

# MEMORANDUM

To: Technical Committee  
From: Suzann Flowers  
Date: May 20, 2020  
Re: 3rd Call for FY 2020 TIP Amendments for 2020-2023 TIP

## **Background**

WATS initiated the 3rd call for FY 2020 TIP amendments on April 16, 2020. Due to the Stay Home Stay Safe order a notice of the changes was placed on WATS social media channels that include The Facebook and Twitter. Amendments were received from WCRC, Ann Arbor, Ypsilanti, Saline, Dexter, and MDOT.

On February 28, 2020 WATS convened a Federal Aid Committee meeting to discuss the allocation of Highway Improvement Program -Urban funds (HIPU). There was a total of \$240,745 of funds to program. After discussion, the recommendation from the group was to ensure that projects in FY 2021 were fully funded instead of adding new projects. This resulted in several project changes to Ann Arbor, WCRC, Dexter, and AAATA. The draft meeting minutes can be viewed [here](#).

Significant changes in this TIP amendment include:

- **City of Ann Arbor**

The City added \$77,123 of HIPU funds to the FY 2021 Scio Church project. Additionally Ann Arbor is deleting the Fuller/Maiden Lane project in FY 2023 and is replacing the project with State St. The City also received \$48,000 of underprogrammed STP funds in FY 2022 for the Plymouth Rd. project.

- **AAATA**

Beginning in FY 2021-2023, TheRide will receive a \$250,000 a year allocation to be used for pedestrian improvements. At the time the projects were programmed, it was thought that the STP funds would be programmed similar to a roadway project. Therefore, WATS has had to delete the initial programming of these jobs and add them back to the TIP to

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## POLICY COMMITTEE MEMBERS

City of Ann Arbor • Ann Arbor DDA • Ann Arbor Township • City of Chelsea • City of Dexter  
Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
University of Michigan • Washtenaw County Board of Commissioners • Washtenaw County Road Commission • City of Ypsilanti • Ypsilanti Township •  
• Ex Officio: Federal Highway Administration • Southeast Michigan Council of Governments •

An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

allow for ease of construction for AAATA. Additionally, AAATA for FY 2021 received \$12,304 of the HIPU allocation.

- **City of Dexter**

The City added 1\$7,635 of HIPU funds to the 3rd St project.

- **WCRC**

WCRC received an additional \$133,683 in HIPU funds that were allocated to projects in FY 2021 - Packard Rd., Ford Rd., and Wiard Rd. The agency reallocated STP funds to the Ford and Bemis Rd projects. This was done by deleting an unnamed CPM job by the agency in FY 2021. For the rural program the agency allocated all FY 2021 funds (832,000 STP Rural and 143,567 State D) to the Jackson Rd. rehabilitate work. In FY 2022, Pontiac Trail at North Territorial was moved from FY 2021 to FY 2022 with all STP Rural funds being allocated to this job. The WCRC was also awarded a safety project from the State for traffic safety improvements on Dexter Townhall Rd.

- **City of Ypsilanti**

The City added \$25,000 worth of under programmed STP urban funds to the Huron River Dr. project in FY 2023.

- **City of Saline**

The City added \$25,000 worth of under programmed STP urban funds to the Clark St. project in FY 2023.

- **MDOT**

JN 205652 US 23 is a phase add to the TIP. It is part of the rebuilding Michigan bonding program, WATS Policy members took action on this project at the March 2020 meeting. JN 210043 I-94 is a cost decrease of over 25%. It was originally programmed at \$28,600,000 but has been revised down to \$19,793,826.

**New investments total to 2020-2023 TIP= \$338,745**

### **Environmental Justice Review**

#### *Total Amount in TIP*

Over the course of the TIP, the investment made in Washtenaw County is affected by amendments and modifications (grant awards, cost changes, new projects) These changes continually affect the total value of the TIP. The 2020-2023 TIP is valued at: \$447,722,083.41.

Environmental Justice (EJ) review evaluates the fair distribution of environmental benefits and burdens in EJ and Non-EJ areas. In addition, the EJ review evaluates each project for adverse social, economic, and environmental effects. More information on the USDOT EJ strategy is available [here](#).

To quantify the TIP's investment in EJ areas, WATS analyzes block groups by their combined

percentage of minority and low-income residents and measures investment in the 80th and 90th percentile. The portion of a project within ½ mile of the EJ area is considered a benefit to that area.

For projects with a portion of investment in the EJ area or within ½ mile of that area, the segment cost was calculated as follows:

$$(\text{Segment Length} / \text{Total Project Length}) * \text{Total Project Cost}$$

**2020-2023 TIP  
Environmental Justice Evaluation**

|                    | % of Evaluated Projects* | Investment       |
|--------------------|--------------------------|------------------|
| EJ 80th Percentile | 4.8%                     | \$12,470,763.01  |
| EJ 90th Percentile | 21.7%                    | \$56,346,070.96  |
| Non-EJ             | 73.5%                    | \$191,298,861.43 |

\*Projects without a specific location (areawide, transit capital/operations), totaling an investment of \$187,606,388.01, have not been included in this analysis.

*Transit Investment*

WATS considers investment in transit to be a benefit to EJ areas by improving access and mobility.

|                    | Investment    |
|--------------------|---------------|
| Transit Operations | \$140,484,605 |
| Transit Capital    | \$38,437,180  |
| Total              | \$178,921,785 |

WATS does not anticipate the TIP amendments will have a disproportionately negative impact on EJ areas.

**A map of projects in the 2020-2023 TIP and the Environmental Justice area is available at <http://www.miwats.org/tip>.**

**Opportunity Evaluation**

WATS' analysis of the [county's Opportunity Index](#) reviews TIP projects and investment in areas of low and very low opportunity to quantify investment in areas with low social mobility. WATS reports on the investments being made in low and very low opportunity areas as part of each TIP amendment. For projects with a portion of investment in the low and very low opportunity areas, the segment cost was calculated as follows:

*(Segment Length / Total Project Length) \* Total Project Cost*

The opportunity index review is provided as information.

**2020-2023 TIP  
Opportunity Evaluation**

|                      | % of Evaluated Projects* | Total Investment |
|----------------------|--------------------------|------------------|
| Low Opportunity      | 22.7%                    | \$58,936,477.33  |
| Very Low Opportunity | 7.3%                     | \$19,022,153.74  |

\*Projects without a specific location (areawide, transit capital/operations), totaling an investment of \$187,606,388.01, have not been included in this analysis.

By monitoring investment in EJ and Opportunity areas, WATS Committees can evaluate if enough investment is being made to balance environmental benefits and burdens and to disrupt the effects of historic injustice.

**Action**

Staff request the Technical Committee review the TIP amendments and make a recommendation to the Policy Committee.