

Environmental Justice Campbellsville Bypass

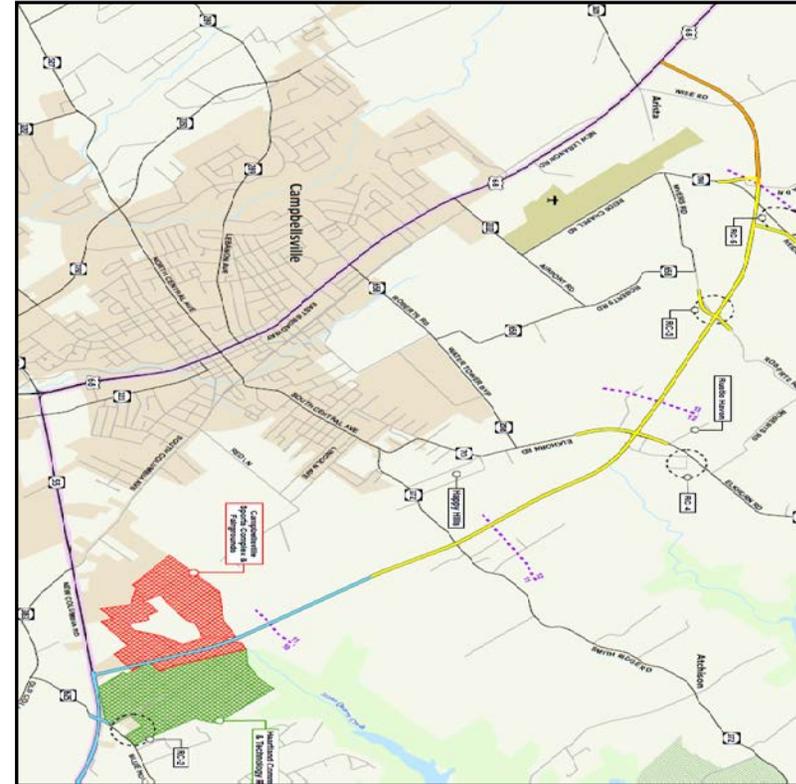
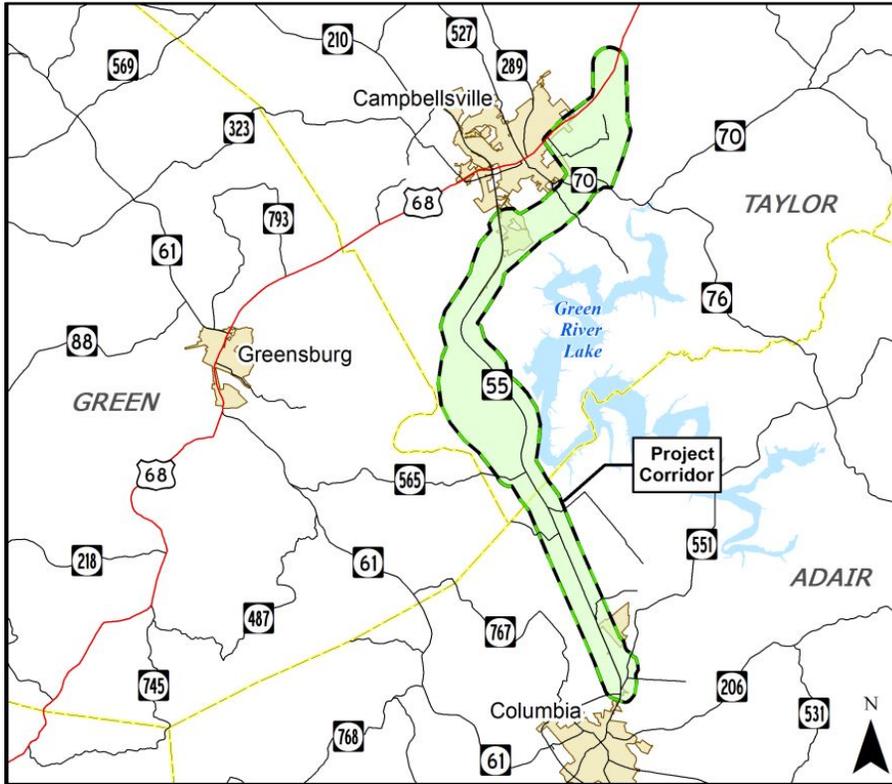
Case Study

Tom Springer – Qk4, Inc.

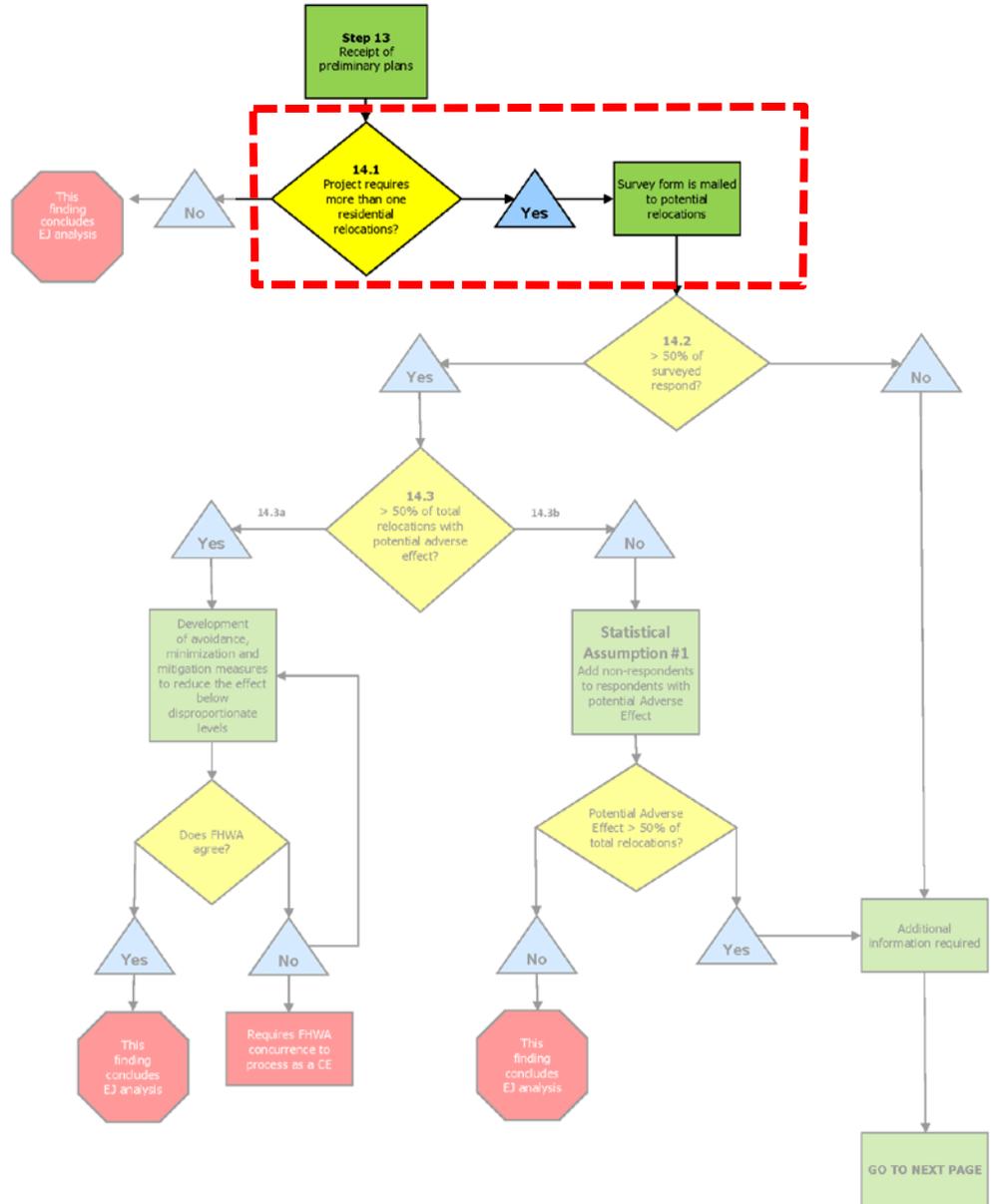
Pop Quiz #1 – How Many are Low-Income?



Campbellsville Bypass



Environmental Justice Decision Tree



14.1 – Database of Relocations

Name	Address	Survey Received	Inferred EJ Status	Inferred Adverse Effect
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
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Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
Mr. & Mrs.	Campbellsville, KY			
...TOTALS...	18			

14.1 – Mail Letter & Survey

KY 55 Improvements/ Campbellville Bypass
Item No. 4-142.00
Adair and Taylor Counties

KYTC Relocation Questionnaire

(NAME from address on letter)
(ADDRESS from address on letter)
(ADDRESS from address on letter)

If the information above is incorrect; please enter your name and address below.

Name: _____

Address: _____

Please provide contact information:

Telephone 1: _____

Telephone 2: _____

Email Address: _____

PLEASE CHECK (✓) OR FILL IN BLANKS, BELOW, OF THOSE THAT APPLY TO YOU

1. Approximately how long have you lived at this location? _____ years _____ months
2. Do you: Rent your home? Own your home?
 Other (Explain; e.g., live rent free...) _____
3. Please check any (one or more) of the following that characterize your household:
 - DISABLED (A person who has a physical or mental impairment that substantially limits one or more major life activities.) How many disabled people in the household? _____
 - ELDERLY (Over 65.) How many elderly people in the household? _____
 - LIMITED ENGLISH PROFICIENCY (English is not your first language and you are still learning.) How many people in the household have limited English proficiency? _____
 - ZERO-CAR HOUSEHOLD (No one living in home has access to a vehicle.)

14.1 – Mail Letter & Survey

7. ...would you be willing to relocate...

MINORITY (If you checked this, please mark all that apply below.)

- Alaskan Native
- American Indian
- Asian American
- Black/African-American
- Hispanic
- Hawaiian/Pacific Islander

5. How many people live in this household (including you)?

6. Is your total household income before taxes more than \$40,000? Yes No

If your answer is no, please write your total household income before taxes in the space below.

My total household income is approximately \$ _____.

7. If it is determined that your home must be acquired for this project to be constructed, would you be willing to relocate with financial compensation from the government?

- Yes
- No
- Undecided

8. I would like to receive additional information related to relocation assistance.

9. The following information will help us to understand your circumstances and identify your need for additional information that you may find useful. You may use the spaces below or attach additional pages as necessary.

a. Please identify any benefits or improvements in your life that you may experience as a result of the project.

14.1 – Mail Letter & Survey

b. Please identify any difficulties, hardships, problems or concerns that you may have if relocated by the project.

b. Please Identify any difficulties, hardships, problems or concerns that you may have if relocated...

(Please feel free to continue on the back of these sheets.)

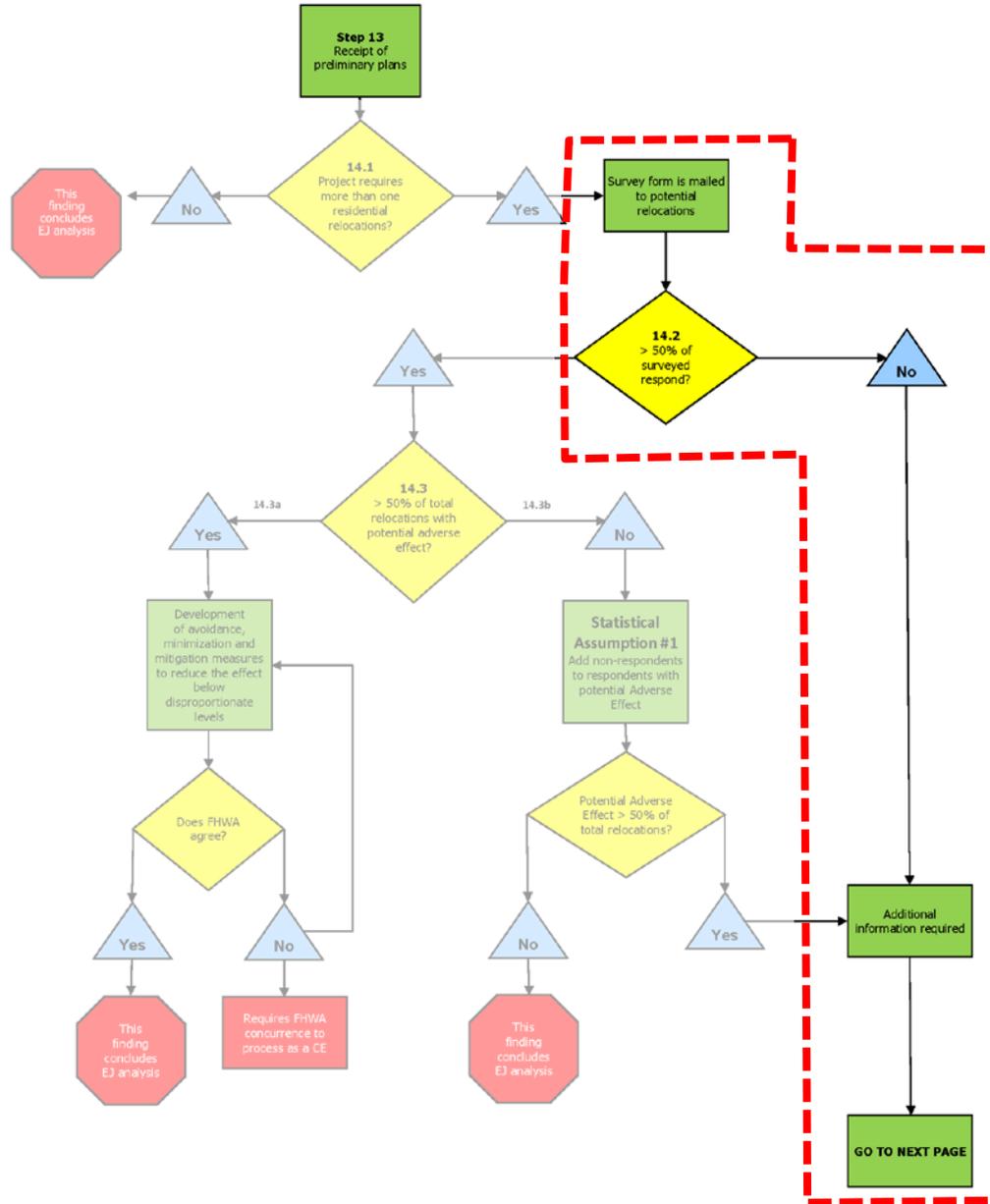
Populate Survey Results

Name	Address	Survey Received	Inferred EJ Status	Inferred Adverse Effect
Mr. & Mrs.	Campbellsville, KY	Jan-4	None	
Mr. & Mrs.	Campbellsville, KY	Feb-14	Low-Income	No.
Mr. & Mrs.	Campbellsville, KY	Jan-14	None	
Mr. & Mrs.	Campbellsville, KY	Mar-3	None	
Mr. & Mrs.	Campbellsville, KY	Jan-31	Low-Income	“Hell No”
Mr. & Mrs.	Campbellsville, KY	Feb-28	None	
Mr. & Mrs.	Campbellsville, KY	Mar-6	Low-Income	“Concerned”
Mr. & Mrs.	Campbellsville, KY	Apr-1	None	
Mr. & Mrs.	Campbellsville, KY			
...TOTALS...	18	8 (<50%)	3	<u>2</u>

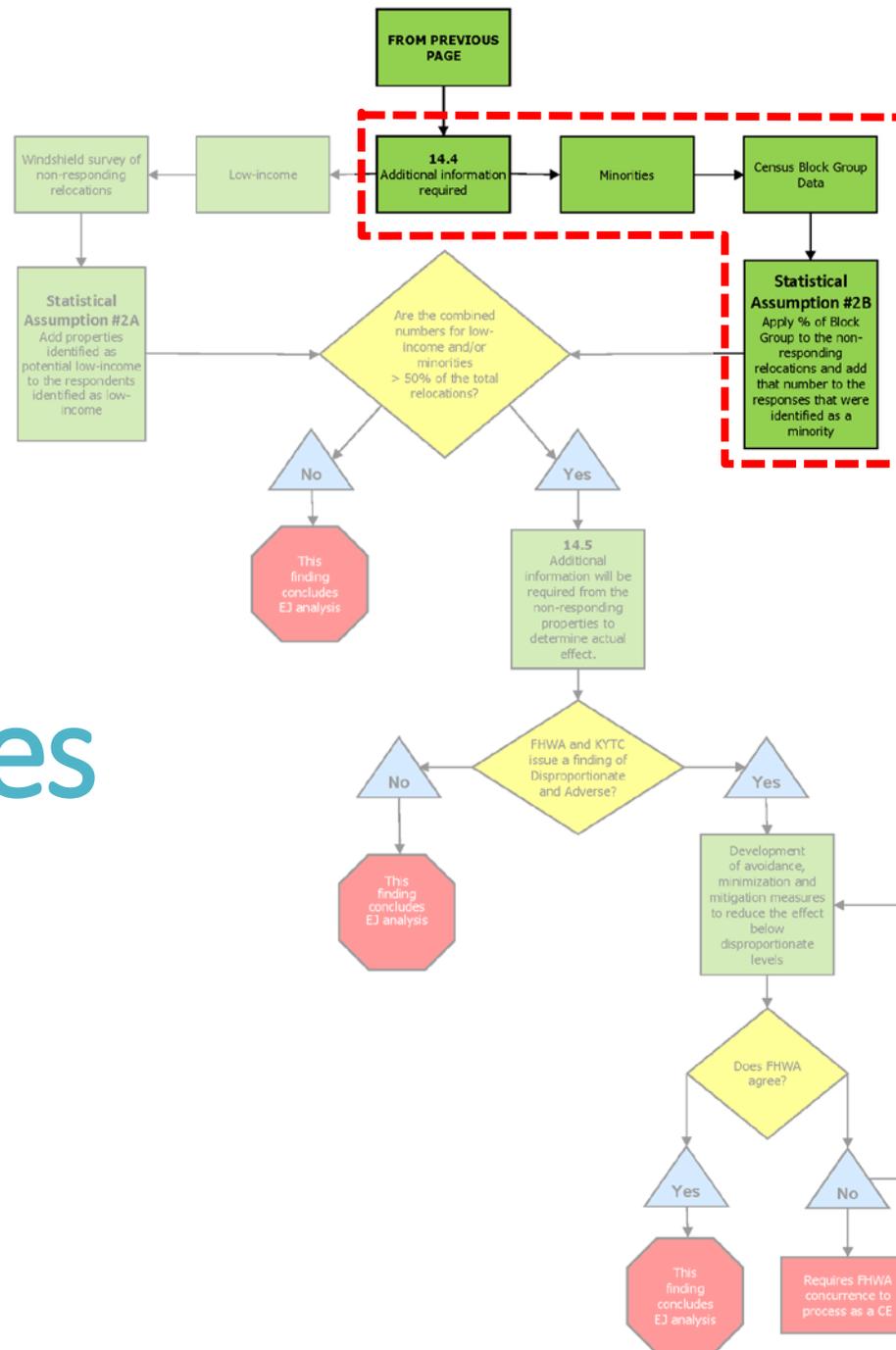
Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total	
Number Who Completed Survey	6	0	<u>2</u>	8	<50%
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>				10	
Totals				18	
Percentage of Relocations that are EJ status					
Disproportionately High Impact Determination (i.e., >50%)					

Environmental Justice Decision Tree

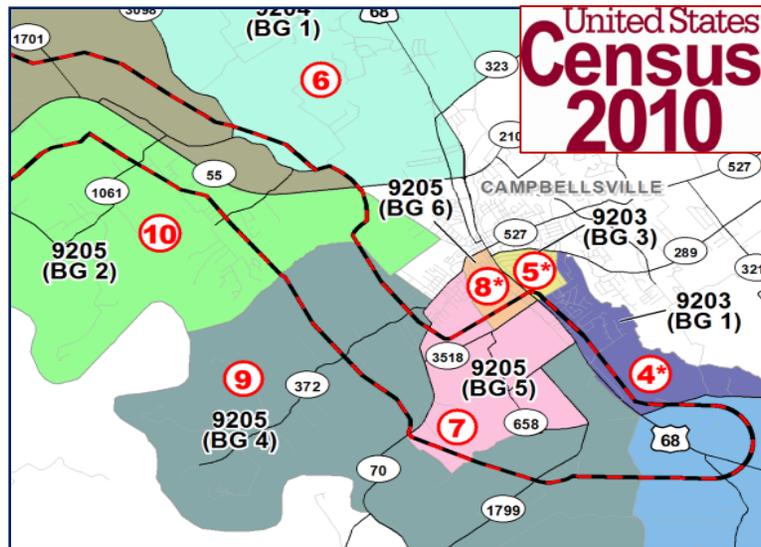


14.4 – Minorities



Census Race Data – Block Group

CAMPBELLSVILLE EA/FONSI



“Block Groups 2, 4 and 5 of Census Tract 9205 have an **average of 5.6%** minority. The 5.6% of the 10 who did not respond (i.e., $0.056 / 10$) is 0.56, which is rounded to **1**.”
(2014 FONSI)

KYTC/FHWA POLICY

<http://transportation.ky.gov/Environmental-Analysis/Pages/Socioeconomics.aspx>

Environmental Justice

AASHTO Guidance - Environmental Justice
EJ for CE Projects 06-11-2011
2008-2012 ACS Population Data
Environmental Justice EO (12/2/1995)
Environmental Justice Overview
EJ View

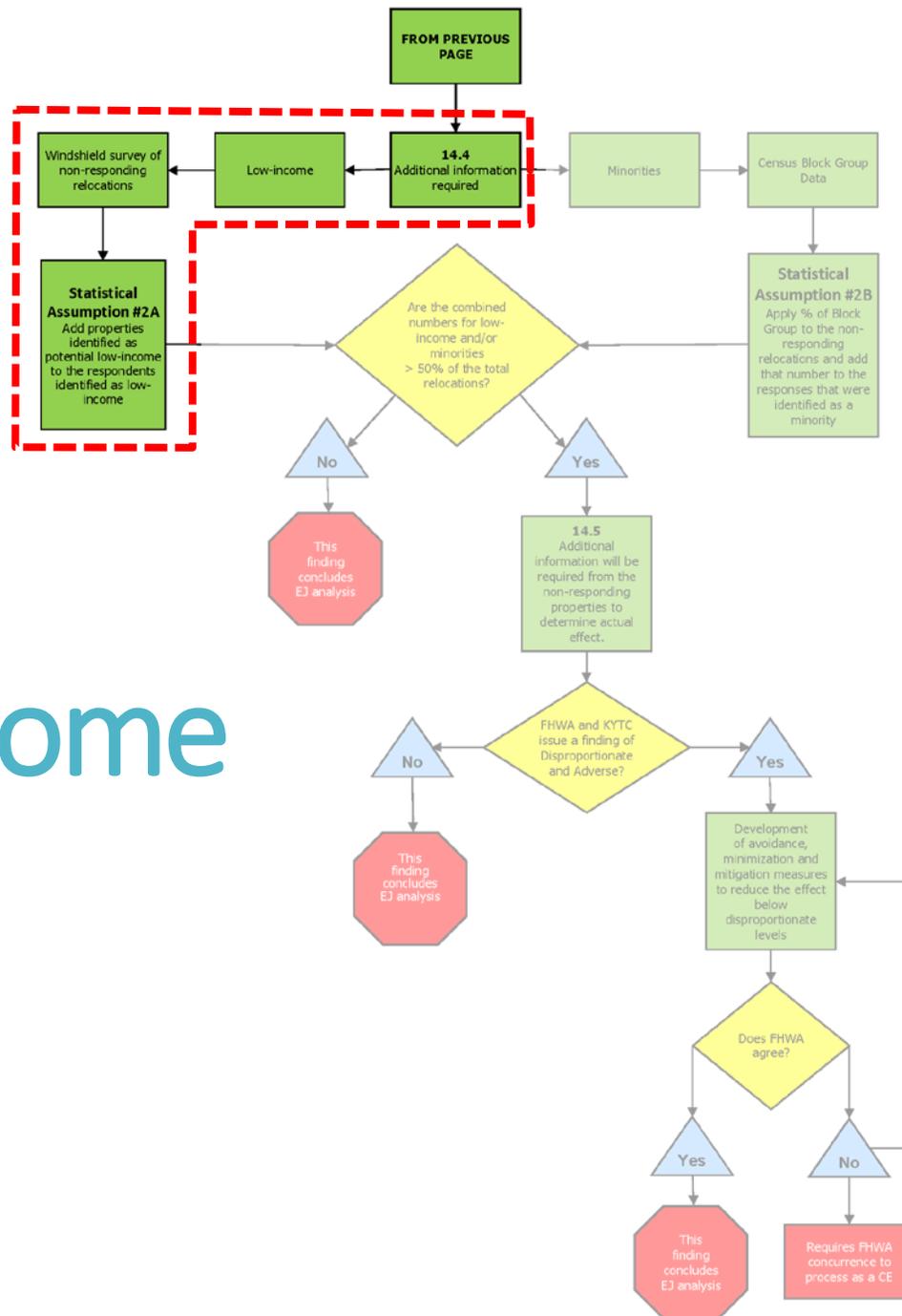


	TOTAL	WHITE ALONE	% MINORITY
BG 2, CT 9205, Taylor CO.	993	941	5.2%
BG 4, CT 9205, Taylor CO.	1778	1536	13.6%
BG 5, CT 9205, Taylor CO.	1066	1046	1.9%
TOTAL	3837	3523	8.7%
Survey Not Completed			<u>x 10</u>
EJ Race and Adverse			0.87 = <u>1</u>

Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>		<u>1</u>		10
Totals				
Percentage of Relocations that are EJ status				
Disproportionately High Impact Determination (i.e., >50%)				

14.4 – Low-Income



14.2 – Windshield Survey



Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>	4	1	<u>5</u>	10
Totals				
Percentage of Relocations that are EJ status				
Disproportionately High Impact Determination (i.e., >50%)				

Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>	4	1	5	10
Totals	10	1	7	18
Percentage of Relocations that are EJ status				
Disproportionately High Impact Determination (i.e., >50%)				

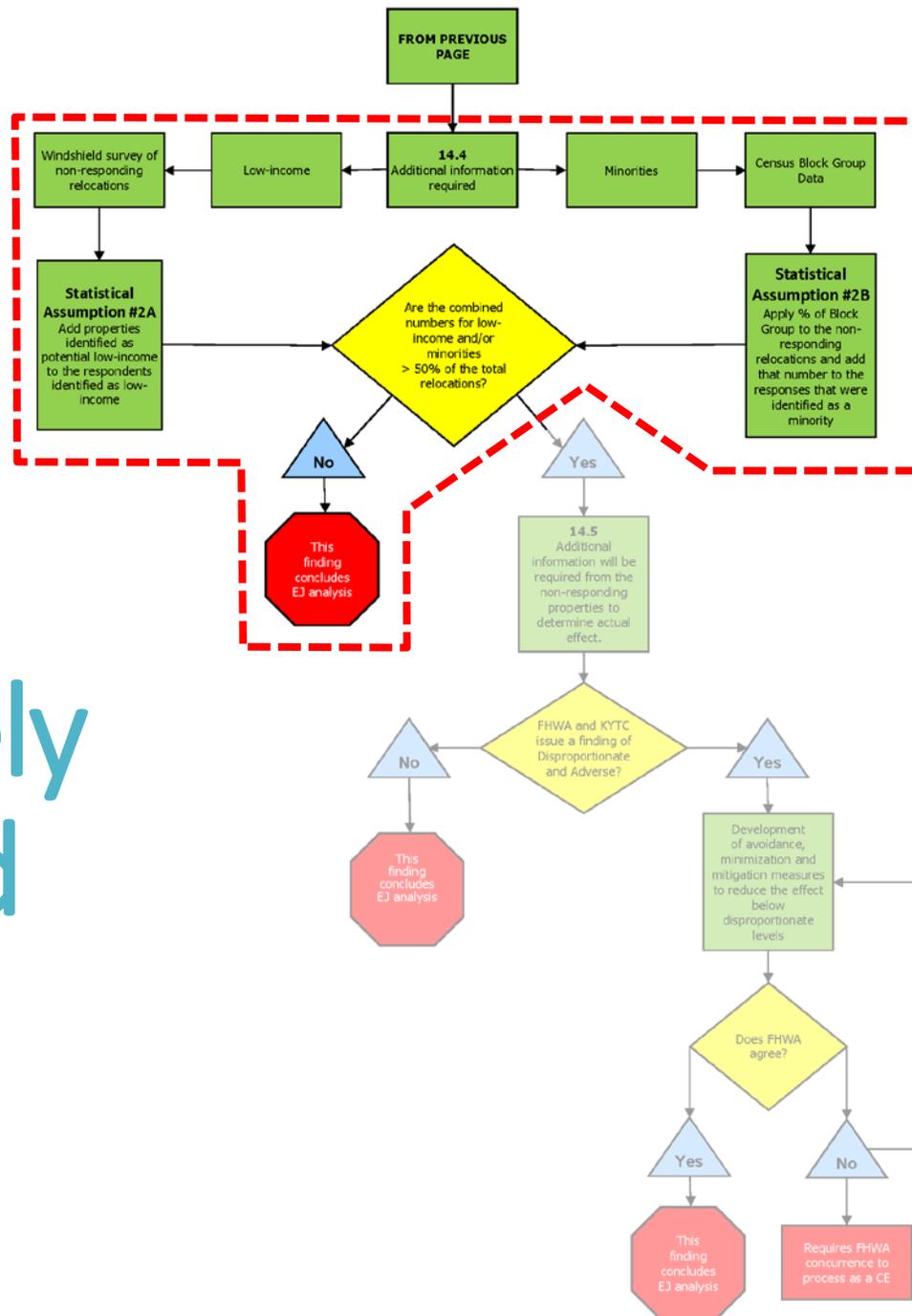
Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>	4	1	5	10
Totals	10	1	7	18
Percentage of Relocations that are EJ status	$(1+7)/18 = 44\%$			
Disproportionately High Impact Determination (i.e., >50%)				

Summary Table

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey – <i>Statistical Assumptions</i>	4	1	5	10
Totals	10	1	7	18
Percentage of Relocations that are EJ status	$(1+7)/18 = 44\%$			
Disproportionately High Impact Determination? (i.e., >50%)	No			

14.4 – <50% Adversely Affected



Campbellsville Bypass FONSI – EJ Text

FONSI: KY 55 Heartland Parkway Reconstruction and Campbellsville Bypass

creed, color, national origin, or economic status, as required by Title VI of the *Civil Rights Act of 1964*. For a discussion of the project's effects on low-income and minority populations see Section 3.9, *Environmental Justice*.

3.9 Environmental Justice

Environmental Justice Policy. Title VI of the 1964 Civil Rights Act requires each federal agency to ensure that "no person, on the grounds of race, color or national origin, be excluded from participating in, denied the benefits of, or subjected to discrimination" under any program or activity receiving federal aid. Title VI implications on the transportation planning process were further refined on February 11, 1994, in Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Executive Order requires each federal department and agency to "identify and address disproportionately high and adverse human health or environmental effects of their policies, programs and activities on minority populations or low income populations." On April 15, 1997, the U.S. USDOT published DOT Order 5680-1 as a component of the June 29, 1995, Federal Highway Administration's Environmental Justice Strategy. The Order, which appeared in the *Federal Register*, Volume 62, Number 72, describes the process USDOT implemented to incorporate environmental justice principles into existing programs, policies, and activities. Most recently (May 2, 2012), FHWA issued DOT Order 5610.2(a), *Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, to provide additional guidance.

In accordance with FHWA environmental justice (EJ) policy and guidance, there are two key criteria for determining whether an action will cause a disproportionately high and adverse effect on minority populations or low-income populations: (1) an adverse effect that is predominantly borne by a minority or low-income population, or (2) an adverse effect that will be suffered by a minority or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority or non-low-income population.

Campbellsville Bypass EJ Analysis. As described in Section 1.3, *Project History, Planning and Scoping*, the Campbellsville Bypass is the only portion of the Heartland Parkway project that is currently funded; therefore, it is the only portion of the overall project that has been analyzed for site-specific EJ impacts. The analysis was based on the most [current KYTC / FHWA-KY environmental justice guidance](#), which outlines the following approach:

Data Gathering—

- **Step 1:** Mail EJ [survey](#) forms to potential relocatees. If more than 50% respond, the data gathering phase is complete. If fewer than 50% respond, then obtain additional information as discussed in Step 2.
- **Step 2:** To identify [low-income status](#), complete [site-specific reviews](#) for the relocatees who did not respond to the survey to identify potential low-income populations. To identify [minority status](#), analyze the current [Census data](#) to determine the likelihood of minority relocations. The results of steps 1 and 2 are then combined.

Analysis—If, during either Step 1 or the combination of the two steps, the number of the potential low-income relocations plus the number of potential minority relocations are greater than 50% of the total anticipated relocations, then there is the potential for a disproportionately high impact to EJ populations. To make that determination the following steps are taken:

- Tally the surveys to identify low-income or minority relocatees and who note opposition to relocating. These are considered adversely affected populations.

FONSI: KY 55 Heartland Parkway Reconstruction and Campbellsville Bypass

- For the relocations that did not complete their surveys, to determine [low-income status](#), site-specific reviews are conducted. To assume [minority status](#), the percentage of minorities within the encompassing Census Block Groups is applied to the number of these non-responding relocations. For example, if Block Groups have an average of 10% minority, then it is assumed that 10% of those who did not complete the survey are minority.

For this project, the Block Groups 2, 4 and 5 of Census Tract 9205 (see Appendix A, EA Figure 13, p. 61) have an average of 5.6% minority. The 5.6% of the 10 who did not respond (i.e., $0.056 / 10$) is 0.56, which is rounded to 1. Therefore, it is assumed that there is 1 minority person who did not complete the survey. Each EJ relocation identified during this analysis is assumed to be potentially adversely affected.

The resulting number of low-income and minority relocations identified EJ relocations is added to the number of EJ relocations that completed their surveys. If the result is greater than 50% then there is the potential for disproportionately high impacts to EJ populations. Table 11 summarizes the analysis that was completed for the Campbellsville Bypass.

Table 11: Summary of Site-Specific Environmental Justice Analysis

	Non-EJ	EJ Race & Adverse	EJ Low-Income & Adverse	Total
Number Who Completed Survey	6	0	2	8
Number Who Did Not Complete Survey	4	1	5	10
Totals	10	1	7	18
Percentage of Relocations that are EJ status	7+1 / 18 = 44%			
Disproportionately High Impact Determination (i.e., >50%)	NO			

As the table indicates, [although there could be an adverse effect to the identified environmental justice populations, it would not be disproportionately high or predominantly borne by a minority or low-income population. Therefore no further analysis or mitigation for environmental justice populations is required.](#)

3.10 Agricultural Impacts

Formal consultation with the U.S. Department of Agriculture's (USDA) Adair County and Taylor County offices of the Natural Resources Conservation Service (NRCS) for compliance with the *Farmland Protection Policy Act of 1981* was completed (see January 27, 2010 correspondence, EA Appendix C). In accordance with state and federal regulations concerning farmland protection, the Farmland Conversion Impact Rating Form AD-1006 was used to evaluate this project's effect on farmland. The evaluation results (Part VII, Form AD-1006) for Adair and Taylor counties are included in EA Table 24. On the rating form for Taylor County, Alternatives A, B, and C each received total points of 154, while in Adair County these alternatives received 125, 132, and 126, respectively. USDA recommends in 7 CFR 658.4(c)(3) that "sites receiving scores totaling 160 or more be given increasingly higher levels of consideration for protection." Since this project received scores of less than 160 points in both counties, the project's impact on farmland would not be adverse and the protection of this farmland should not override the need for the project. This conclusion applies to Selected Alternative D, even though its Segment 140 was identified after the coordination with NRCS; i.e., Alternative D includes elements of the other build alternatives that were evaluated, including Segment 14Y, which is in the same general area as 140 and would be have the similar impacts and result in the same overall rating. Based on the NRCS score criterion, the project's impact on farmland would not be adverse and the protection of the farmland should not override the need for the project.