



MDOT Environmental Justice Overview

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Michigan Department of Transportation

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Presentation Outline



- Federal compliance requirements
- What is Environmental Justice?
- US DOT 2012 Environmental Justice Principles
- MDOT definitions of low-income and minority populations
- Legislative requirements
- MDOT Environmental Justice Plans

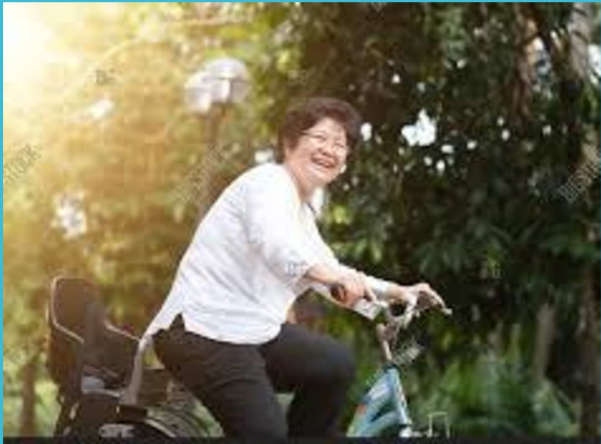
Federal Compliance Requirements



As a recipient of federal financial assistance, MDOT and Metropolitan Planning Organizations (MPOs) must demonstrate compliance to

1. Title VI of the Civil Rights Act of 1964
2. National Environmental Policy Act of 1969
3. Federal-Aid Highway Act of 1970
4. Civil Rights Restoration Act of 1987
5. Environmental Justice (EJ) Executive Order 12898 of 1994
6. Limited English Proficiency (LEP) Executive Order 13166 of 2000

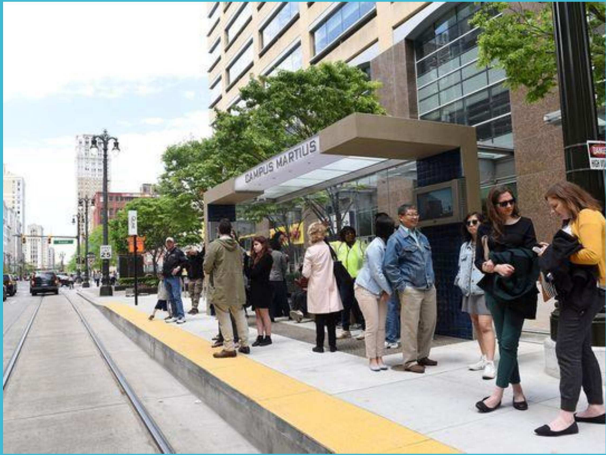
What is Environmental Justice?



Executive Order 12898 of 1994 signed by President Clinton

"To the greatest extent practicable and permitted by law...each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income population in the United States..." (EO 12898, Section 1-101)

US DOT 2012 Environmental Justice Principles



1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

MDOT definitions of low-income and minority populations



Low-Income: a person whose median household income $\leq$ U.S. Dept. of Health and Human Services poverty guidelines (\$12,060 in 2017)

Minority: a person who is

- Black
- Hispanic
- Asian
- American Indian and Alaskan Native
- Native Hawaiian and Other Pacific Islanders

MDOT also includes:

- Elderly persons (Age 65+)
- Disabled persons
- Occupied Housing Units with No Vehicles Available

Legislative Requirements



- Requires a process of project selection
- Process ensures and prevents any form of discrimination against race, color, national origin, age, sex, income, handicap/disability, or means of transportation
- Process establishes procedures for identifying disproportionate impacts

MDOT Environmental Justice in Plans and Projects

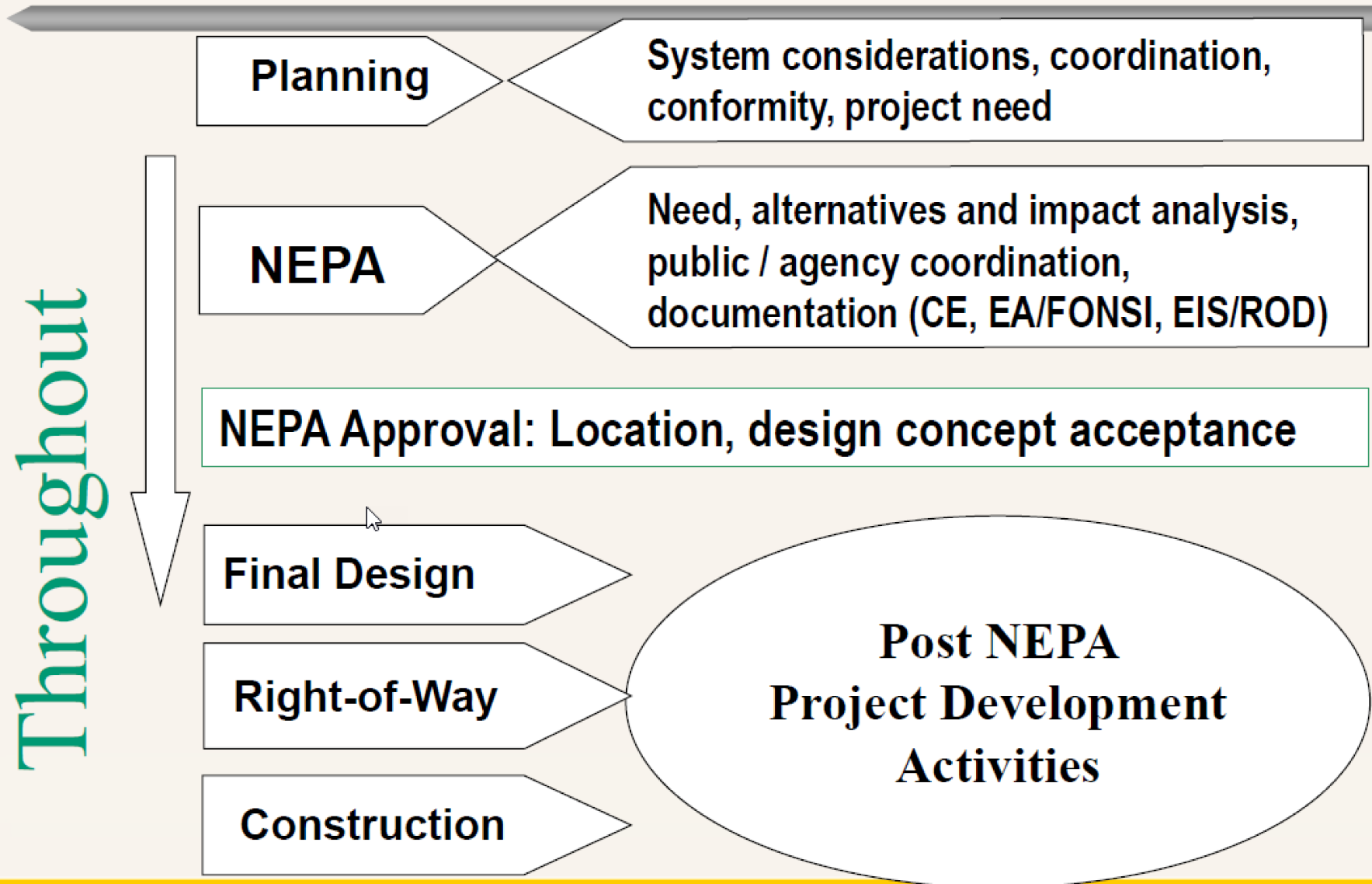


MDOT completes an Environmental Justice Analysis for Transportation Plans:

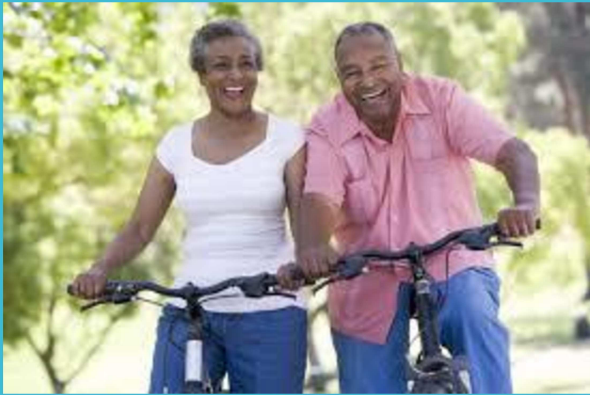
- **The State Long-Range Plan (SLRP)** — a 20-year Federally required horizon plan specifying broad goals and objectives for all modes of transportation
- **The Five-Year Transportation Program (5YTP)** — a state legislature required multi-modal document outlining highway improvement projects for a five-year period
- **Federal Transit Administration funded transit projects**

And Project Level analysis through
National Environmental Policy Act (NEPA)

Environmental Justice in the Transportation Project Development Process



MDOT Environmental Justice Analysis Methodology



1. Most recent census data (census tract level) and DHHS Poverty Standards
2. Compute statewide averages and establish statewide baseline ratios
3. Synthesize census data with the Location Quotient statistical method
4. Map the list of proposed projects (ex. MDOT 5-year plan FY 2018-2022)

MDOT Environmental Justice Analysis Methodology (Cont.)



5. Develop statewide thematic maps showing spatial location of EJ population groups
6. Develop project-level maps showing list of candidate projects at statewide and MDOT designated region levels
7. Evaluate cost relationships or disproportionate impact level of proposed projects for implementation at MDOT region level
8. Collect Disadvantaged Business Enterprise (DBE) contract information from MDOT Contract Service Division

Location Quotient Method

$$LQ_i = \frac{\frac{x_i}{n_i}}{\frac{x}{n}} \text{ or } \frac{x_i}{x} \times \frac{n}{n_i}$$

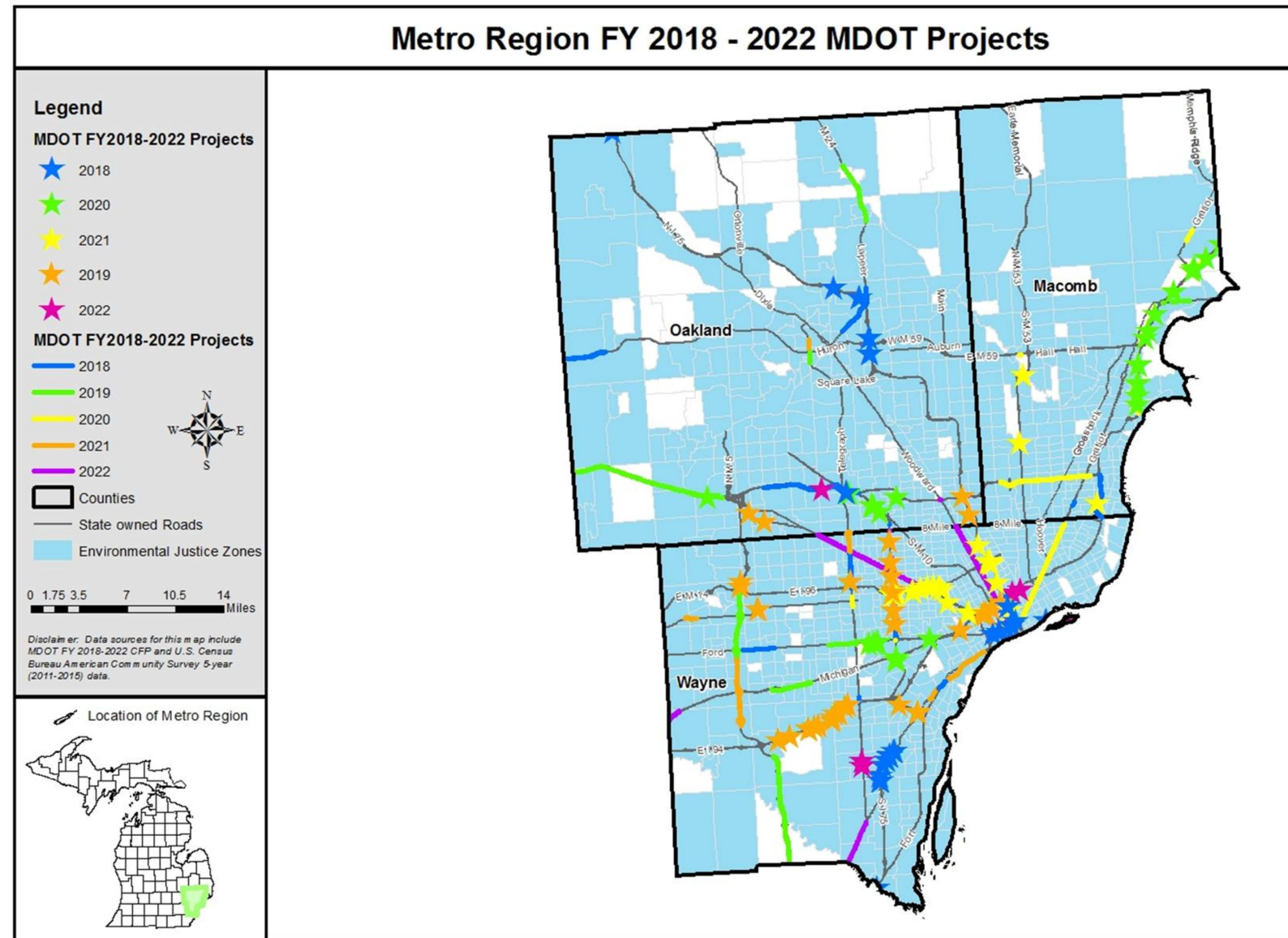
- Location Quotient (LQ) = statistical technique used to calculate the shared distribution of a smaller, local economy to a larger, reference economy
- For our EJ analysis:
 1. Local Economy = 2010 Census Tract
 2. Reference Economy = State of Michigan

Significant Projects

- **Significant projects:** a project that may individually or cumulatively have significant impact(s) on the natural, human, or social environment
- Examples:
 - New roads or highways
 - New structures or facilities
 - Major and minor widening



Example: Metro Region Environmental Justice Analysis Map



Environmental Justice Observations

- New route/structure projects, and major and minor widening projects as identified in the project listings may/may not have significant impact(s) on EJ population groups based on definition of “regionally significant project”...however
- It is still *strongly* encouraged that MDOT project managers use due diligence in involving identified EJ populations as early as possible



- MDOT project managers should also encourage the public to participate in the data collection process during all MDOT public involvement meetings

MDOT Public Involvement Process (PIP) Toolkit



- **Stakeholder interviews**
 - Key stakeholders identified by MDOT
- **Household participation studies**
 - Household studies conducted by random telephone interviews
- **Economic Advisory Group**
 - Industry leaders from State's eight economic sectors
- **Stakeholder workshops**
 - Utilize breakout groups to maximize interaction
- **Open houses**
 - Formal presentation/handouts to engage public and gather info
- **Library partnership online questionnaires**
 - Online questionnaires located at participating libraries around State
- **Outreach meetings**
 - Reach out to involve traditionally underserved communities
- **MDOT website, social media, email list groups**

MDOT Disadvantaged Business Enterprise (DBE) Program



- 49 CFR § 26 (1999) "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs"
- All MDOT-assisted construction projects, consulting services, procurement services, contract administration services, and/or subcontracting administration services continue to be consistent with Federal requirements
- Encourages MDOT to continue the participation of DBEs in all federal-aid contracting activities

Thank You!

For more information, contact:

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