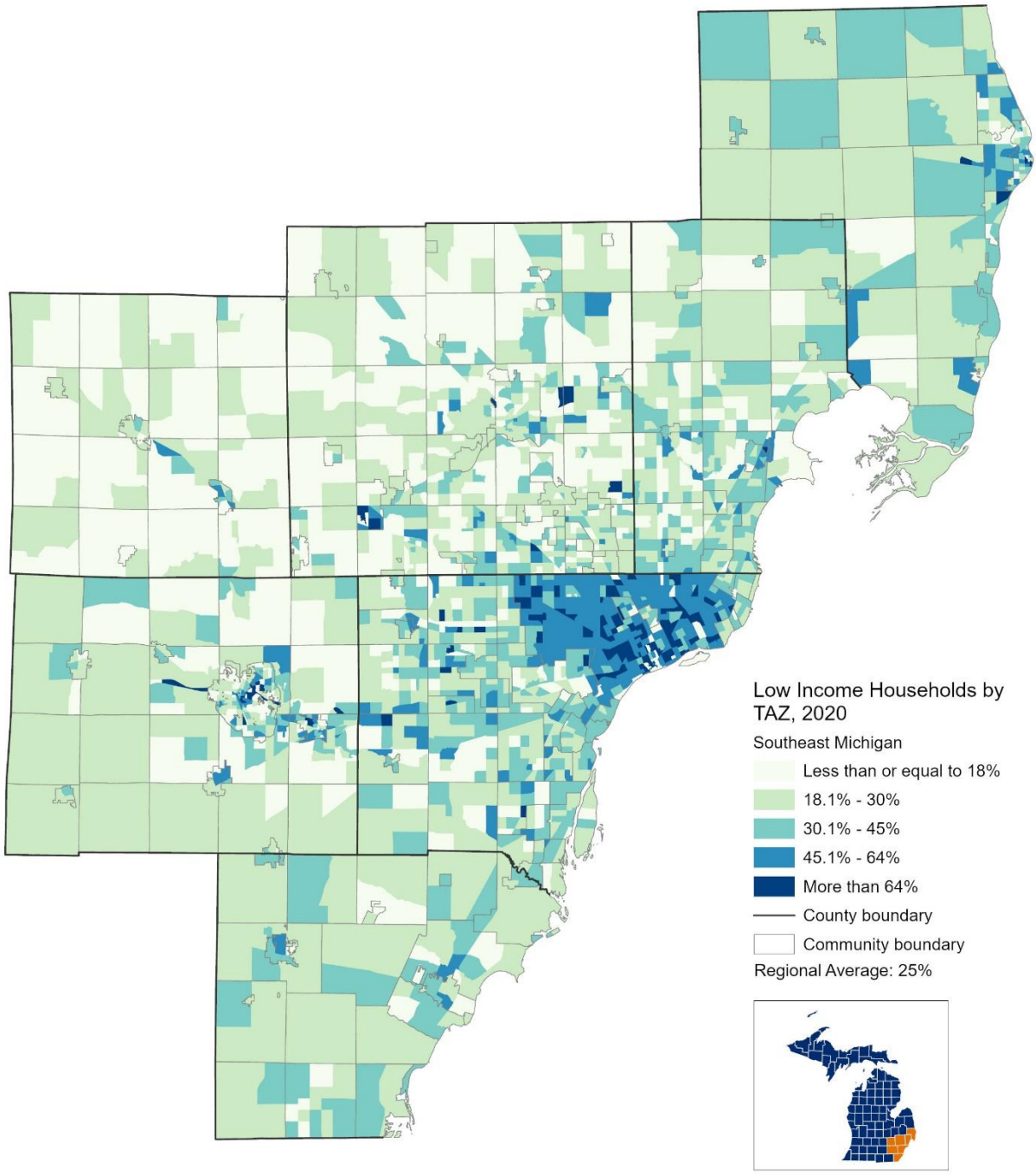


Figure 3
Distribution of Senior Population, 2020. Southeast Michigan

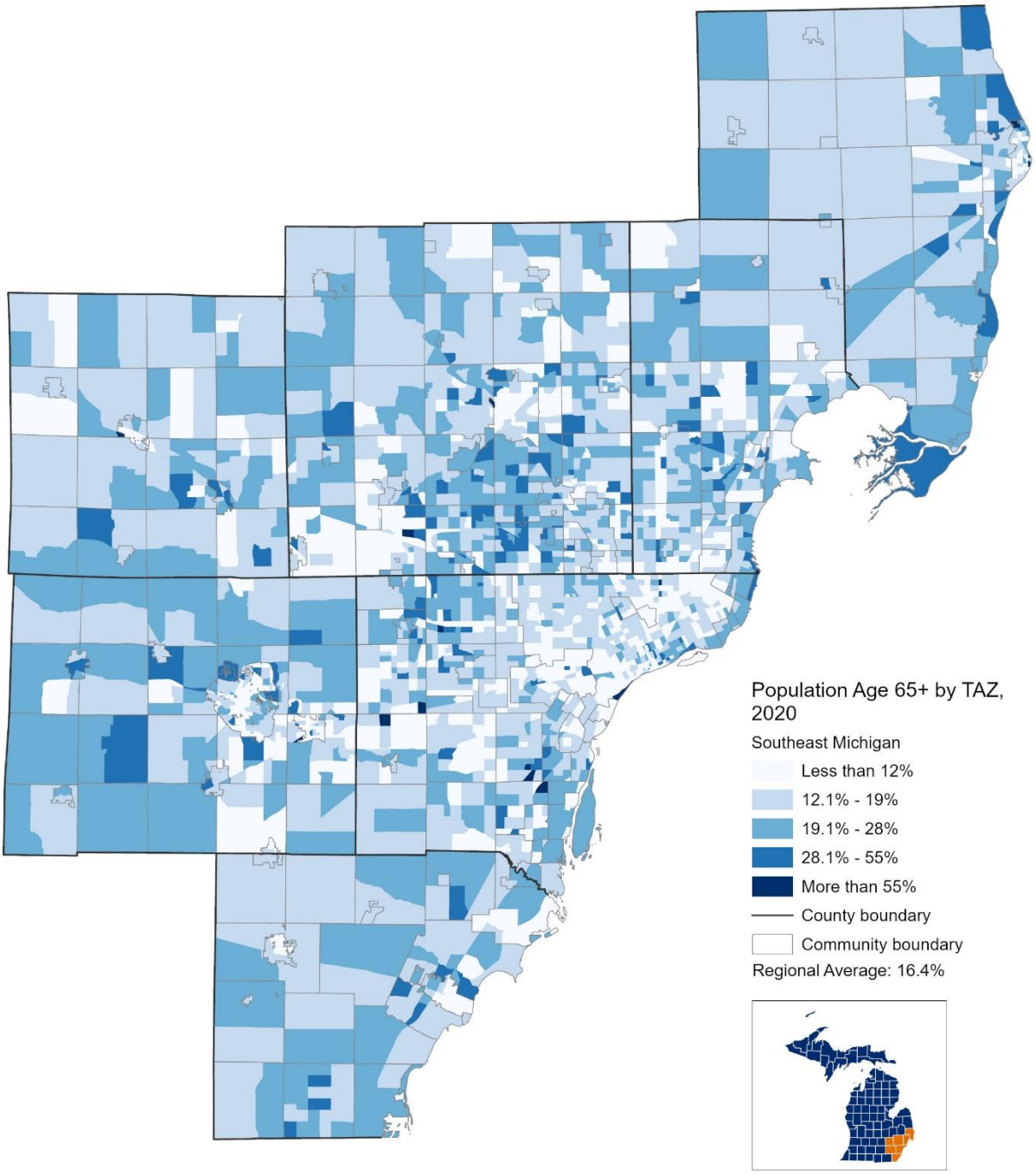
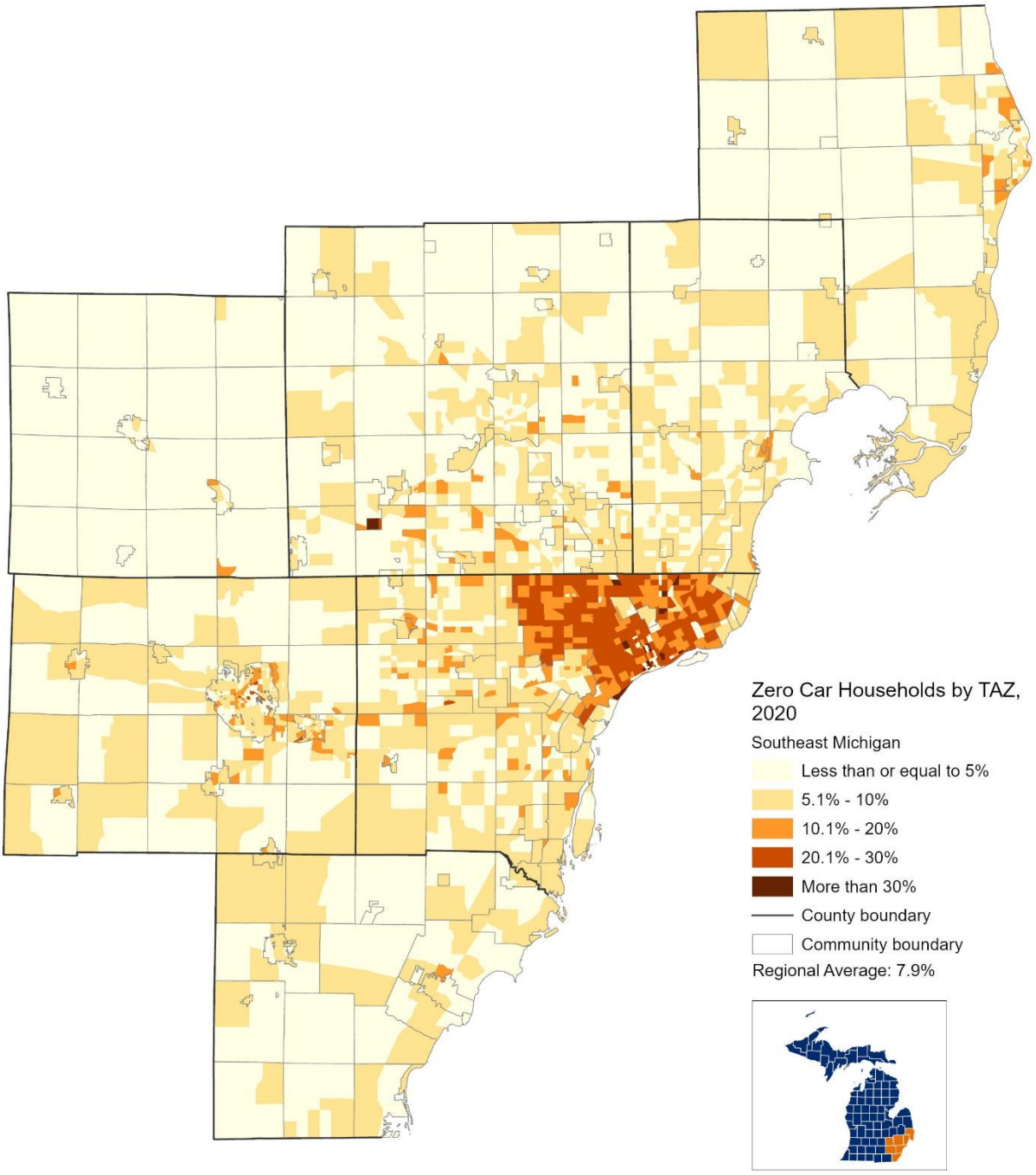


Figure 4
Distribution of Households with No Vehicles Available, 2020. Southeast Michigan



Quantitative Measures

Measures Methodology

This section describes each of the quantitative measures identified for this technical analysis. The accessibility or travel time measures were developed based on travel time estimates from SEMCOG's 4-step travel demand forecast model (TDFM). These estimates are available for highway and transit networks, for current and future build and no-build conditions. Section 2 describes demographics data used in the process.

Measures Identified for Application

Several measures are identified for this analysis based on the data and tools available. Measures are calculated for three scenarios.

- 2020 base year;
- 2050 no-build conditions assuming no new transportation projects constructed after 2020 despite the population and socioeconomic growth;
- 2050 build conditions assuming all the projects in the long-range plan are constructed.

Average Number of Job Opportunities

This measure estimates the average number of jobs accessible from each origin or home TAZ to every other destination or work TAZ within a specified travel time. The 2050 Regional Plan employment input to the model use Bureau of Economic Analysis (BEA) dataset. Travel time estimates, commonly known as travel-time skims, for the A.M. peak period are used for auto and transit modes. Time thresholds of 25 minutes by auto and 50 minutes by transit are selected; these times reflect the regional average trip length for work trips. Employment data for each TAZ is available from SEMCOG's Regional Demographics and Socio-economic Forecast.

Job opportunities within 25 minutes by auto and 50 minutes by transit are aggregated from each origin TAZ. These jobs numbers are weighted by each group within the TAZ. The average number of jobs was calculated for each group by aggregating weighted jobs for each group for the region divided by group regional totals.

Average Shopping Opportunities

This measure estimates the average retail shopping area (acres) accessible within a specified travel time.

SEMCOG's land use model provides an estimate of retail square footage in the region. The square footage converted to acres by Traffic Analysis zones was used for this measure.

Time thresholds of 15 minutes by auto and 30 minutes by transit are selected; these times reflect the regional average trip length for shopping trips. Shopping opportunities within 15 minutes by auto and 30 minutes by transit during the mid-day period are calculated from each TAZ. The number of shopping

centers accessible from each TAZ is then weighted by each target population group within the TAZ to get a weighted average of the number of shopping centers accessible to each group.

Average Number of Non-Shopping Opportunities

This measure estimates the average number of non-shopping opportunities accessible within a specified travel time. SEMCOG maintains GIS coverage of K-12 schools, libraries, parks, hospitals and medical centers. For 2050 RTP, this data will be used to measure non-shopping opportunities using the same methodology as for shopping or job opportunities.

Time thresholds of 15 minutes by auto and 30 minutes by transit were used; these times reflecting the regional average trip length for other trips. Non-shopping opportunities within 15 minutes by auto and 30 minutes by transit during the mid-day period are calculated from each TAZ. The number of non-shopping opportunities accessible from each TAZ is then weighted by each target population group within the TAZ to get a weighted average of the number of non-shopping opportunities accessible to each group.

The next three measures analyze the population groups covered by a major destination location.

Percent of Population Close to a College

This measure estimates the percentage of population groups within a specified travel time to a college location. First, a list of major college campuses in the region is established; see Table 22 for list of colleges. From these college locations, the share of population groups within specified travel times are calculated.

TDFM skims for the A.M. peak period are used to calculate travel time from each college TAZ to every other TAZ. Population groups in each TAZ that is within 25 minutes by auto or 50 minutes by transit are aggregated and divided by the total population for that group to get percentage of each population group covered by colleges within a specified travel time.

Percent of Population Close to a Hospital

This measure is developed in the same manner as for colleges. Table 23 shows a list of major hospitals in the region. This list does not include smaller medical facilities and clinics. From these hospital locations, the share of population groups within specified travel times are calculated.

TDFM skims for mid-day time period are used to calculate travel time from each hospital to each TAZ. Population groups in each TAZ that is within 15 minutes by auto or 30 minutes by transit are aggregated and divided by the total population of that group to derive the percentage of each population group covered by a hospital within a specified travel time.

Percent of Population Close to a Major Retail Center

This measure also used the same methodology as for colleges. Table 24 shows a list of major retail centers in the region. This list includes major regional shopping malls, lifestyle centers (such as Partridge Creek, Clinton Twp), destination centers (such as IKEA, Canton) and outlet malls. From these major retail locations, the share of population groups within specified travel times are calculated.

TDFM skims for mid-day time period are used to calculate travel time from major retail centers to each TAZ. Population groups in each TAZ that is within 15 minutes by auto or 30 minutes by transit are

aggregated and divided by the total population for that group to get percentage of each population group covered by major retail centers within a specified travel time.

Average Travel Time for Work Purpose

This measure estimates the average travel time for work purposes. TDFM provides an estimate of person trips and travel time for work from each origin TAZ to employment TAZ. The total person trips are multiplied by target population shares (based on socio-economic distribution) for each TAZ to get trips for each population group. Travel time skims for work purposes are then weighted by population groups to calculate average travel time for work purpose for auto. Transit skims are used to calculate average transit travel time.

Average Travel Time for Shopping Purpose

This measure estimates the average travel time for shopping purposes. TDFM provides an estimate of person trips and travel time for shopping purpose from each origin TAZ to destination TAZ. The total person trips are multiplied by target population shares (based on socio-economic distribution) for each TAZ to get trips for each population group. Travel time skims for shopping purposes are then weighted by population groups to calculate average travel time for shopping purposes. Transit skims are used to calculate average transit travel time.

Average Travel Time for Other Purposes

This measure estimates the average travel time for other purposes. TDFM provides an estimate of person trips and travel time for other purposes from each origin TAZ to destination TAZ. The total person trips are multiplied by target population shares (based on socio-economic distribution) for each TAZ to get trips for each population group. Travel time skims for other purposes are then weighted by population groups to calculate average travel time for other purposes. Transit skims are used to calculate average transit travel time.

Average Travel Time for All Purposes

This measure estimates the average travel time for all internal purposes. Internal purposes include home based work, shopping, school, other, non-home-based work and non-home based other. TDFM provides an estimate of person trips and travel time for all purposes from each origin TAZ to destination TAZ. The total person trips are multiplied by target population shares (based on socio-economic distribution) for each TAZ to get trips by each population group. Travel time skim for mid-day is then weighted by population groups to calculate average travel time for all purposes. Transit skims are used to calculate average transit travel time.

Per Capita Transportation Funding

In developing the regional transportation plan, each project was initially assigned a set of counties that the project is geographically located in. Further work was done to localize individual projects along roads and at intersections where possible. For these projects, a buffer was applied to represent the area impacted by the project. Projects involving freeways were buffered by 2.5 miles, while all other projects that could be mapped were buffered by 0.5 miles.

In order to analyze transportation investment by population group, representation of each project – weighted by project cost – was geographically overlaid with the representation of the selected population groups by Traffic Analysis Zone (TAZ) in 2020 and as forecasted by SEMCOG in 2050. Each of the four population groups – minorities, low-income households, seniors, and no car

households – were analyzed separately. As a result of the overlay, project costs were distributed on a per capita basis for the minority and senior population, and on a per household basis for low-income and no car households. Per capita and per household investment is then summarized by adding up total investment by population group and dividing by the total of persons or households in the population group in 2020 and 2050. Finally, these numbers are compared to equivalent numbers for the balance of the population or households to assess equity.

Results

This section presents the results of all the measures identified for this analysis. The results are compared across the three scenarios, year 2020, 2050 No build, 2050 build. The data tables are included in Attachment A.

Average Number of Job Opportunities

Figures 5 and 6 show the target population on average have access to more jobs as compared to non-target population in each scenario. When compared across scenarios, the build conditions show access to more jobs than no-build scenario by auto. The improvement in accessibility appears to be benefiting target and non-target groups in the same way. Transit accessibility shows a decline in future no build and build scenarios. Transit network for the year 2020 and 2050 no build scenarios represent close to year 2019 service levels. The 2050 build scenario, however, is based on more recent or year 2023 transit service levels and any known changes till year 2025 and are then assumed to remain same in future years. Due to reduced transit service in year 2023 post-COVID pandemic as compared to year 2019, the analysis shows significant decline in transit accessibility in future build scenario for all population groups. Similar trends are observed for all other accessibility measures for 2050 build transit case.

Figure 5
Average Number of Jobs within 25 minutes – AM peak by Auto

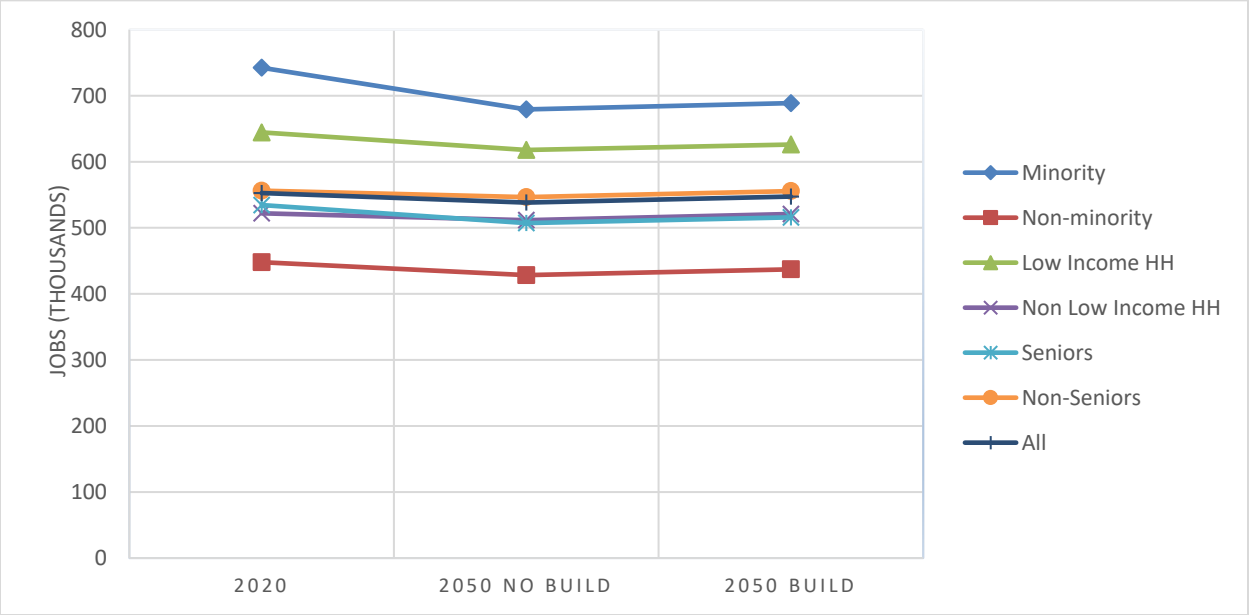
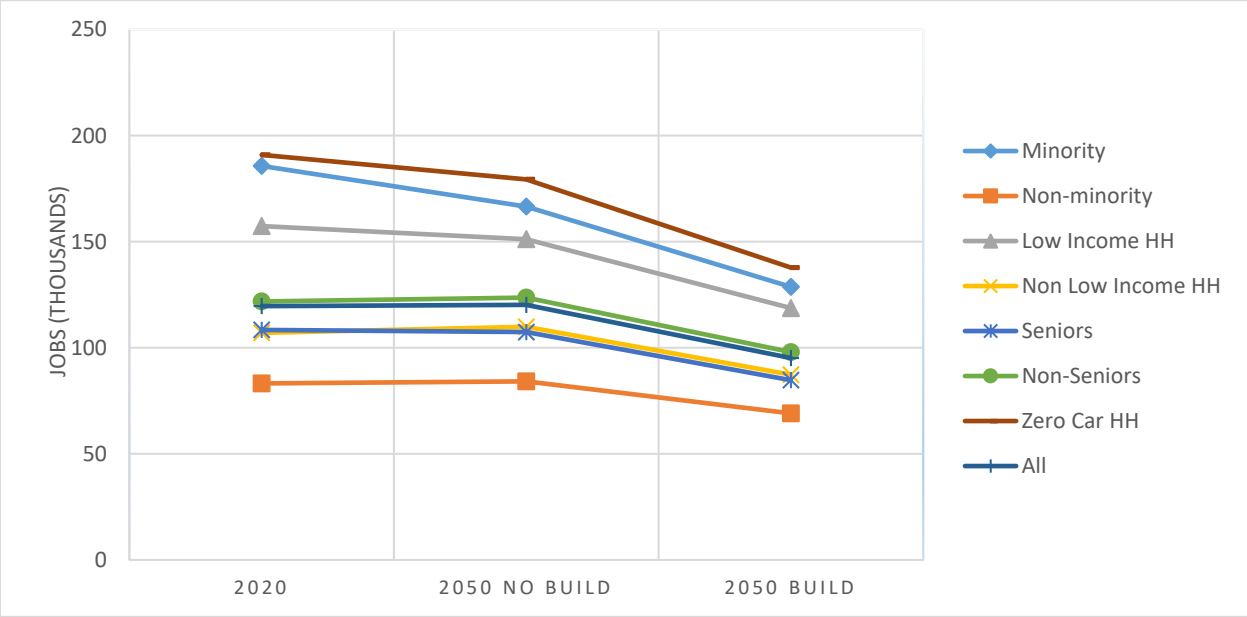


Figure 6
Average Number of Jobs within 50 minutes - AM peak by Transit



Average Shopping Opportunities

Figures 7 and 8 show the target populations on average have access to more shopping opportunities (acres) as compared to non-target population in each scenario. When compared across scenarios, the build condition shows access to more shopping opportunities than no-build scenario by auto. The improvement in accessibility appears to be benefiting target and non-target groups in the same way.

It appears that for this measure, there are no prominent disproportionate negative impacts of the transportation projects among the population groups.

Figure 7
Average Shopping Opportunities Within 15 minutes – Mid-day Period by Auto

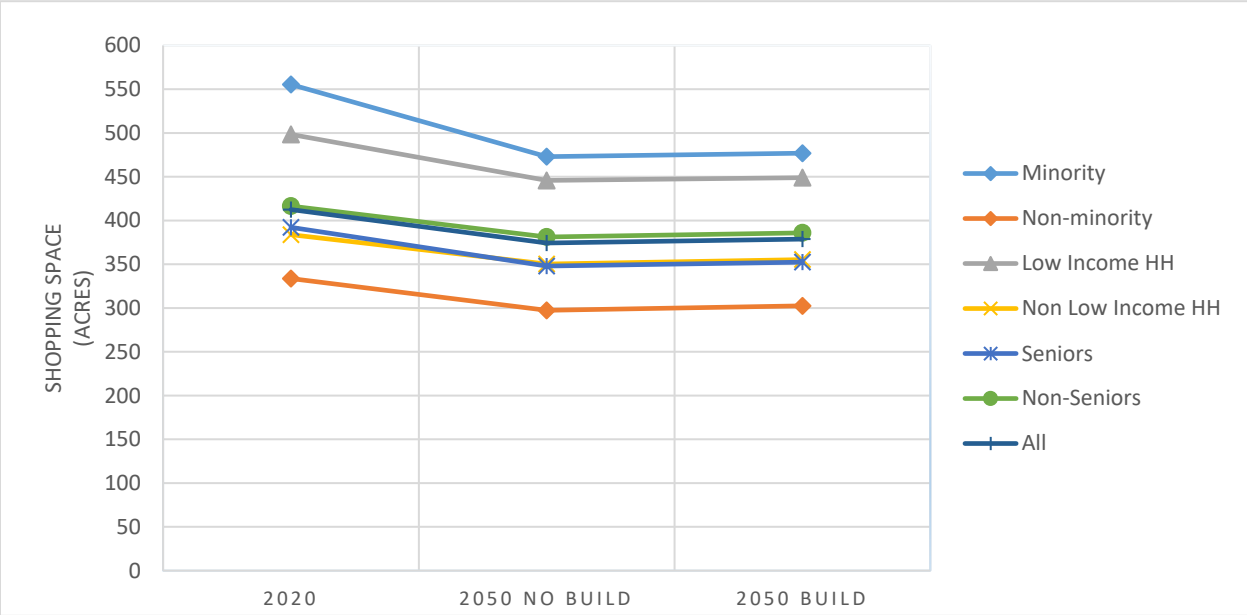
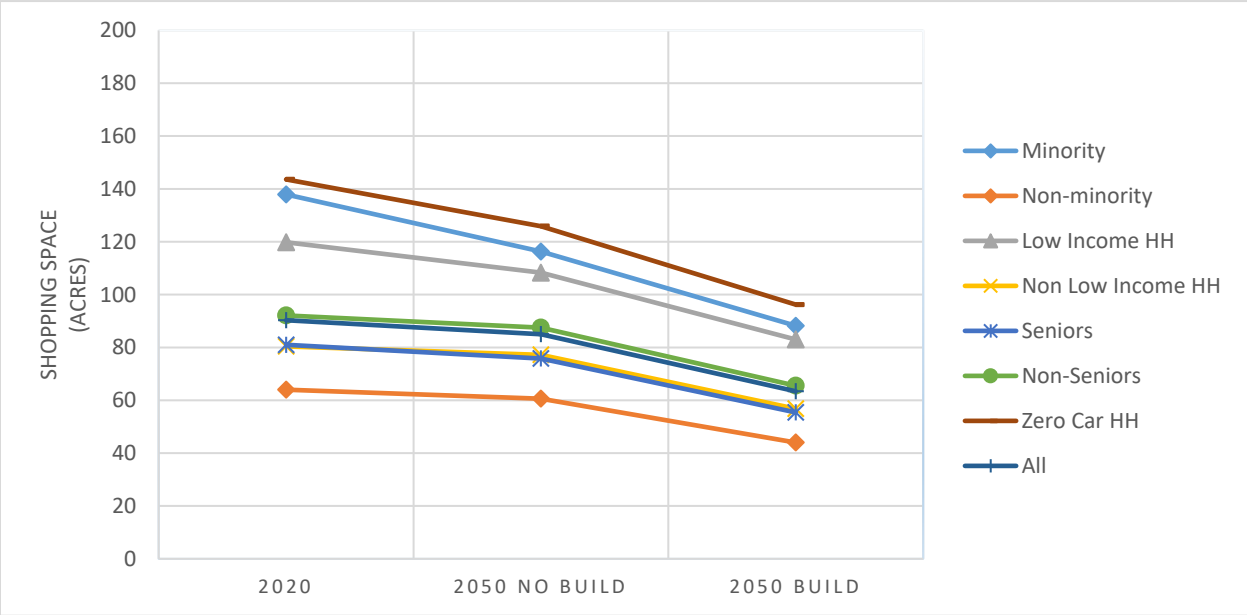


Figure 8
Average Shopping Opportunities Within 30 Minutes - Mid-Day Period By Transit



Average Number of Non-Shopping Opportunities

Figures 9 and 10 show the target population on average have access to more non-shopping opportunities as compared to non-target population in each scenario. When compared across scenarios, the build condition shows access to more non-shopping opportunities than no-build scenario by auto. The improvement in accessibility appears to be benefiting target and non-target groups in the same way.

It appears that for this measure, there are no prominent disproportionate negative impacts of the transportation projects among the population groups.

Figure 9
Average Non-Shopping Opportunities Within 15 Minutes - Mid-Day Period by Auto

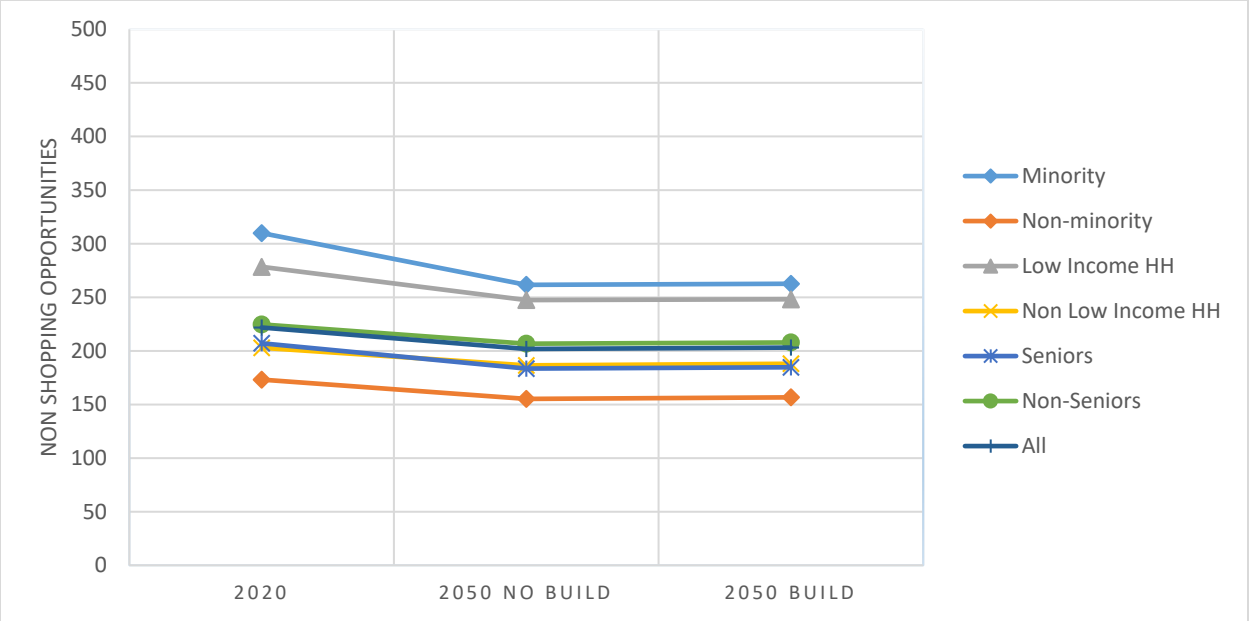
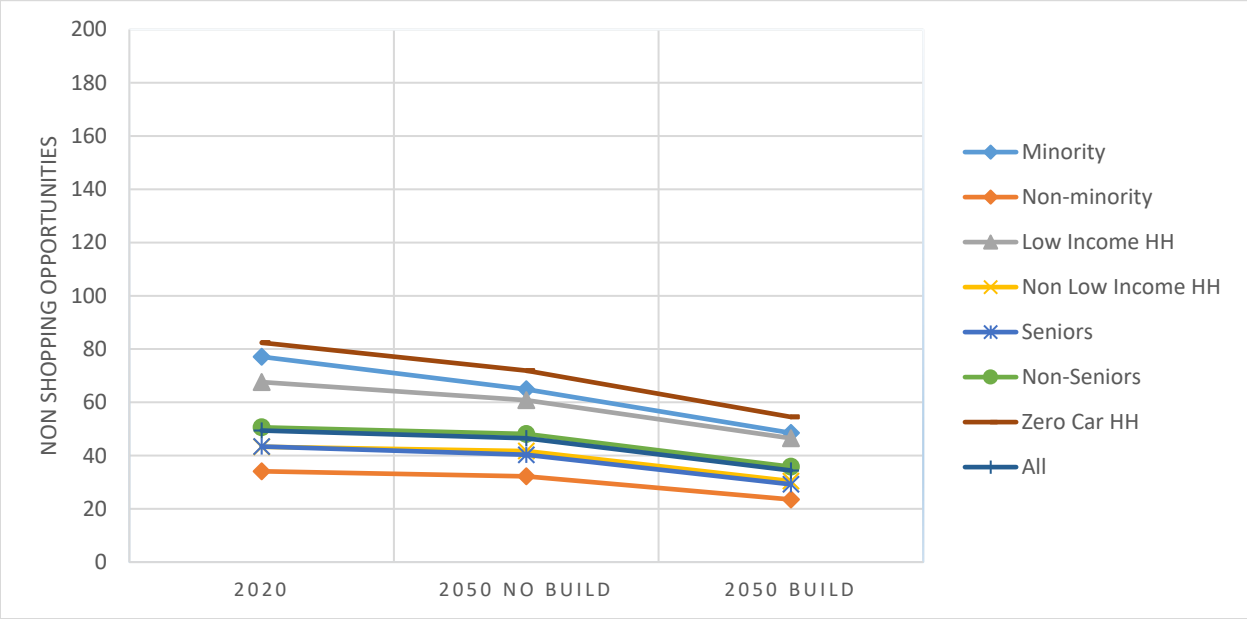


Figure 10
Average Non-Shopping Opportunities Within 30 Minutes - Mid-Day Period by Transit



Percent of Population Close to a College

Figure 11 shows a higher percentage of target groups within 25 minutes by auto in the A.M peak period to a college campus as compared to non-target groups. When compared across scenarios, the build condition shows slightly higher percentages than no-build scenario. The improvement in accessibility appears to be benefiting target and non-target groups almost similarly.

It appears that for this measure, there are no prominent disproportionate negative impacts of the transportation projects among the population groups.

Figure 11
Percent of Population Within 25 Minutes AM Peak to A College by Auto

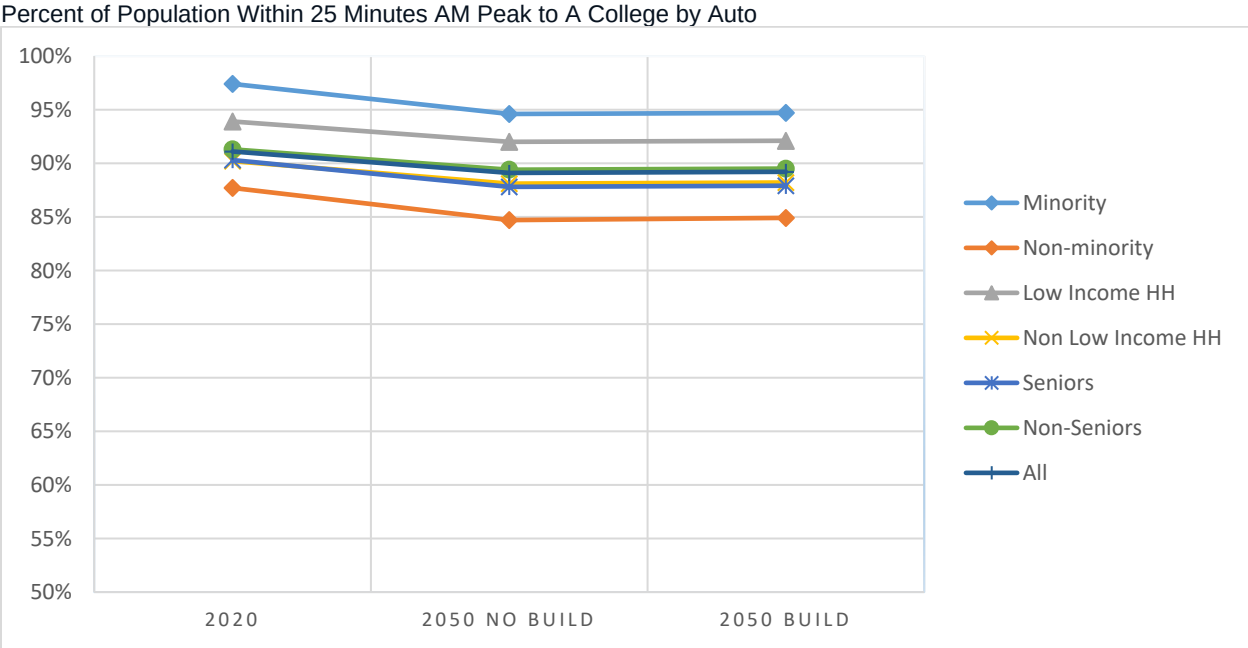
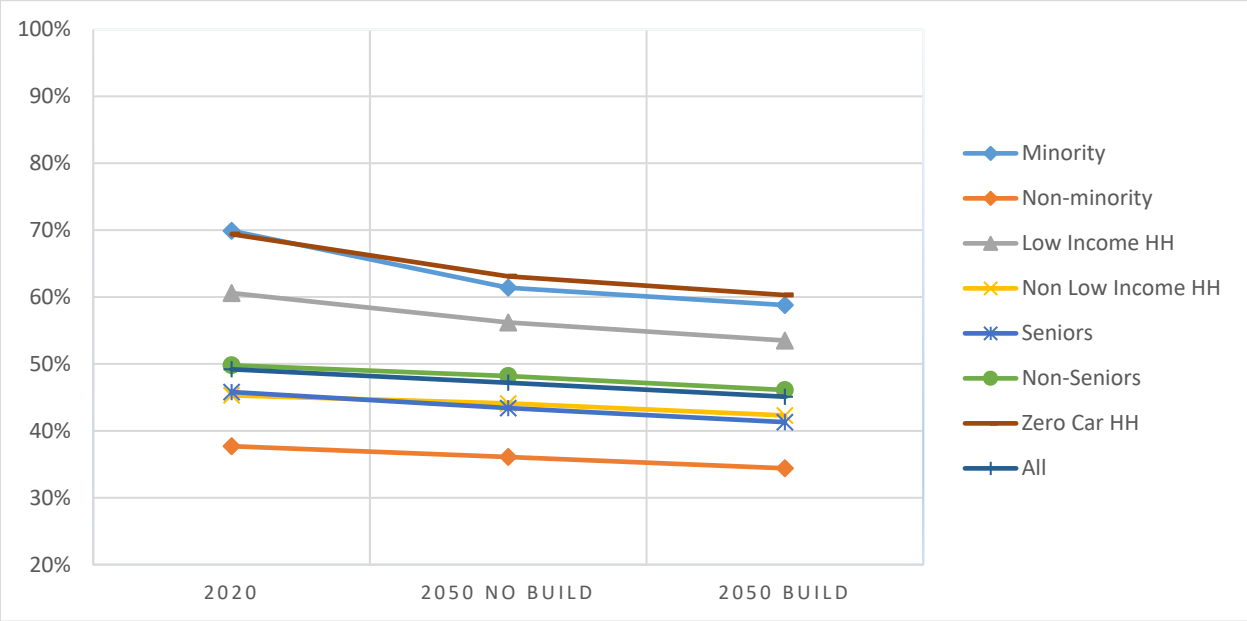


Figure 12
Percent of Population Within 50 Minutes AM Peak to A College by Transit



Percent of Population Close to a Hospital

Figure 13 shows a higher percentage of target groups within 15 minutes by auto during the mid-day period to a major hospital as compared to non-target groups. When compared across scenarios, the build condition shows slightly higher percentages than no-build scenario. The improvement in accessibility both by auto and transit appears to be benefiting target and non-target groups almost similarly.

It appears that for this measure, there are no prominent disproportionate negative impacts of the transportation projects among the population groups.

Figure 13
Percent Of Population Within 15 Minutes Mid-Day Period to A Hospital by Auto

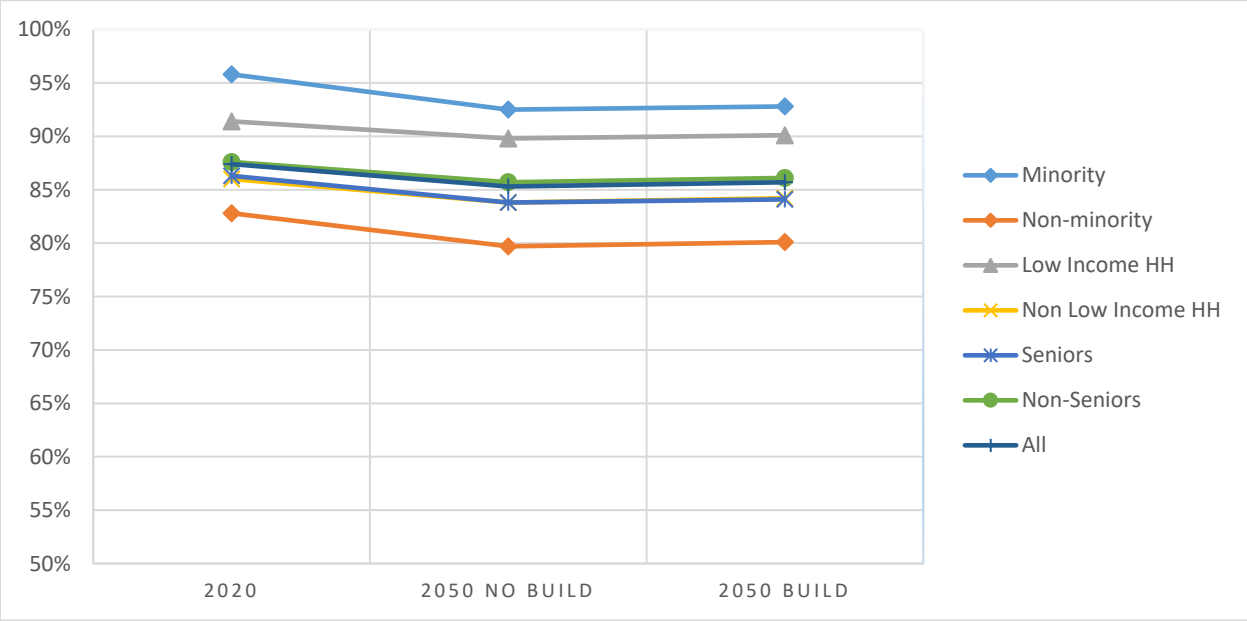
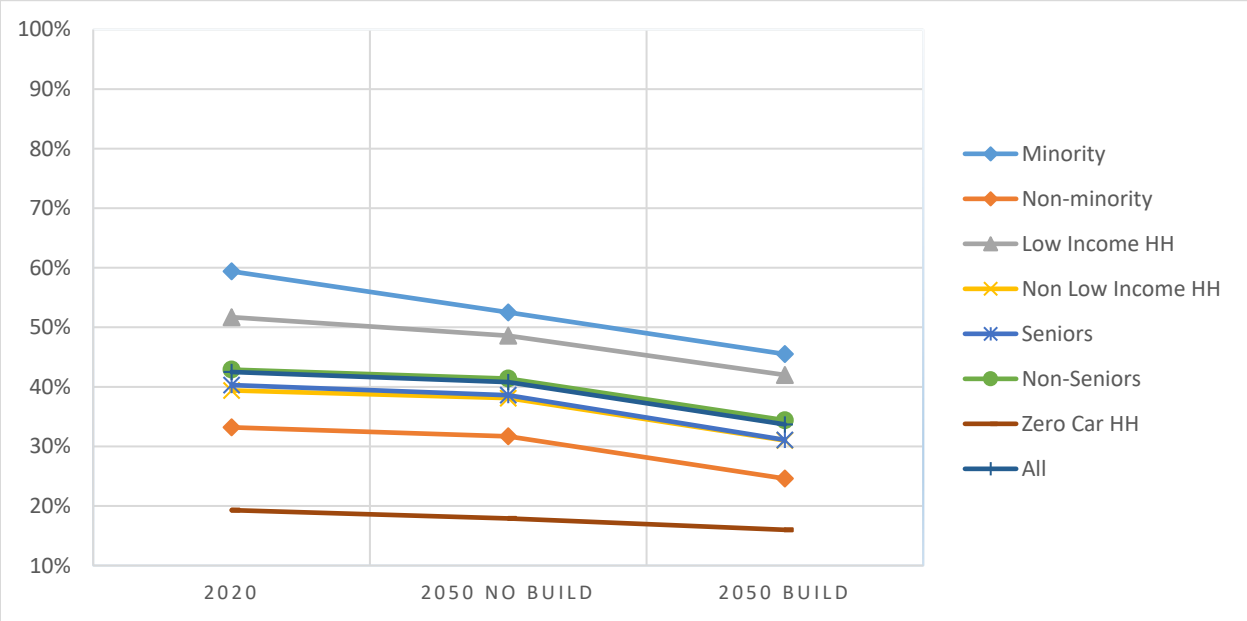


Figure 14
Percent of Population Within 30 Minutes Mid-Day Period to A Hospital by Transit



Percent of Population Close to a Major Retail Center

Figure 15 shows a higher percentage of target groups within 15 minutes by auto during the mid-day period to a major retail center as compared to non-target groups. When compared across scenarios, the build condition shows slightly higher percentages than no-build scenario. The improvement in accessibility appears to be benefiting target and non-target groups almost similarly.

It appears that for this measure, there are no prominent disproportionate negative impacts of the transportation projects among the population groups.

Figure 15
Percent Of Population Within 15 Minutes Mid-Day Period to A Major Retail by Auto

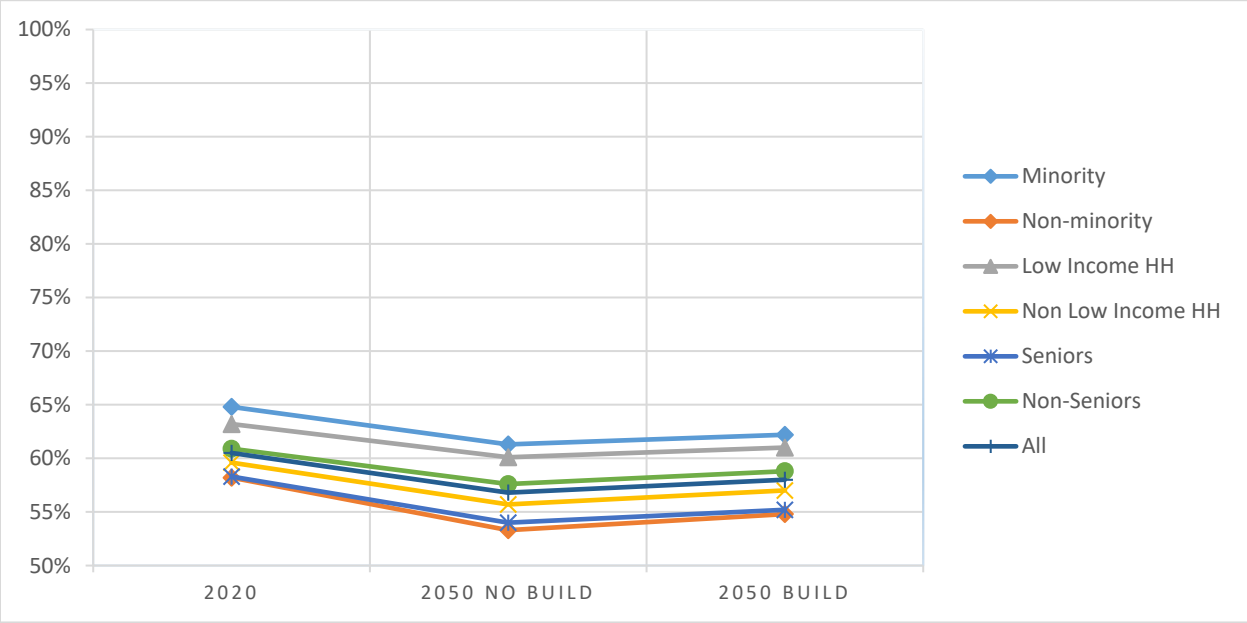
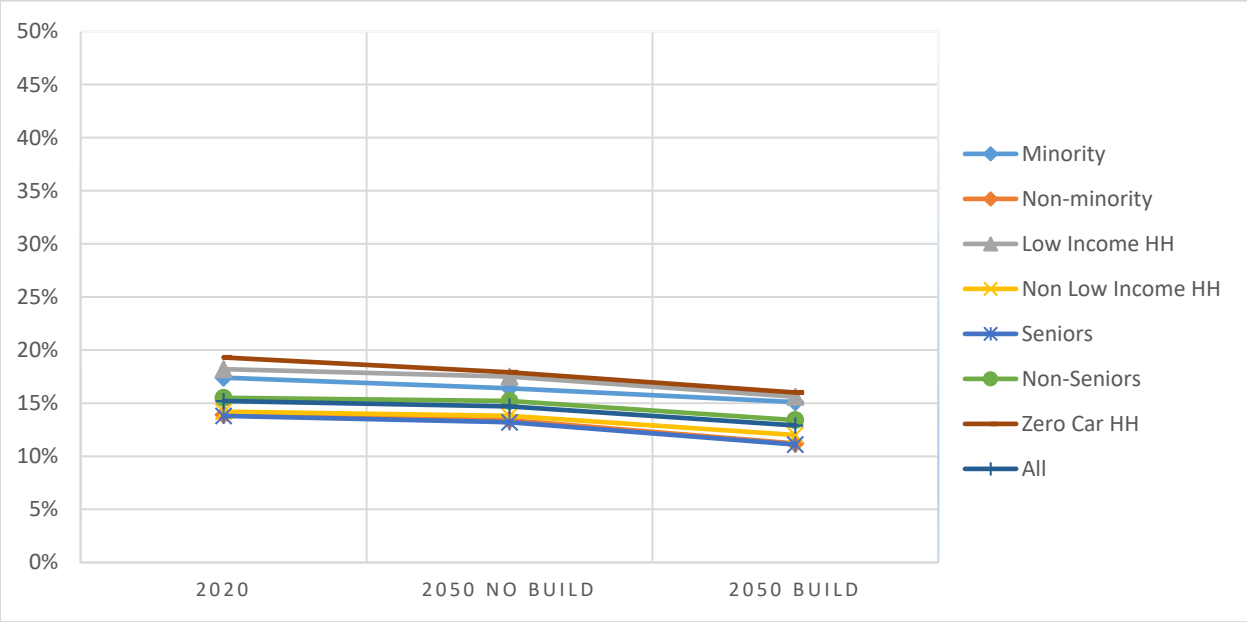


Figure 16
Percent Of Population Within 30 Minutes Mid-Day Period to A Major Retail by Transit



Average Travel Time for Work Purpose

Figure 17 shows that the regional average auto travel time for work trip is less for target groups as compared to non-target groups, in each scenario. When compared across scenarios, the build scenario travel times are less for each population group than no-build. Travel time savings are relatively similar for each of the target or non-target group. Transit travel times increase in the future build conditions are due to reduced transit service after 2019, as described in Job opportunities above. Similar trends are observed in travel time calculations for other purposes for 2050 build transit case.

Figure 17
Average Auto Travel time for Work.

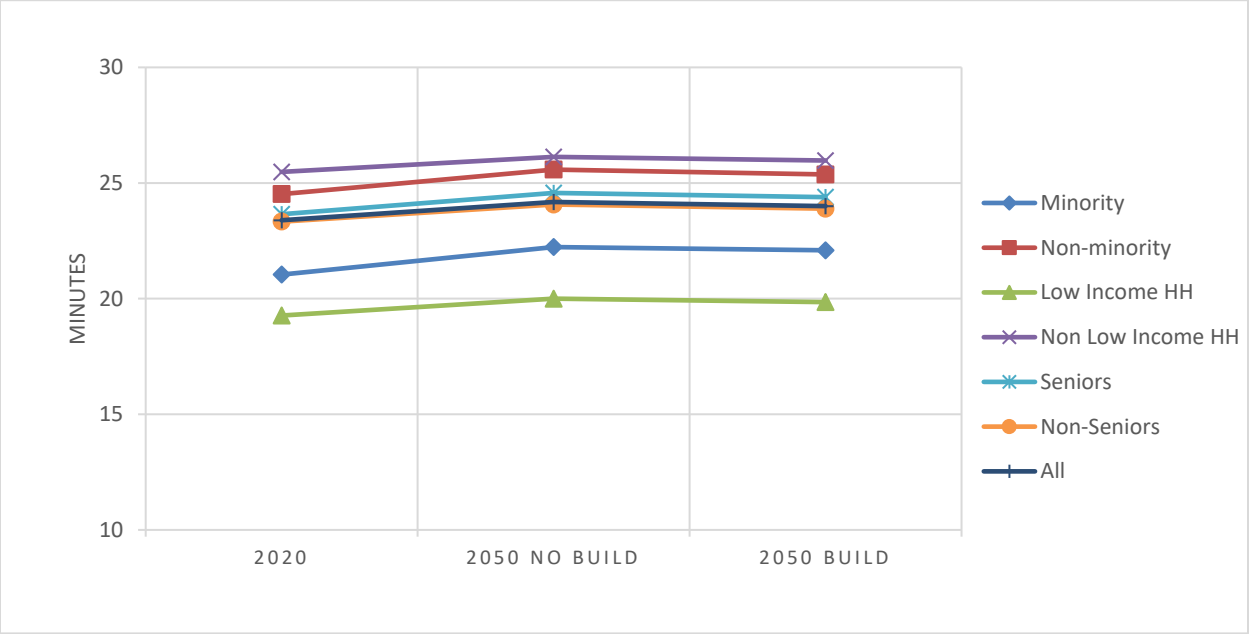
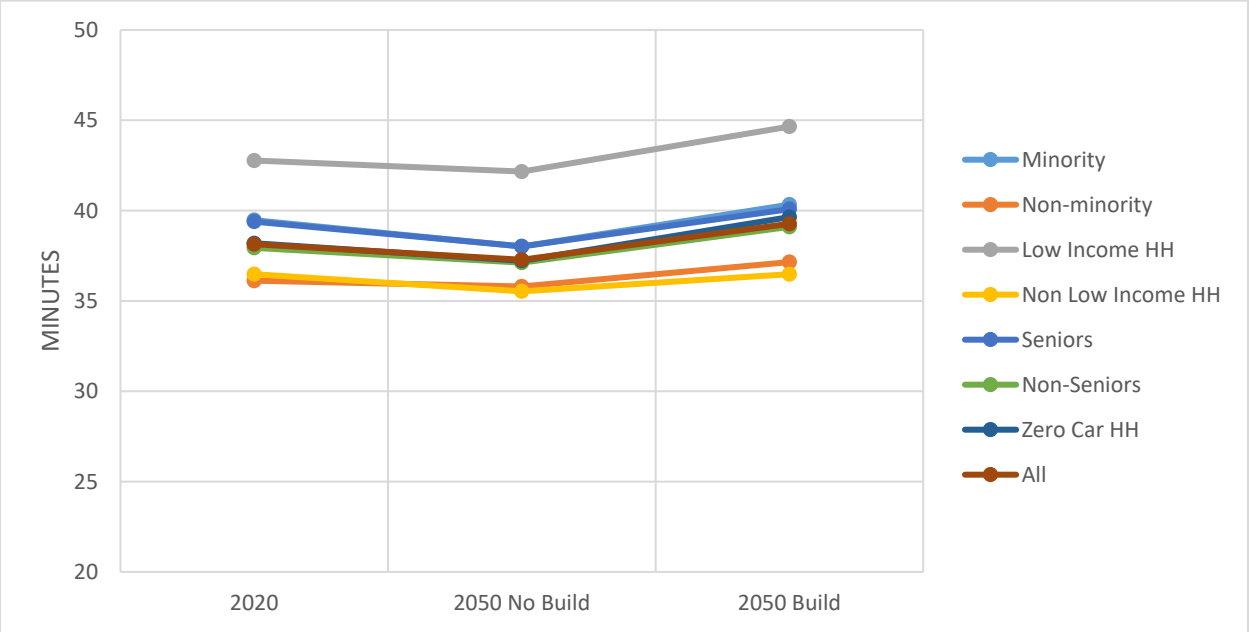


Figure 18
Average Transit Travel Time for Work



Average Travel Time for Shopping Purpose

Figure 19 shows that the regional average auto travel time for shopping trip is less for target groups as compared to non-target groups, in each scenario. When compared across scenarios, the build scenario travel times are less for each population group than no-build.

Figure 19
Average Auto Travel Time for Shopping

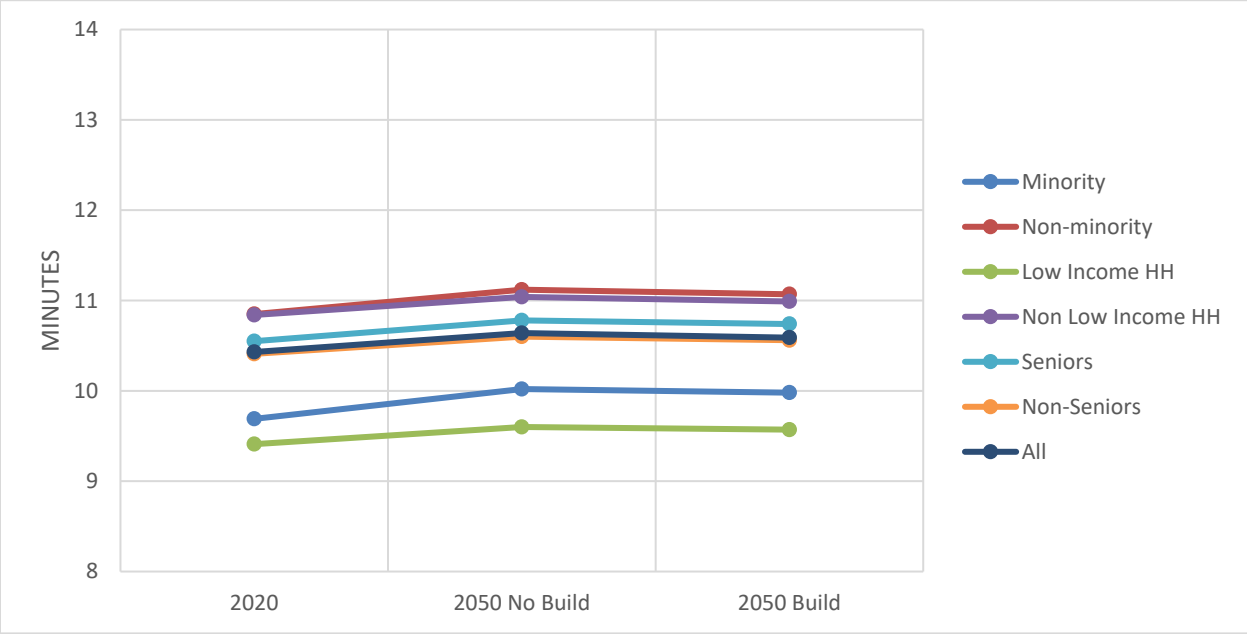
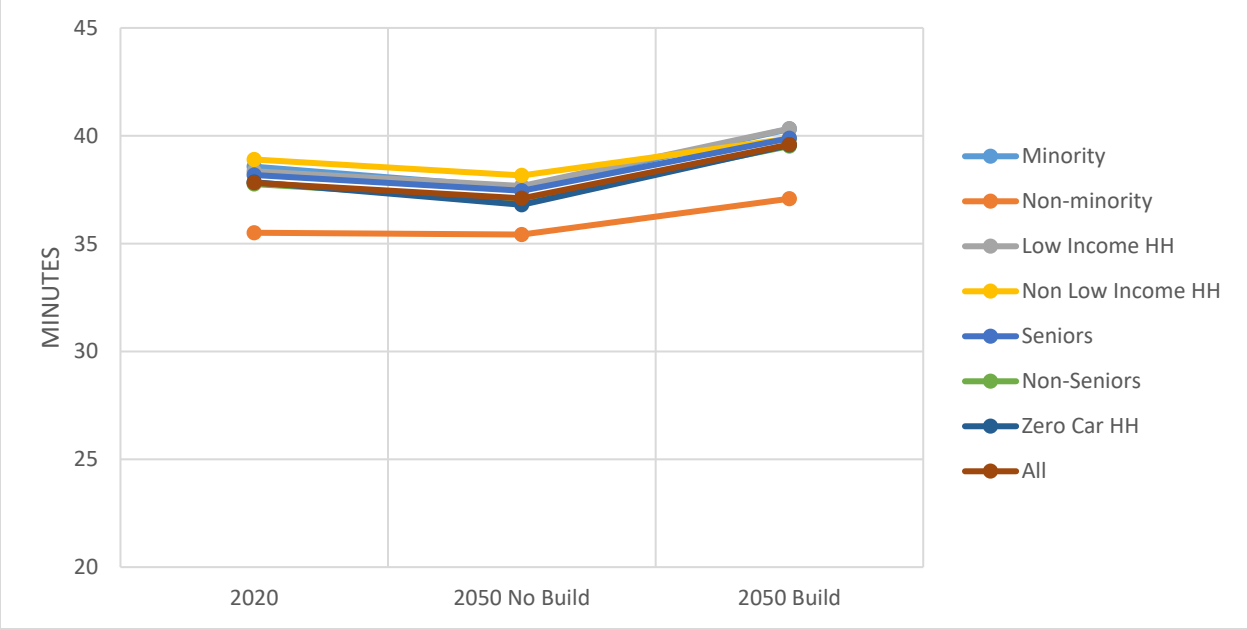


Figure 20
Average Transit Travel Time for Shopping



Average Travel Time for Other Purposes

Figure 21 shows that the regional average auto travel time for other purpose trip is less for target groups as compared to non-target groups, in each scenario. When compared across scenarios, the build scenario travel times are less for each population group than no-build. Travel time savings are relatively similar for each of the target or non-target group.

Figure 21
Average Auto Travel Time for Other Purpose

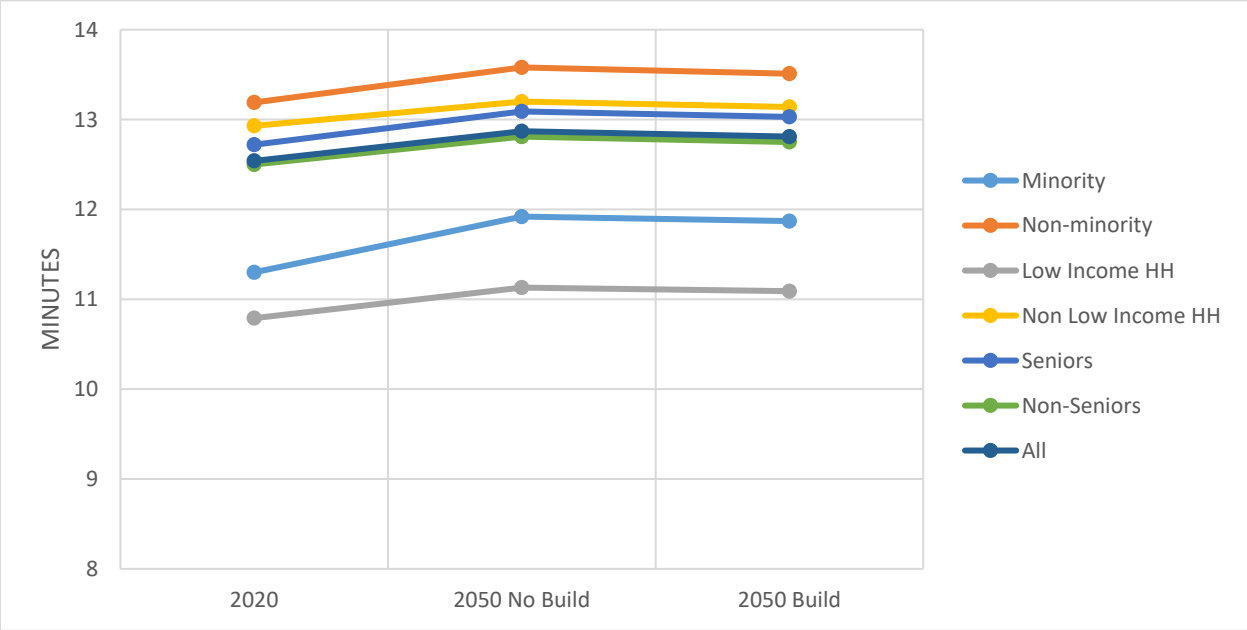
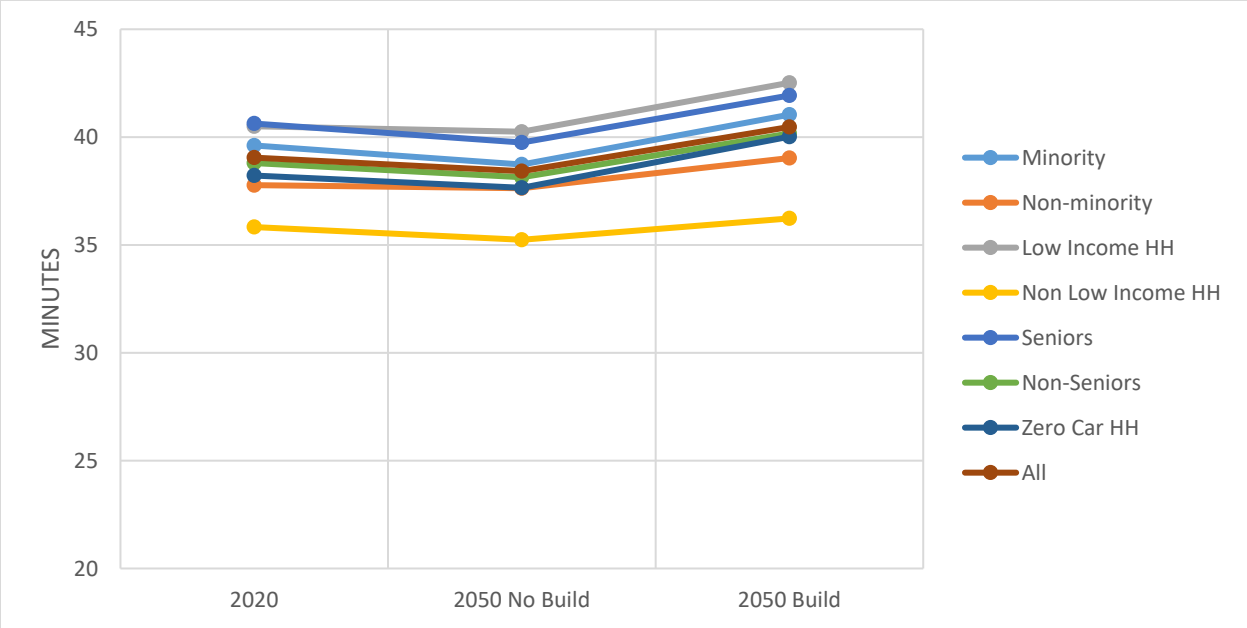


Figure 22
Average Transit Travel Time for Other Purpose



Average Travel time for All purposes

Figure 23 shows that the regional average auto travel time for all purposes combined is less for target groups as compared to non-target groups, in each scenario. When compared across scenarios, the build scenario travel times are less for each population group than no-build. Travel time savings are relatively similar for each of the target or non-target group.

Figure 23
Average Auto Travel Time for All Purposes

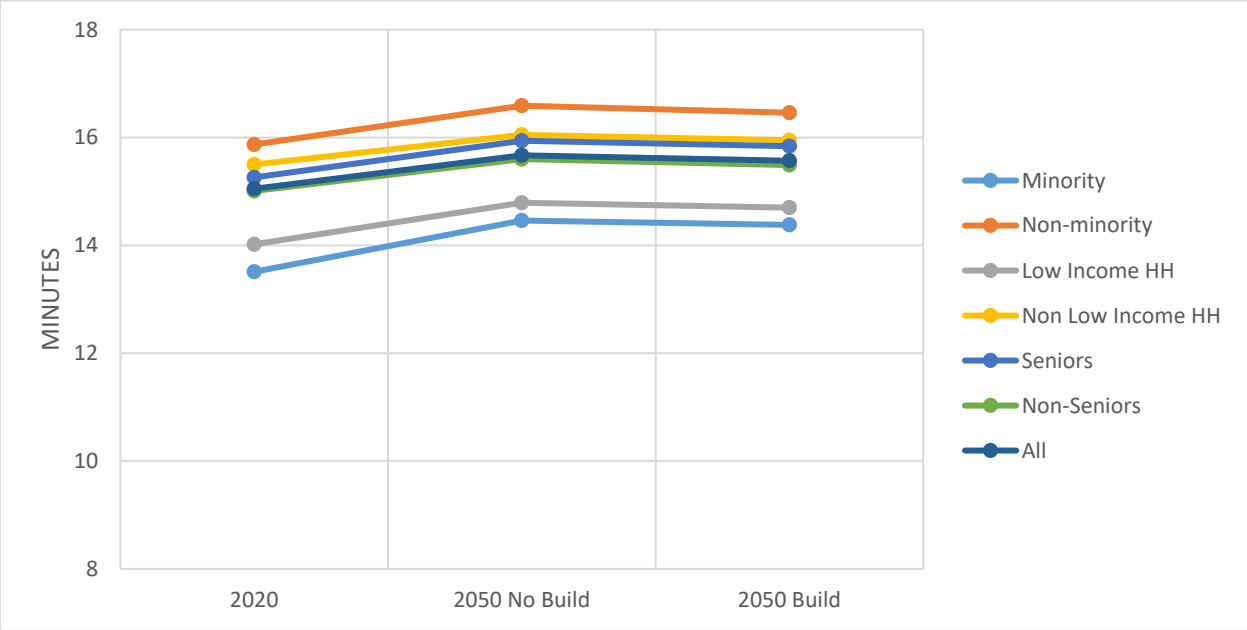
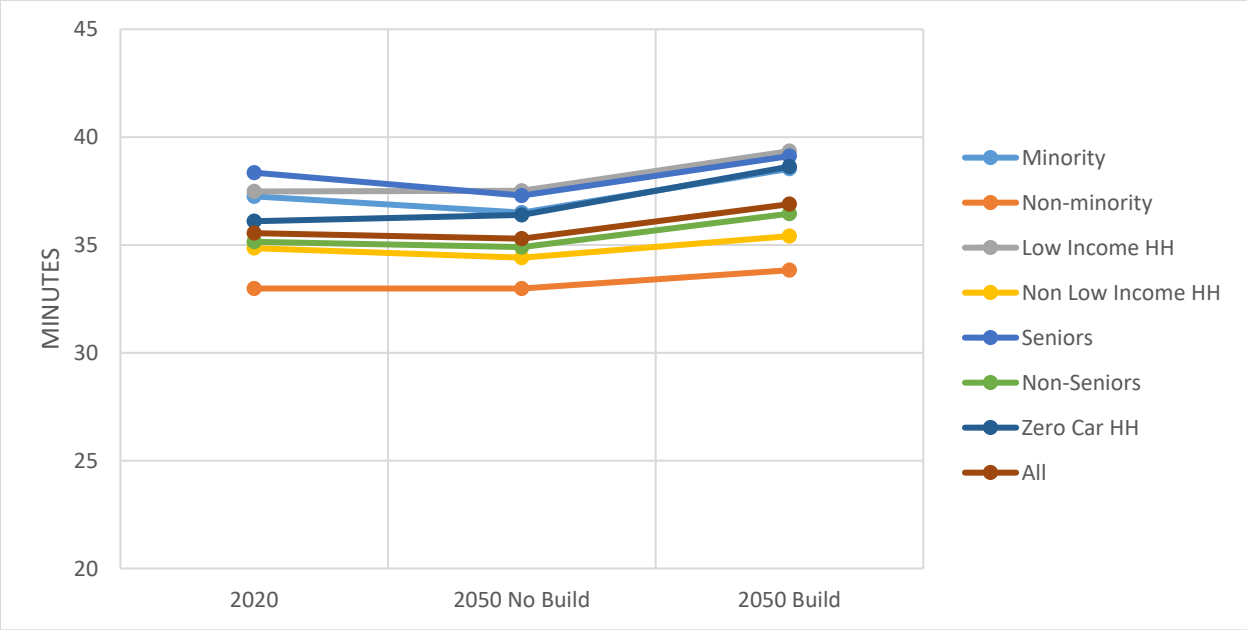


Figure 24
Average Transit Travel Time for All Purposes



Per Capita Transportation Funding

Table 1 shows that the minority population in 2019 accrues a benefit from these projects of nearly $1,530 more per person in project costs compared to the balance of the population and $1,263 more for the forecasted 2050 minority population. Low-income households in 2019 are getting allocated roughly $1,987 more per household in project costs compared to the balance of households. Additional analysis shows equity for seniors (persons aged 65 or older) and for no car households.

Table 1
Per Capita Transportation Funding

	Minorities	Non-Minorities
Population in 2019	1,703,619	3,086,058
% of Population in 2019	35.6%	64.4%
% of Total Project Costs	39.9%	60.1%
Per Capita Funding in 2019	$9,062	$7,532
Per Capita Funding in 2050	$8,311	$7,048
	Low Income	**Non-Low Income**
Households in 2019	624,268	1,348,662
% of Households in 2019	31.6%	68.4%
% of Total Project Costs	33.8%	66.2%
Per Household Funding in 2019	$20,965	$18,978
Per Household Funding in 2050	$19,360	$17,679
	Seniors	**Non-Seniors**
Population in 2019	786,437	4,003,240
% of Population in 2019	16.4%	83.6%
% of Total Project Costs	15.3%	84.7%
Per Capita Funding in 2019	$7,510	$8,187
Per Capita Funding in 2050	$7,158	$7,719
	No Car Households	**Households with Cars**
Households in 2019	156,254	1,816,676
% of Households in 2019	7.9%	92.1%
% of Total Project Costs	9.1%	90.9%
Per Household Funding in 2019	$22,407	$19,366
Per Household Funding in 2050	$20,416	$18,054

Summary

The purpose of this analysis was to demonstrate the impact of the transportation plan on the various demographic groups in the region using quantitative measures, and to assess if there is a disproportionate negative impact of the plan on the target groups. Although these measures cannot encompass all the environmental justice issues, SEMCOG believes they are good indicators as to whether significant environmental justice issues are present.

In general, the measures did not suggest environmental justice issues at the regional system-wide level. In all the transportation scenarios, the target groups seem to have access to more jobs, shopping and other activities, or are close to a college, hospital or major shopping center. Average travel times for various purposes are also lower for target groups.

Comparing current and future no-build condition shows regional development pattern impact, without the transportation system improvements. Future land use policy should be studied to minimize the development impact on accessibility.

Appendix A – Data Tables

Table 2
Average Number of Jobs Accessible Within 25 Minutes AM Peak Period by Auto

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	742,389	25.07%	679,290	21.05%	688,781	21.34%	1.40%
Non-Minority	447,937	15.12%	428,401	13.28%	437,134	13.55%	2.04%
Low Income HH	644,461	21.76%	617,870	19.15%	626,131	19.40%	1.34%
Non-Low Income HH	521,982	17.62%	511,575	15.85%	520,909	16.14%	1.82%
Seniors	534,449	18.04%	507,169	15.72%	515,781	15.98%	1.70%
Non-Seniors	556,249	18.78%	546,492	16.94%	555,678	17.22%	1.68%
All	552,670	18.66%	538,222	16.68%	547,287	16.96%	1.68%
Total Jobs in the region		2,961,769		3,226,962		3,226,962	

Table 3
Average Number of Jobs Accessible Within 50 Minutes AM Peak Period by Transit

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	185,711	6.27%	166,560	5.16%	128,692	3.99%	-22.74%
Non-Minority	83,182	2.81%	84,165	2.61%	69,090	2.14%	-17.91%
Low Income HH	157,355	5.31%	151,176	4.68%	118,703	3.68%	-21.48%
Non-Low Income HH	107,045	3.61%	109,879	3.41%	87,309	2.71%	-20.54%
Seniors	108,410	3.66%	107,394	3.33%	84,738	2.63%	-21.10%
Non-Seniors	121,858	4.11%	123,651	3.83%	97,960	3.04%	-20.78%
Zero-Car HH	190,922	6.45%	179,385	5.56%	137,791	4.27%	-23.19%
All	119,650	4.04%	120,232	3.73%	95,179	2.95%	-20.84%
Total Jobs in the region		2,961,769		3,226,962		3,226,962	

Table 4
Average Shopping Area (Acres) Accessible Within 15 Minutes Mid-Day Period by Auto

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	555	7.65%	473	6.52%	477	6.57%	0.82%
Non-Minority	334	4.60%	297	4.10%	303	4.17%	1.71%
Low Income HH	498	6.87%	446	6.14%	449	6.19%	0.72%
Non-Low Income HH	384	5.29%	350	4.83%	355	4.90%	1.46%
Seniors	392	5.40%	348	4.79%	353	4.86%	1.29%
Non-Seniors	417	5.74%	381	5.25%	386	5.32%	1.23%
All	413	5.68%	374	5.16%	379	5.22%	1.20%
Retail building space (acres) in the region		7,259		7,259		7,259	

Table 5
Average Shopping Area (Acres) Accessible Within 30 Minutes Mid-Day Period by Transit

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	138	1.90%	116	1.60%	88	1.22%	-24.16%
Non-Minority	64	0.88%	61	0.83%	44	0.61%	-27.39%
Low Income HH	120	1.65%	108	1.49%	83	1.14%	-23.36%
Non-Low Income HH	80	1.11%	77	1.06%	57	0.78%	-26.42%
Seniors	81	1.12%	76	1.04%	55	0.76%	-26.91%
Non-Seniors	92	1.27%	88	1.21%	66	0.90%	-25.14%
Zero-Car HH	144	1.98%	126	1.73%	96	1.33%	-23.59%
All	90	1.24%	85	1.17%	63	0.87%	-25.41%
Retail building space (acres) in the region		7,259		7,259		7,259	

Table 6
Average Number of Non-Shopping Opportunities Accessible Within 15 Minutes Mid-Day Period by Auto

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	310	6.68%	262	5.64%	263	5.66%	0.38%
Non-Minority	173	3.74%	155	3.35%	157	3.38%	0.97%
Low Income HH	278	6.01%	247	5.34%	248	5.35%	0.28%
Non-Low Income HH	203	4.38%	187	4.02%	188	4.06%	0.80%
Seniors	207	4.47%	184	3.96%	185	3.98%	0.65%
Non-Seniors	225	4.85%	207	4.46%	208	4.48%	0.58%
All	222	4.78%	202	4.35%	203	4.38%	0.64%
Number of non-shopping opportunities identified		4,636		4,636		4,636	

Table 7
Average Number of Non-Shopping Opportunities Accessible Within 30 Minutes Mid-Day Period by Transit

	2020	% of Total	2050 No Build	% of Total	2050 Build	% of Total	% Change Build Vs No Build
Minority	77	1.66%	65	1.40%	49	1.05%	-25.27%
Non-Minority	34	0.74%	32	0.69%	24	0.51%	-27.02%
Low Income HH	68	1.46%	61	1.31%	47	1.00%	-23.52%
Non-Low Income HH	43	0.93%	42	0.90%	30	0.66%	-27.10%
Seniors	43	0.94%	40	0.87%	29	0.63%	-27.54%
Non-Seniors	51	1.09%	48	1.04%	36	0.77%	-25.57%
Zero-Car HH	82	1.78%	72	1.55%	55	1.18%	-24.20%
All	49	1.07%	47	1.00%	34	0.74%	-26.02%
Number of non-shopping opportunities identified		4,636		4,636		4,636	

Table 8
Percent of Population or Households Within 25 Minutes AM Peak Period to A College by Auto

	2020	2050 No Build	2050 Build
Minority	97.4%	94.6%	94.7%
Non-Minority	87.7%	84.7%	84.9%
Low Income HH	93.9%	92.0%	92.1%
Not Low Income HH	90.2%	88.1%	88.2%
Seniors	90.3%	87.8%	87.9%
Non-Seniors	91.3%	89.4%	89.5%
All	91.1%	89.1%	89.2%

Table 9
Percent of Population or Households Within 50 Minutes AM Peak Period to A College by Transit

	2020	2050 No Build	2050 Build
Minority	69.9%	61.4%	58.8%
Non-Minority	37.7%	36.1%	34.4%
Low Income HH	60.6%	56.2%	53.5%
Not Low Income HH	45.3%	44.1%	42.3%
Seniors	45.8%	43.4%	41.3%
Non-Seniors	49.8%	48.2%	46.1%
Zero-Car HH	69.4%	63.1%	60.3%
All	49.1%	47.2%	45.1%

Table 10
Percent of Population or Households Within 15 Minutes Mid-Day Period to A Hospital by Auto

	2020	2050 No Build	2050 Build
Minority	95.8%	92.5%	92.8%
Non-Minority	82.8%	79.7%	80.1%
Low Income HH	91.4%	89.8%	90.1%
Not Low Income HH	86.0%	83.8%	84.2%
Seniors	86.3%	83.8%	84.1%
Non-Seniors	87.6%	85.7%	86.1%
All	87.4%	85.3%	85.7%

Table 11
Percent of Population or Households Within 30 Minutes Mid-Day Period to A Hospital by Transit

	2020	2050 No Build	2050 Build
Minority	59.4%	52.5%	45.5%
Non-Minority	33.2%	31.7%	24.6%
Low Income HH	51.7%	48.6%	42.0%
Not Low Income HH	39.4%	38.1%	31.0%
Seniors	40.3%	38.6%	31.1%
Non-Seniors	42.9%	41.4%	34.4%
Zero-Car HH	58.3%	53.7%	46.6%
All	42.5%	40.8%	33.7%

Table 12
Percent of Population or Households Within 15 Minutes Mid-Day Period to A Major Retail Center by Auto

	2020	2050 No Build	2050 Build
Minority	64.8%	61.3%	62.2%
Non-Minority	58.2%	53.3%	54.8%
Low Income HH	63.2%	60.1%	61.0%
Not Low Income HH	59.6%	55.7%	57.0%
Seniors	58.3%	54.0%	55.2%
Non-Seniors	60.9%	57.6%	58.8%
All	60.5%	56.8%	58.0%

Table 13
Percent of Population or Households Within 30 Minutes Mid-Day Period to A Major Retail Center by Transit

	2020	2050 No Build	2050 Build
Minority	17.4%	16.4%	15.1%
Non-Minority	13.9%	13.4%	11.2%
Low Income HH	18.2%	17.5%	15.6%
Not Low Income HH	14.2%	13.8%	12.0%
Seniors	13.8%	13.2%	11.1%
Non-Seniors	15.5%	15.2%	13.4%
Zero-Car HH	19.3%	17.9%	16.0%
All	15.2%	14.7%	12.9%

Table 14
Average Auto Travel Time for Work Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	21.04	22.23	5.7%	22.09	5.0%	0.14	0.63%
Non-Minority	24.52	25.58	4.3%	25.37	3.5%	0.21	0.82%
Low Income HH	19.27	20	3.8%	19.85	3.0%	0.15	0.75%
Not Low Income HH	25.48	26.13	2.6%	25.97	1.9%	0.16	0.61%
Seniors	23.65	24.57	3.9%	24.39	3.1%	0.18	0.73%
Non-Seniors	23.33	24.07	3.2%	23.89	2.4%	0.18	0.75%
All	23.39	24.18	3.4%	24	2.6%	0.18	0.74%

Table 15
Average Transit Travel Time for Work Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	39.47	38.01	-3.7%	40.33	2.2%	-2.32	-6.10%
Non-Minority	36.12	35.8	-0.9%	37.15	2.9%	-1.35	-3.77%
Low Income HH	42.77	42.16	-1.4%	44.65	4.4%	-2.49	-5.91%
Not Low Income HH	36.48	35.53	-2.6%	36.48	0.0%	-0.95	-2.67%
Seniors	39.39	38.02	-3.5%	40.08	1.8%	-2.06	-5.42%
Non-Seniors	37.94	37.12	-2.2%	39.1	3.1%	-1.98	-5.33%
Zero-Car HH	38.19	37.22	-2.5%	39.64	3.8%	-2.42	-6.50%
All	38.14	37.28	-2.3%	39.27	3.0%	-1.99	-5.34%

Table 16
Average Auto Travel Time for Shopping Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	9.69	10.02	3.4%	9.98	3.0%	0.04	0.40%
Non-Minority	10.85	11.12	2.5%	11.07	2.0%	0.05	0.45%
Low Income HH	9.41	9.6	2.0%	9.57	1.7%	0.03	0.31%
Not Low Income HH	10.84	11.04	1.8%	10.99	1.4%	0.05	0.45%
Seniors	10.55	10.78	2.2%	10.74	1.8%	0.04	0.37%
Non-Seniors	10.41	10.6	1.8%	10.56	1.4%	0.04	0.38%
All	10.43	10.64	2.0%	10.59	1.5%	0.05	0.47%

Table 17
Average Transit Travel Time for Shopping Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	38.57	37.58	-2.6%	40.31	4.5%	-2.73	-7.26%
Non-Minority	35.5	35.42	-0.2%	37.08	4.5%	-1.66	-4.69%
Low Income HH	38.35	37.67	-1.8%	40.33	5.2%	-2.66	-7.06%
Not Low Income HH	38.9	38.16	-1.9%	39.87	2.5%	-1.71	-4.48%
Seniors	38.18	37.45	-1.9%	39.88	4.5%	-2.43	-6.49%
Non-Seniors	37.76	37.03	-1.9%	39.52	4.7%	-2.49	-6.72%
Zero-Car HH	37.85	36.8	-2.8%	39.57	4.5%	-2.77	-7.53%
All	37.82	37.1	-1.9%	39.59	4.7%	-2.49	-6.71%

Table 18
Average Auto Travel Time for Other Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	11.3	11.92	5.5%	11.87	5.0%	0.05	0.42%
Non-Minority	13.19	13.58	3.0%	13.51	2.4%	0.07	0.52%
Low Income HH	10.79	11.13	3.2%	11.09	2.8%	0.04	0.36%
Not Low Income HH	12.93	13.2	2.1%	13.14	1.6%	0.06	0.45%
Seniors	12.72	13.09	2.9%	13.03	2.4%	0.06	0.46%
Non-Seniors	12.5	12.81	2.5%	12.75	2.0%	0.06	0.47%
All	12.54	12.87	2.6%	12.81	2.2%	0.06	0.47%

Table 19
Average Transit Travel Time for Other Purpose

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	39.61	38.73	-2.2%	41.04	3.6%	-2.31	-5.96%
Non-Minority	37.77	37.63	-0.4%	39.03	3.3%	-1.4	-3.72%
Low Income HH	40.5	40.25	-0.6%	42.52	5.0%	-2.27	-5.64%
Not Low Income HH	35.83	35.24	-1.6%	36.23	1.1%	-0.99	-2.81%
Seniors	40.63	39.75	-2.2%	41.93	3.2%	-2.18	-5.48%
Non-Seniors	38.8	38.14	-1.7%	40.17	3.5%	-2.03	-5.32%
Zero-Car HH	38.22	37.65	-1.5%	40.02	4.7%	-2.37	-6.29%
All	39.05	38.42	-1.6%	40.47	3.6%	-2.05	-5.34%

Table 20
Average Auto Travel Time for All Purposes

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	13.51	14.46	7.0%	14.38	6.4%	0.08	0.55%
Non-Minority	15.87	16.59	4.5%	16.46	3.7%	0.13	0.78%
Low Income HH	14.02	14.79	5.5%	14.7	4.9%	0.09	0.61%
Not Low Income HH	15.5	16.05	3.5%	15.95	2.9%	0.1	0.62%
Seniors	15.26	15.94	4.5%	15.84	3.8%	0.1	0.63%
Non-Seniors	15.01	15.6	3.9%	15.49	3.2%	0.11	0.71%
All	15.05	15.67	4.1%	15.57	3.5%	0.1	0.64%

Table 21
Average Transit Travel Time for All Purposes

	2020	2050 No Build	% Change over 2020	2050 Build	% Change Over 2020	2050 Build Vs No Build	
						Minutes Saved	% Minutes Saved
Minority	37.25	36.5	-2.0%	38.53	3.4%	-2.03	-5.56%
Non-Minority	32.98	32.98	0.0%	33.83	2.6%	-0.85	-2.58%
Low Income HH	37.48	37.51	0.1%	39.35	5.0%	-1.84	-4.91%
Not Low Income HH	34.85	34.41	-1.3%	35.41	1.6%	-1	-2.91%
Seniors	38.35	37.29	-2.8%	39.12	2.0%	-1.83	-4.91%
Non-Seniors	35.15	34.9	-0.7%	36.45	3.7%	-1.55	-4.44%
Zero-Car HH	36.1	36.39	0.8%	38.63	7.0%	-2.24	-6.16%
All	35.55	35.29	-0.7%	36.89	3.8%	-1.6	-4.53%

Table 22
Major Regional Colleges

Cleary University - Howell
College for Creative Studies
Concordia University - Ann Arbor
Eastern Michigan University
Henry Ford College East
Lawrence Technical University
MIAT College of Technology Canton
Macomb Community College - Central Campus
Macomb Community College - South Campus
Madonna University
Monroe County Community College
Oakland Community College, Auburn Hills Campus
Oakland Community College, Highland Lakes Campus
Oakland Community College, Orchard Ridge Campus
Oakland Community College, Royal Oak Campus
Oakland Community College, Southfield Campus
Oakland University
Rochester University
Schoolcraft College
St. Clair County Community College
U of Michigan - Dearborn & Henry Ford Community College
University of Detroit - Mercy
University of Michigan - Ann Arbor
Wayne County Community College District, Downriver Campus

Wayne County Community College District, Downtown Campus
Wayne County Community College District, Eastern Campus
Wayne County Community College District, Northwestern Campus
Wayne County Community College District, Western Campus
Walsh College
Washtenaw Community College
Wayne State University

Table 23
Major Regional Hospitals
Several hospital locations of the following healthcare systems

Ascension Healthcare System
Beaumont Healthcare System
Conner Creek Health Center
Corewell Health
Detroit Medical Center
Forest Health Medical Center
Henry Ford Health
Insight Surgical Hospital
Mclaren Hospitals
Select Specialty Hospitals
Trinity Healthcare Systems
University Of Michigan Healthcare System

Table 24
Major Regional Shopping Centers

Birchwood Mall
Briarwood Mall
Cabela's Inc.
Fairlane North
Fairlane Town Center
Fountain Walk
Great Lakes Crossing Mall
IKEA
Macomb Mall
Oakland Mall
Somerset Collection North
Southland Mall
Tanger Outlets of Howell, MI
The Mall at Partridge Creek
The Village of Rochester Hills
Twelve Oaks Mall
West Oaks
Westland Mall

SEMCOG Officers
2024-2025

Gwen Markham
Chairperson
Commissioner,
Oakland County

Ann Marie Graham Hudak
Vice Chairperson
Supervisor,
Canton Township

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Mayor,
City of Mount Clemens

Joe LaRussa
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Diana McKnight-Morton
Vice Chairperson
Trustee,
Washtenaw Community College

Frank Viviano
Vice Chairperson
Supervisor,
Macomb Township

Amy O'Leary
Executive Director

Possible Project Impacts

Project Type (Total Number of Projects Planned)	Number of Projects Potentially Impacting Resources										
	Water Resources[1]	Wetlands	Flood Prone Areas	Groundwater Resources[2]	Woodlands	Parks & Recreation Areas	Historic Sites	Cemeteries	Heritage Routes Natural Beauty Roads	Historic Bridges	Nonmotorized Facilities
Bridge (216 projects)	130	80	103	9	212	51	6	3	12	5	24
Congestion - Capacity (22 projects)	19	19	8	2	22	3	0	1	1	1	5
Congestion - Non-Capacity (100 projects)	47	53	32	13	100	39	23	7	17	9	16
Nonmotorized (34 projects)	21	15	15	3	34	16	8	3	5	1	9
Pavement (315 projects)	250	219	124	27	315	84	34	35	30	5	62
Rail (4 projects)	0	0	0	0	4	0	0	0	0	0	2

[1]Water resources consist of lakes and streams, designated trout lakes/streams, and Natural Rivers.
[2]Groundwater resources consist of wellhead protection areas and sinkholes.
Source: SEMCOG.